



CARLOS ROMERO, CHAIR  
JULIA MATES, VICE CHAIR  
NOELIA CORZO  
ANDERS FUNG  
RICO E. MEDINA  
MARK NAGALES  
JACKIE SPEIER

APRIL CHAN  
EXECUTIVE DIRECTOR

## AMENDED AGENDA

### San Mateo County Transportation Authority

Board of Directors Meeting

January 8, 2026, 5:00 pm

**Primary Location:**

Bacciocco Auditorium, 2nd Floor  
1250 San Carlos Avenue, San Carlos, CA 94070

**Alternate Location:**

3199 Cody Court  
Palm Springs, CA 92264

Members of the public may attend in-person or participate remotely via Zoom at:

<https://us02web.zoom.us/j/85843055309?pwd=nQ4aRT3DJ8MJQMoeBXzL4ueNCPtta.1>

or by entering Webinar ID: **858 4305 5309**, Passcode: **673287** in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only.

**Public Comments:** Written public comments may be emailed to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will be accepted during the meeting in person and through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial \*6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

The video live stream will be available after the meeting at <https://www.smcta.com/about-us/board-directors/video-board-directors>.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**Thursday, January 8, 2026**

**5:00 pm**

1. Call to Order
2. Oath of Office
  - 2.a. Mark Nagales for a term ending December 31, 2027 (Cities – Northern County Representative)
  - 2.b. Anders Fung for a term ending December 31, 2027 (Cities – Cities at Large Representative)
3. Roll Call / Pledge of Allegiance
4. Election of 2026 Officers Motion
5. Request to Change Order of Business Motion
6. Report of the Community Advisory Committee Informational
7. Public Comment for Items Not on the Agenda

*Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.*
8. Consent Calendar

*Members of the Board may request that an item under the Consent Calendar be considered separately*

  - 8.a. Approval of Minutes of the Board of Directors Meeting of December 4, 2025 Motion
  - 8.b. Adopting the Grand Boulevard Initiative Action Plan Resolution
  - 8.c. Adopt 2026 Legislative Program Motion
9. Report of the Chair
  - 9.a. Appointment of Representative to the San Mateo County Express Lanes Joint Powers Authority Motion
10. San Mateo County Transit District Liaison Report Informational
11. Peninsula Corridor Joint Powers Board Liaison Report Informational
12. Report of the Executive Director Informational

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

13. Finance

13.a. Consider Amending the \$10,000,000 Allocation in Original Measure A Funds to the San Mateo County Transit District for Fiscal Years 2026 and 2027 Member Agency Contributions to Caltrain to Remove Conditions Resolution

14. Program

14.a. Programming and Allocating \$189,934,617 in Measure A and Measure W Highway Program Funds for 17 Highway Projects; Supporting Requests for \$1,516,000 in Local Project Partnership Programs funds for City of Half Moon Bay's Highway 1: Main Street to Kehoe Avenue Project and \$3,000,000 in Regional Measure 3 Funds for City of San Mateo's Fashion Island/19th Avenue Separated Bikeway Project Resolution

14.b. Proposed Updates to the Grade Separation Program Policies and Near-Term Funding Strategy Informational

15. Legislative Matters

15.a. Legislative Update Informational

16. Requests from the Authority

17. Written Communications to the Authority

18. Date / Time of Next Regular Meeting: Thursday, February 5, 2025, at 5:00 pm

*The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.*

19. Report of Legal Counsel

19.a. Establishing Community Advisory Committee Appointment Procedures Motion

20. Adjournment

## Information for the Public

If you have questions on the agenda, please contact the Authority Secretary at 650-551-6108. Agendas are posted on the TA website at <https://www.smcta.com/whats-happening/board-directors-calendar>. Communications to the Board of Directors can be emailed to [board@smcta.com](mailto:board@smcta.com).

*Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电 1.800.660.4287*

### **Date and Time of Regular and Community Advisory Committee Meetings**

Transportation Authority (TA) Board: First Thursday of the month at 5:00 p.m.

TA Community Advisory Committee (CAC): Tuesday prior to the TA Board meeting at 4:30 pm.

Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the TA website.

### **Location of Meeting**

This meeting will be held in-person at: San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda.

\*Should Zoom not be operational, please check online at <https://www.smcta.com/whats-happening/board-directors-calendar> for any updates or further instruction.

### **Public Comment**

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the Authority Secretary. Written public comments may be emailed to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will also be accepted during the meeting in person, through Zoom, or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

### **Accessible Public Meetings/Translation**

Upon request, the TA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070, at the same time that the public records are distributed or made available to the legislative body.

**San Mateo County Transportation Authority  
Board of Directors  
1250 San Carlos Avenue, San Carlos, California 94070**

**DRAFT Minutes of December 4, 2025**

**Members Present:** A. Fung (arrived at 4:07pm), R. Medina, M. Nagales, J. Speier, J. Mates (Vice Chair), C. Romero (Chair)

**Members Absent:** N. Corzo

**Staff Present:** J. Cassman, A. Chan, A. Feng, P. Gilster, C. Halls, T. Huckaby, M. Petrik, P. Skinner, A. To, M. Tseng

**1. Call to Order**

Chair Romero called the meeting to order at 4:00 pm.

**2. Roll Call / Pledge of Allegiance**

Margaret Tseng, Authority Secretary, called the roll and confirmed a Board quorum was present.

Director Medina led the Pledge of Allegiance.

**3. Report Out from Closed Session at November 17, 2025 Special Board Meeting**

**3.a. Closed Session: Public Employee Performance Evaluation Pursuant to  
Government Code section 54957(b)(1)**

**Title: Executive Director**

Joan Cassman, General Counsel, stated the Board had no reportable action. Ms. Cassman stated Item 17 was erroneously included on the agenda and there is no closed session.

**4. Public Comment for Items Not on the Agenda**

David Pollack commented on safe routes and mass transit, and expressed interest in joining the Community Advisory Committee.

Giuliano Carlini commented on TA Community Advisory Committee's (CAC) ability to agendize items on its agenda.

Malcolm Robinson commented on road design, traffic circles, and bicycle/pedestrian trails along the peninsula.

*Director Fung arrived at 4:07 pm.*

5. **Report of the Community Advisory Committee** - Chair Romero stated the report is available online.
6. **Consent Calendar**
  - 6.a. **Approval of Minutes of the Board of Directors Regular Meeting of November 6, 2025 and Special Meeting of November 17, 2025**
  - 6.b. **Acceptance of Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 1**
  - 6.c. **Accept US 101 Express Lanes Quarterly Update on Variable Rate Bonds and Express Lanes Performance**
  - 6.d. **Adopting the Mid County Multimodal Strategy – Approved by Resolution No. 2025-23**
  - 6.e. **Adopting the North County Multimodal Strategy – Approved by Resolution No. 2025-24**

Director Speier pulled Items 6.d. and 6.e. for discussion.

Public Comment

Giuliano Carlini commented on need for performance measures on Measure A and W projects.

Motion to approve Items 6.a. through 6.c./Second: Medina/Speier

Ayes: Fung, Medina, Nagales, Speier, Mates, Romero

Noes: None

Absent: Corzo

Staff provided a short response to Board comments and questions on Items 6.d. and 6.e., specifically addressing the 101/92 Interchange Improvements and U.S. 101 Managed Lanes North of 380 projects and including:

- Approval of the Multimodal Strategies would not allocate funding; future allocations of project funding would require further Board approvals
- Project lists in the Multimodal Strategies would serve as prioritized menus for staff to use in pursuing state and federal funding
- Board will receive additional information and be provided additional opportunities to more fully consider continued support for the 101/92 Interchange Improvements and U.S. 101 Managed Lanes North of 380 projects.

The Board Members discussed whether to remove the 101/92 Interchange Improvements and U.S. 101 Managed Lanes North of 380 projects from the proposed Multimodal Strategies until the Board receives additional analysis on the projects' relative costs and effectiveness, and until the Board has an opportunity to consider whether to continue to support of the projects.

Public Comment

Giuliano Carlini spoke in opposition to the express managed lanes projects, and supported advancing other projects.

Motion to approve Items 6.d. and 6.e. as presented, and to agendize future opportunities for the Board to revisit the U.S. 101/92 Interchange and 101 Managed Lanes North of 380 projects/Second: Romero/Medina

Ayes: Fung, Medina, Nagales, Speier, Mates, Romero

Noes: None

Absent: Corzo

**7. Report of the Chair**

Chair Romero highlighted the \$50 million University Avenue Pedestrian Bridge Ribbon Cutting, TA's \$10 million contribution, and upcoming highway projects.

**8. San Mateo County Transit District Liaison Report**

Director Medina stated the report was posted online.

**9. Peninsula Corridor Joint Powers Board Liaison Report**

Director Medina stated the report was posted online.

**10. Report of Executive Director**

April Chan, Executive Director, stated the report was in the packet.

**11. Program**

**11.a. Brand Refresh Update**

Taylor Huckaby, Deputy Chief, Communications, provided the presentation that included the following:

- Goals: brand consistency, demonstrated value, community recognition, approachability
- Website: simpler, mobile-friendly, accessible, interactive
- Logo: modern, recognizable, and accessibility compliant
- Photography more people centered

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Logo visibility, accessibility, and low public recognition
- Color choices and design elements
- Provide alternate designs with backstory information
- Ensure logo clearly identifies the organization and supports marketing efforts

### **11.b. 2025 Highway Program Call for Projects Draft Recommendations**

Patrick Gilster, Director, Planning and Fund Management, provided the presentation that included the following:

- El Camino Real added as countywide significant project
- Expanded Measure A Supplemental Roadway lists
- 65 nominations received; 58 corridors adopted with geographic spread of project request across the county
- New Major Projects Advancement Policy supports transparency to Board and CAC
- Presentations by project sponsors: City of Burlingame, Pacifica, San Carlos, and San Mateo, Town of Colma, and San Mateo County, highlighted proposed projects and funding requests

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Support for projects, safety, and multimodal improvements
- Clarified Fashion Island funding and Regional Measure 3 (RM3) allocations
- Positive feedback for San Carlos and coastside projects
- Recognition of former San Mateo County Sheriff Don Horsley's role in promoting equity

#### Public Comment

John Langbein commented on the Alpine Road designs for cyclists and safer, more effective bike facilities.

Malcolm Robinson commented on multicity collaboration and prioritizing countywide benefits.

Mike Swire commented on focusing on safety over traffic expansion of Holly Street and San Mateo 19th/Fashion Island projects.

Giuliano Carlini commented on TA's approach to projects and proactive steps to improve streets with no current proposals.

Rich Hedges spoke in support of the projects highlighting Fashion Island's benefits for bikers and traffic relief.

### **11.c. Grand Boulevard Initiative (GBI) Action Plan**

Mr. Gilster and Cassie Halls, Manager, Major Corridors Program, provided the presentation that included the following:

- Modernize El Camino Real (State Route 82) for safety and mobility; improve safety, mobility, and coordinated planning goals
- Build on local corridor studies across all San Mateo cities; enhance interagency collaboration and bus reliability

- 25-mile project, up to \$1 billion; \$500 million funding identified for possible funding, \$500 million needed

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Interest in a continuous, protected bikeway and coordinating priorities across cities
- Need to identify parallel routes where on-corridor bike lanes are not feasible
- General support for exploring future multimodal options; Bus Rapid Transit (BRT)

## **12. Finance**

### **12.a. Acceptance of the San Mateo County Transportation Authority's Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2025**

Annie To, Director, Accounting, introduced Ahmad Gharaibeh, Partner, Eide Bailly, LLC, who provided the presentation, which included the following:

- District received an unmodified (clean) audit opinion
- No internal control findings or compliance issues were identified
- National Transit Database (NTD), Transportation Development Act (TDA), and Measure W audits also had no findings

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Budget review and future challenges
- San Mateo County Transit District (SamTrans) ridership recovered; costs rising faster than revenue

Motion/Second: Nagales/Medina

Ayes: Fung, Medina, Nagales, Speier, Mates, Romero

Noes: None

Absent: Corzo

## **13. Legislative Matters**

### **13.a. Legislative Update**

Michaela Petrik, Government and Community Affairs Officer, stated the federal update was in the agenda packet and introduced Kiana Valentine and Chris Lee, State Legislative Advocacy Team, who provided the presentation, which included the following:

- 2026 political policy preview and \$18 billion state shortfall; protected transportation funding; potential impact of Cap-and-Invest level 3 transit programs
- Key projects include Broadway Gate Grade Separation and Reconnecting Communities grants
- Policy and funding issues include Senate Bill (SB) 375, SB 1 grand eligibility, local sales tax alignment, zero-emission vehicle revenue loss, and expiring COVID-era transit funding

*Director Medina left the meeting at 6:05 pm.*

The Board Members discussed challenges in meeting Sustainable Community Strategy targets, grant eligibility, and staff clarified that limited funding, limited projects, and how electric vehicles are counted make meeting greenhouse gas reduction targets more difficult.

**13.b. Draft Legislative Program for 2026**

Ms. Petrik provided the presentation that included the following:

- State, regional, and federal priorities and funding opportunities
- Focus on securing funding and advancing key points
- Outlined advocacy actions aligned with agency goals

**14. Requests from the Authority** – There were none.

**15. Written Communications to Authority** – Available online.

**16. Date/Time of Next Regular Meeting** - Thursday, January 8, 2026 at 5:00 pm

**17. Report of Legal Counsel**

**17.a. Closed Session: Public Employee Performance Evaluation Pursuant to Government**

**Code section 54957(b)(1)**

**Title: Executive Director**

Ms. Cassman stated there was no report.

**18. Adjournment** - The meeting adjourned at 6:16 pm.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Adopting the Grand Boulevard Initiative Action Plan**

**Action**

Staff proposes the San Mateo County Transportation Authority (TA) Board of Directors (Board) adopt the Grand Boulevard Initiative (GBI) Action Plan.

**Significance**

GBI is a multi-agency partnership led by the San Mateo County Transit District (District) that involves 15 local jurisdictions, the TA, the City and County Association of Governments of San Mateo County (C/CAG), the Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), advocates, and business groups. GBI's current focus is to establish a cohesive, countywide vision for modernizing transportation infrastructure on El Camino Real (Caltrans-owned State Route 82) to improve safety and mobility.

As previously reported to the TA Board in December 2025, the GBI Action Plan is a planning document that builds on over a year of interagency coordination to evaluate corridor-wide needs, establish a vision for the future of El Camino Real, and build momentum toward implementation. The Action Plan also serves as the first step in the Caltrans project development process to implement corridor-wide changes on El Camino Real.

District Staff incorporated the Board's feedback along with other stakeholder input on the Action Plan following the December meeting.

If the TA Board adopts the GBI Action Plan, TA staff will incorporate it into the TA Strategic Plan in mid-2026 by amending the Highway Program chapter to include a guideline requiring future funding applications for projects on El Camino Real to be consistent with the GBI Action Plan. Strategic Plan amendments also will require that if a bicycle option is not proposed as part of a project on El Camino Real, the sponsoring agency must identify an appropriate, parallel route.

Additionally, TA staff will incorporate technical assistance funding in the Fiscal Year 2027 budget using available interest earnings to assist the District and all cities along El Camino Real with the development of a GBI Action Plan Part 2: Corridor-wide Phasing, Implementation, and Funding Strategy. This effort will include delineating a corridor-wide bicycle network and identifying a baseline set of transit-supportive improvements that would be required should a

local jurisdiction's preferred alternative for El Camino Real improvements not include transit-only lanes.

### **Budget Impact**

There is no budget impact associated with this item. GBI work, including the GBI Action Plan and the associated Caltrans Project Initiation Document, is funded by the District, along with a \$2 million grant from MTC and a \$250,000 grant from the TA.

### **Background**

El Camino Real serves as San Mateo County's "main street," connecting downtowns and key destinations, but its infrastructure still largely reflects its historic role as a highway catering to automobile travel along the Peninsula. This mismatch results in one of the highest rates of injury collisions among streets in San Mateo County, and creates barriers and conflicts for people walking, biking, and riding transit.

El Camino Real was highlighted in the TA Strategic Plan 2025-2029 as one of the greatest areas in need of coordination and support through the technical assistance program. A key action of the TA Strategic Plan 2025-2029 was to "support and participate in the Grand Boulevard Initiative (GBI) relaunch, an initiative to revitalize El Camino Real into a vibrant, people-friendly place." Additionally, El Camino Real now meets the Strategic Plan 2025-2029's updated definition for Highway Category projects of countywide significance, which designation means that (a) associated projects are required to have a 50 percent total match contribution, and (b) the TA is permitted to consider sponsoring projects along El Camino Real.

El Camino Real also was identified as a priority congestion management area in each city as part of the TA's 101 Corridor Connect Program.

For more information on GBI, and to review the final Action Plan in full, please go to the District webpage for the project: <http://www.samtrans.com/gbi>. The GBI Program is led by Cassie Halls, Major Corridor Manager, who can be reached at [hallsc@samtrans.com](mailto:hallsc@samtrans.com), and overseen by Joshua Mello, the Chief Planning Officer for the District.

Prepared By: Patrick Gilster      Director, Planning and Funding Management      650-622-7853

**Resolution No. 2026-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Adopting the Grand Boulevard Initiative Action Plan**

**Whereas**, El Camino Real (State Route 82) is the “main street” and “Grand Boulevard” of San Mateo County, connecting numerous downtowns, businesses, schools, and other community destinations; and

**Whereas**, the Grand Boulevard Initiative (GBI) is a corridor-wide effort to modernize El Camino Real through a multi-agency partnership led by the San Mateo County Transit District (District), bringing together cities, countywide agencies such as the San Mateo County Transportation Authority (TA), advocates and business groups; and

**Whereas**, the vision of GBI is for El Camino Real to be a safe and vibrant street where people of all ages and abilities travel comfortably; and

**Whereas**, over the past year, GBI convened a Task Force of over 50 participants in a series of seven workshops, presented to Public Works and Planning directors, and conducted a roadshow for city councils and boards of directors (including the TA’s) to provide input on the GBI Action Plan; and

**Whereas**, El Camino Real was highlighted in the TA Strategic Plan 2025-2029 as one of the greatest areas in need of coordination and support through the technical assistance program; and

**Whereas**, a key action of the TA Strategic Plan 2025-2029 was to “support and participate in the Grand Boulevard Initiative (GBI) relaunch, an initiative to revitalize El Camino

Real into a vibrant, people-friendly place;” and

**Whereas**, El Camino Real meets the TA Strategic Plan 2025-2029’s updated definition for Highway Category projects of countywide significance, which requires TA-funded projects to have a 50 percent total match contribution, and allows the TA to sponsor related projects; and

**Whereas**, the TA’s 101 Corridor Connect Program also identified El Camino Real as a priority congestion management area in each city along the corridor; and

**Whereas**, staff recommends the Board adopt the GBI Action Plan, which will serve as a Feasibility Study as requested by California Department of Transportation (Caltrans) before initiation of the Caltrans Project Development Process required for future streetscape changes on El Camino Real; and

**Whereas**, pursuant to Resolution No. 2025-10, the TA provided a \$250,000 grant to support completion of the next phase of GBI work, including development of a Caltrans Project Initiation Document (PID) for El Camino Real in San Mateo County, which funds were matched with a \$2 million grant from the Metropolitan Transportation Commission and \$250,000 from the District.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby adopts the Grand Boulevard Initiative Action Plan.

Regularly passed and adopted this 8th day of January, 2026 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary



# El Camino Real Grand Boulevard Initiative Action Plan



# Acknowledgments

## SAMTRANS PROJECT TEAM

Millie Tolleson, Planning Director  
Cassie Halls, Project Manager  
Nicholas Yee, Deputy Project Manager  
Ana Vasudeo, Manager, Government and Community Affairs  
Charlsie Chang, Government Affairs Officer  
Michaela Petrik, Government Affairs Officer

## GBI EXECUTIVE STEERING COMMITTEE

California Department of Transportation  
City/County Association of Governments of San Mateo County  
Metropolitan Transportation Commission  
SamTrans  
San Mateo County Transportation Authority

## GBI TASK FORCE MEMBERS

### TASK FORCE MEMBERS: LOCAL JURISDICTIONS

Atherton  
Belmont  
Burlingame  
Colma  
Daly City  
Hillsborough  
Menlo Park  
Millbrae  
Palo Alto  
Redwood City  
San Bruno  
San Carlos  
San Mateo  
South San Francisco  
San Mateo County

### TASK FORCE MEMBERS: AGENCIES

California Department of Transportation  
Caltrain  
City/County Association of Governments of San Mateo County  
Commute.org  
Metropolitan Transportation Commission  
National Parks Service  
SamTrans  
San Mateo County Commission on Aging  
San Mateo County Office of Education  
Safe Routes to School  
San Mateo County Parks Department  
San Mateo County Transportation Authority  
Santa Clara Valley Transportation Authority

## SPECIAL THANKS

The GBI Action Plan and coordinated Project Initiation Document are funded by SamTrans general operating funds, a grant from the Metropolitan Transportation Commission, and local transportation sales tax dollars from the San Mateo County Transportation Authority.

## TASK FORCE MEMBERS: STAKEHOLDERS

Chamber San Mateo County  
Housing Leadership Council of San Mateo County  
Paratransit Advisory Council  
Peninsula Open Space Trust  
Rails to Trails Conservancy  
Redwood City Safe Routes to School  
San Mateo County Economic Development Association  
San Mateo County Commission on Aging  
Silicon Valley Bicycle Coalition  
South San Francisco Chamber of Commerce  
Stanford University  
Sustainable San Mateo County  
Transportation Equity Allied Movement Coalition  
Youth Leadership Institute

## SAMTRANS BOARD OF DIRECTORS

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Marie Chuang, Vice Chair  
David Canepa  
Brooks Esser  
Marina Fraser  
Rico Medina  
Josh Powell  
Peter Ratto  
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Noelia Corzo  
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Rico Medina  
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## CONSULTANT TEAM

**FEHR & PEERS**  
Daniel Jacobson  
Molly Sun  
Taylor McAdam  
Ingrid Ballús Armet  
Alex Murray  
Kevin Zamzow-Pollock  
Katherine Turner  
Manvi Nigam  
Melody Wu  
Amy Deng  
Krystle Li

## MARK THOMAS

Shawn O'Keefe

## INFRASTRATEGIES

Joshua Schank  
Emma Huang

Photos & Illustrations by SamTrans and Fehr & Peers unless otherwise noted.

# Letter from the General Manager



**Over the past year**, SamTrans and the San Mateo County Transportation Authority (SMCTA) created a partnership with California Department of Transportation (Caltrans), City/County Association of Governments of San Mateo County (C/CAG), Metropolitan Transportation Commission (MTC), cities, advocates, and business groups to develop a countywide plan to modernize El Camino Real. Redesigning a 25-mile state highway will be one of San Mateo County's largest transportation projects, requiring creativity and collaborative spirit.

The forum for this momentous effort is the Grand Boulevard Initiative (GBI), a program led by SamTrans since 2006 to transform housing, land use and transportation infrastructure on El Camino Real. Beginning last year, a GBI Task Force of over 50 participants met in a series of seven workshops to chart a path for multi-modal transportation improvements along the corridor. Together, they crafted a transformative vision for El Camino Real as a safe and vibrant corridor that supports all modes of travel and enables people of every age and ability to travel comfortably.

GBI goes beyond visioning: with grant funding support from MTC, SamTrans and SMCTA will advance locally-supported design alternatives into the multi-year Caltrans project development process. This will help streamline project approvals and reduce the burden and cost for cities to make improvements.

The GBI Action Plan lays the groundwork for this major effort. With SamTrans and SMCTA Board of Directors adopting this Plan, we are taking an important step in delivering on our vision of transforming El Camino Real into a safe and vibrant multimodal boulevard for all.

Sincerely,

APRIL CHAN  
GENERAL MANAGER/CEO AND EXECUTIVE DIRECTOR  
samTrans  




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Source: (Top right) San Mateo County Historical Association (2015.001.07454.1)



# Figures

**Figure 1.1.** Design Alternatives to be Carried into the Project Initiation Document (PID)

**Figure 1.2.** Caltrans Project Development Process Timeline

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

**Figure 2.2.** Trip Purpose on El Camino Real by City

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<b>ADA</b>	Americans with Disabilities Act
<b>BART</b>	Bay Area Rapid Transit
<b>BRT</b>	Bus Rapid Transit
<b>C/CAG</b>	City/County Association of Governments of San Mateo County
<b>Caltrans</b>	California Department of Transportation
<b>CMCP</b>	Comprehensive Multimodal Corridor Plan
<b>CMP</b>	Congestion Management Program
<b>DP-36</b>	Director's Policy (Caltrans)
<b>EIR</b>	Environmental Impact Report
<b>EIS</b>	Environmental Impact Statement
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>HIN</b>	High Injury Network
<b>ISOAP</b>	Intersection Safety and Operations Process (Caltrans)
<b>LOS</b>	Level of Service
<b>LRSP</b>	Local Road Safety Plan
<b>MTC</b>	Metropolitan Transportation Commission
<b>PDA</b>	Priority Development Area
<b>PID</b>	Project Initiation Document
<b>PA&amp;ED</b>	Project Approval & Environmental Document
<b>ROW</b>	Right of Way
<b>SamTrans</b>	San Mateo County Transit District
<b>SMCTA</b>	San Mateo County Transportation Authority
<b>SHOPP</b>	State Highway Operation and Protection Program
<b>TDM</b>	Transportation Demand Management
<b>TSP</b>	Transit Signal Priority
<b>USDOT</b>	US Department of Transportation

# Acronyms



# Introduction

## It's Time to Modernize El Camino Real.

El Camino Real was California's first highway, originally connecting Ramaytush Ohlone native communities, then Spanish missions, and ultimately a paved highway linking San Francisco and San Jose with Southern California.

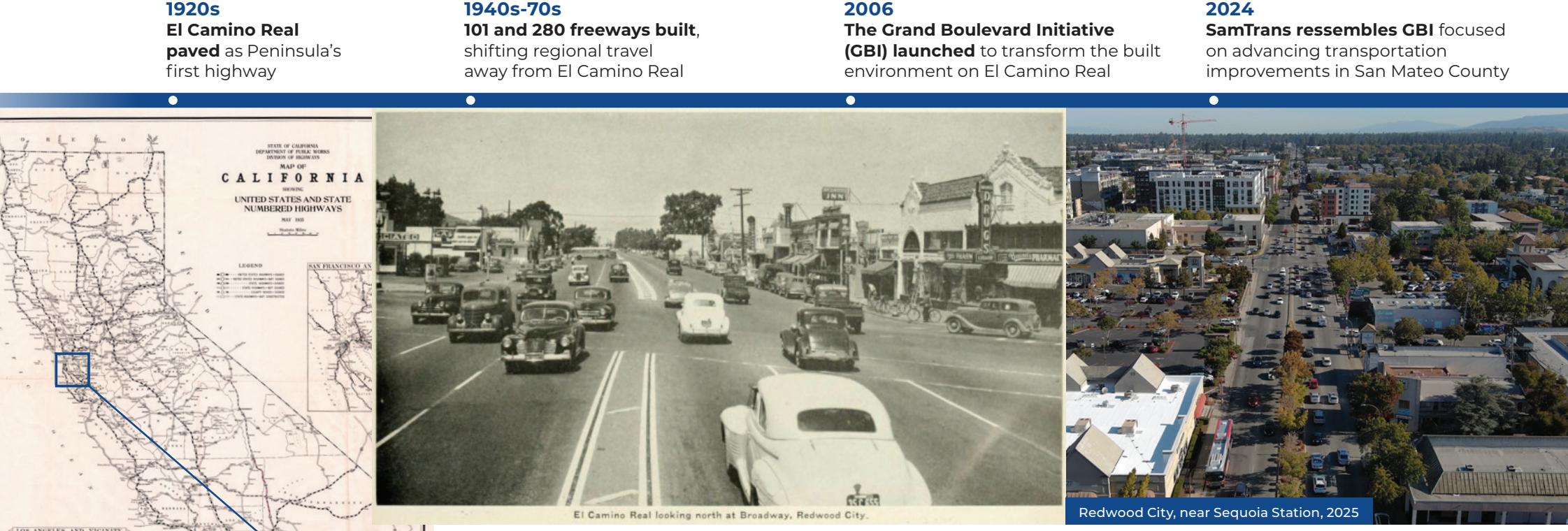
Since the 1950s, however, the role of El Camino Real has shifted to a more local focus: the construction of the Bayshore Freeway (current US-101) and I-280 diminished the importance of El Camino Real for regional and statewide travel.

Today, El Camino Real serves as San Mateo County's main street, connecting downtowns and key destinations while emerging as a hub for housing, offices, and small businesses, but its infrastructure still largely reflects its previous role as a highway catering to automobile travel passing through the Peninsula. This mismatch creates barriers and conflicts for other users of El Camino Real—including people walking, biking, and riding transit—and results in one of the highest rates of injury

collisions among streets in San Mateo County.

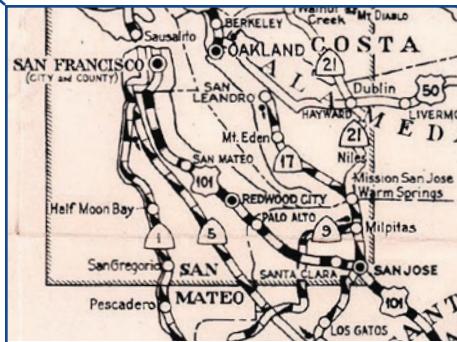
**The Grand Boulevard Initiative (GBI) seeks to catalyze momentum around transforming El Camino Real.**

GBI began in 2006 as a partnership led by SamTrans involving cities, countywide agencies, Caltrans, advocates, business groups, and other stakeholders. Over the past two decades, GBI has supported cities with land use and transportation planning along El Camino Real, including supporting the adoption of over 50 local and countywide plans along the corridor. While cities have made substantial progress on El Camino Real over the past two decades, particularly with land use planning and development, GBI



Sources: (Top from left to right) UC Berkeley Institute of Transportation Studies Library, California Department of Transportation, SamTrans. (Bottom from left to right) UC Berkeley Institute of Transportation Studies Library, SamTrans.

### A BRIEF HISTORY OF EL CAMINO REAL, 1925-2025



**El Camino Real was designed to move cars across the region.**

Before freeways were built, El Camino was the first highway connecting San Francisco, San Jose, and central/southern California. It was originally designated as US-101 before the Bayshore Freeway was built.



**El Camino's infrastructure has remained largely unchanged from decades ago.**

Even though most regional trips have shifted to the 101 and 280 freeways, El Camino Real continues to prioritize high speed auto travel. Pedestrian, bicycle, and transit infrastructure remains limited.



**The corridor is changing. How should El Camino Real change?**

El Camino Real is San Mateo County's main street and serves as a focal point for new housing and job growth. Now is the time to redesign the corridor to meet these evolving needs.

# Executive Summary

## VISION STATEMENT

**El Camino Real is a safe and vibrant street where people of all ages and abilities travel comfortably.**



## DEFINITIONS

A 'safe street' eliminates fatalities and serious injuries and provides safer outcomes for all users.

A 'vibrant street' supports local businesses, accommodates new residents and jobs, strengthens a sense of community, and is a place where people want to spend time.

'All ages and abilities' means that everyone feels comfortable and safe while traveling, including youth, seniors, and people with disabilities.

## Problem Statements

The GBI Task Force identified a set of priority problems at the beginning of the Action Plan process, summarized into three Problem Statements:

## PROBLEM STATEMENTS



## SAFETY

**El Camino Real has an unusually high rate of fatal or serious injury crashes, particularly for people walking and biking.**

- Rates of fatal or serious injury crashes are substantially higher on El Camino Real than other streets within San Mateo County. High vehicle speeds, highway-like infrastructure, and densifying land use contribute to a high rate of conflicts between modes.



## MOBILITY

**El Camino Real's highway-like design discourages walking, biking, and transit use.**

- People walking and biking encounter barriers and uncomfortable conditions, including missing or narrow sidewalks, unpainted crosswalks, long gaps between pedestrian crossings at traffic lights conflicts with cars making left turns, a lack of pedestrian-scaled lighting, and an absence of low-stress bicycle facilities.
- Buses travel much slower than automobiles. Route ECR, which serves as the backbone of SamTrans' bus network, experiences one-way travel times in excess of two hours between Daly City and Palo Alto. Few transit priority measures are present; buses encounter delays and on-time performance challenges due to near-side and pull-out stops, traffic signals, and exposure to traffic congestion.



## PROCESS

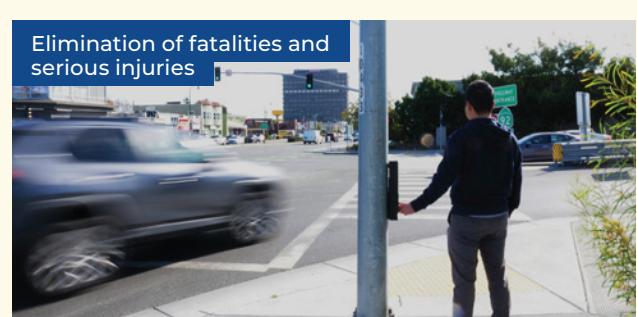
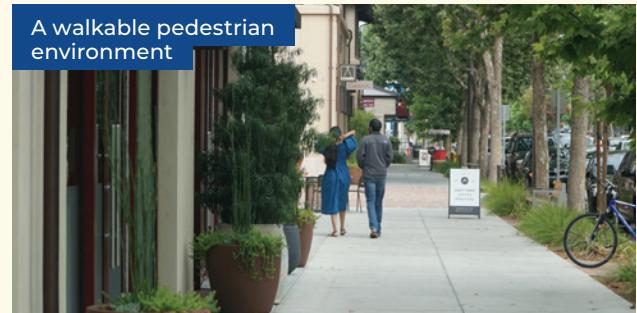
**It's too challenging for individual cities to develop, implement, and fund transportation projects on El Camino Real.**

- As a state highway, projects on El Camino Real require a complex project development and approvals process that is more costly and time-consuming compared to city-owned streets.
- It can be challenging for cities to piece together a full funding package for a large streetscape project.
- Coordination is required to provide consistency across city boundaries, and less than one mile of redesigned streetscape has been implemented over the past two decades.

# Goals

The GBI Task Force helped refine goals and actions to address the problem statements and achieve the corridor-wide vision. **Key recommendations are shown in bold under each Action.**

## TARGET OUTCOMES



## Goal 1: Adopt an Injury-Prevention Mindset for El Camino Real

**Adopting an injury prevention mindset means infusing every project on El Camino Real with measures to proactively reduce the likelihood and severity of injury collisions, especially for vulnerable roadway users.**



### ACTION 1A: PRIORITIZE CHANGES THAT IMPROVE SAFETY FOR VULNERABLE ROADWAY USERS

Eliminating fatal and serious injury crashes starts with prioritizing vulnerable roadway users, namely pedestrians, bicyclists, and transit riders. Vulnerable users lack the physical protection of a motor vehicle and are therefore more susceptible to injury or death in traffic crashes. **Prioritizing vulnerable users means advancing pedestrian, bicycle, and transit improvements even when it presents tradeoffs for traffic operations or parking.**



### ACTION 1B: MANAGE CONFLICTS TO REDUCE THE POTENTIAL FOR CRASHES

El Camino Real experiences a high concentration of conflict points due to its density of uncontrolled driveways and intersections. **Conflict points should be minimized to the extent possible on El Camino Real, especially driveways and uncontrolled left turns; where conflict points occur, users should be separated in space and time** (e.g. separated bikeways, bus lanes, sidewalk gap closures, curb extensions, medians, traffic signals, pedestrian hybrid beacons, and turn restrictions).



### ACTION 1C: MANAGE SPEEDS TO REDUCE THE SEVERITY OF CRASHES

Risk of severe injury or death rises exponentially with vehicle speed. **Changes to street design on El Camino Real should target operating speeds of 25 to 30 miles per hour. Geometric design changes should be reinforced by retiming signal progression to maintain a steady 'green wave' at 25 to 30 miles per hour, and pursuing state legislation to implement speed enforcement cameras.**

## Goal 2: Transform El Camino Real into a Complete Street

**El Camino Real's antiquated infrastructure no longer reflects the needs and objectives of the communities it serves. Actions 2A-2C articulate countywide priorities voiced by the Task Force and Working Group to achieve a complete street consistent with countywide, regional, and state plans.**



### ACTION 2A: ADVANCE CORRIDOR-WIDE BICYCLE AND TRANSIT IMPROVEMENTS TO EXPAND MOBILITY CHOICES

El Camino Real serves as a backbone for the countywide bicycle and transit networks. A consistent and cohesive approach to bicycle and transit facilities is necessary to provide a seamless, efficient, and comfortable experience. To accomplish this, **El Camino Real (and/or parallel streets) should include a continuous all ages and abilities bikeway**. An all ages and abilities bikeway would be accomplished either via advancing a Class IV separated bikeway or Class I bike path on El Camino Real or comparable facilities serving all ages and abilities on nearby parallel streets. Additionally, **El Camino Real should feature transit improvements that reduce travel times, improve reliability, and enhance the user experience**. Specific recommendations include bus bulbs or bus boarding islands, far-side stops, transit signal priority, and bus shelters. **Bus lanes should be prioritized where there are slow to moderate bus speeds and excess travel lanes**. Bus lanes are best suited to approximate one-third of the corridor along sections with three travel lanes per direction that exhibit potential for travel time improvement.



### ACTION 2B: ENHANCE WALKABILITY AND AMENITIES TO SUPPORT VIBRANT COMMUNITIES AND A SENSE OF PLACE

Pedestrian improvements are necessary throughout El Camino Real to provide a seamless, connected, and inviting environment. **El Camino Real should incorporate pedestrian improvements everywhere to provide a seamless, connected, and inviting environment for walking**. Recommended improvements include addressing gaps in sidewalks and crosswalks, widening sidewalks, providing traffic controls at all marked crosswalks, providing curb extensions, incorporating pedestrian-scaled lighting, reducing conflicts at intersections and driveways, and enhancing amenities, landscaping, and stormwater management features to support a more comfortable experience on foot. **New developments present the best opportunity to widen sidewalks and create a more vibrant pedestrian realm**. Developments present opportunities to increase setbacks to provide additional space for pedestrians, while widening sidewalks within existing street right-of-way may be considered in areas where limited new development is expected to occur.



### ACTION 2C: INCORPORATE A CONTEXT-SENSITIVE APPROACH THAT ADAPTS THE COUNTYWIDE VISION TO LOCAL CONDITIONS

The GBI Action Plan provides a countywide vision to advance transportation improvements. Within this framework, there is flexibility to tailor and customize local streetscape projects to address local transportation needs. A single one-size-fits-all cross-section is unlikely to emerge as a preferred alternative; nonetheless, **a unified approach to safety improvements should be present throughout the corridor to ensure consistency and minimize confusion when transitioning across cities**.

## Goal 3: Create a Framework for Change that Aligns Vision, Process, and Funding

Advancing transportation projects on El Camino Real requires collaboration between cities, countywide and regional agencies, and Caltrans to identify the scope of improvements, navigate project approvals, and secure funding. Working together presents the opportunity to pool resources and technical expertise across agencies.

### ACTION 3A: ADVANCE A COUNTYWIDE PROJECT DEVELOPMENT PROCESS WITH CALTRANS

Historically, cities were responsible for implementing projects individually on El Camino Real, which required significant time and resources from both cities and Caltrans and extended the timeline for project development. Feedback from cities and Caltrans suggests that a coordinated process will help alleviate local challenges and better address shared countywide needs. **SamTrans and SMCTA will coordinate the Caltrans project development process at a countywide level, including a comprehensive strategy for implementation, phasing, and funding.** Jointly, SamTrans and SMCTA will consider sponsoring the future phases of work following approval by cities to minimize costs needed from local jurisdictions to implement the large-scale project.



### ACTION 3B: MAINTAIN INTERAGENCY COLLABORATION THROUGH CONSTRUCTION, OPERATIONS, AND MAINTENANCE ACTIVITIES

Transforming El Camino Real will be one of the largest transportation projects pursued in San Mateo County in recent memory. The scale and complexity of this challenge – roughly \$750 million to \$1 billion based on comparable projects – is greater than any individual agency, and will necessitate continued involvement and collaboration throughout the process. GBI will remain a forum to facilitate collaboration from planning and design through construction, operations, and maintenance activities on the corridor.



### ACTION 3C: USE THE GBI ACTION PLAN TO GUIDE DECISION-MAKING

The GBI Action Plan should be used to evaluate tradeoffs and guide challenging decisions on El Camino Real to ensure a seamless and cohesive corridor. **SamTrans, SMCTA, C/CAG, MTC, and Caltrans will use the GBI Action Plan to help plan, design, and fund improvements to El Camino Real.**

## Design Alternatives

The GBI Action Plan identifies conceptual cross-section alternatives that could fit on either the four- or six-lane sections on the corridor. El Camino Real has four- and six-lane sections as narrow as 60 feet (in Burlingame) and as wide as 140 feet (in Millbrae). For planning purposes, each alternative is defined by the layout of travel lanes, with options to pair those layouts alongside changes to curb space uses (i.e., maintaining on-street parking, adding separated bike lanes, or widening sidewalks) pending the outcomes of local corridor studies. These alternatives represent a generalization of the possibilities across the 25-mile El Camino

Real corridor; however, each city has unique characteristics that may result in some variation across these alternatives.

While all alternatives intend to incorporate unifying elements associated with safety, active transportation, and transit improvements, some alternatives are better suited to advance these goals than others. Consistent with other adopted plans and policies, the GBI Task Force identified alternatives with bus lanes, separated bike lanes, and wider sidewalks as most responsive to corridor wide goals.

Figure 1.1. Design Alternatives to be Carried into the Project Initiation Document (PID)

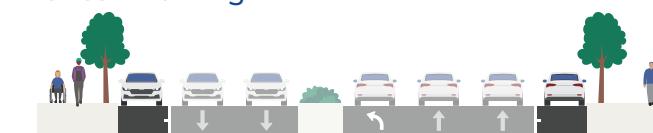
### 4 Lane Sections

#### MAINTAIN 4 LANES

##### 4 Lanes



##### 4 Lanes + Parking



##### 4 Lanes + Separated Bike Lanes



##### 4 Lanes + Wider Sidewalks



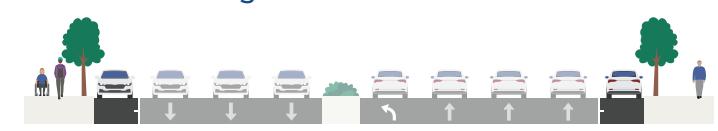
### 6 Lane Sections

#### MAINTAIN 6 LANES

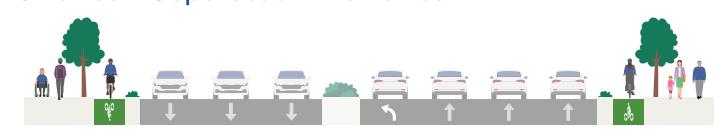
##### 6 Lanes



##### 6 Lanes + Parking



##### 6 Lanes + Separated Bike Lanes



##### 6 Lanes + Wider Sidewalks



**Figure 1.1. Design Alternatives to be carried into the PID (cont.)**

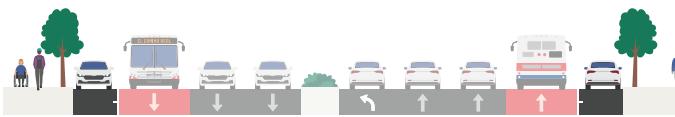
## 6 Lane Sections

### BUS LANE CONVERSION

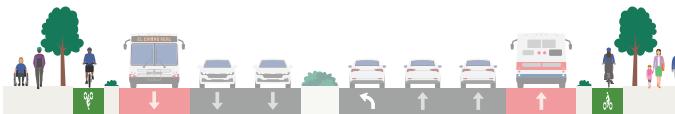
6 Lanes



6 Lanes + Parking



6 Lanes + Separated Bike Lanes



6 Lanes + Wider Sidewalks



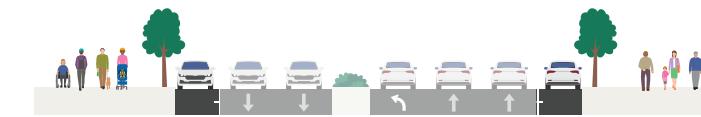
## 6 Lane Sections

### ROAD DIET

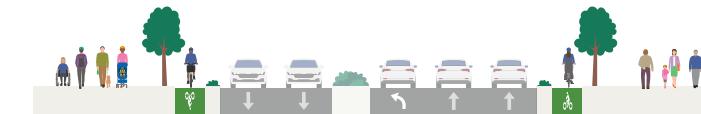
Road Diet



Road Diet + Wider Sidewalks + Parking



Road Diet + Wider Sidewalks + Separated Bike Lanes



Road Diet + Parking + Separated Bike Lanes



## Next Steps

Following the GBI Action Plan, SamTrans will begin 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.

**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](http://samtrans.com/gbi).

**Figure 1.2. Caltrans Project Development Process Timeline**

# Needs Assessment

## Identifying Needs

El Camino Real (State Route 82) has undergone few changes over the past decades, even as its surrounding built environment has evolved into a multimodal mixed-use corridor. While its street design continues to prioritize high speed regional auto mobility, its users primarily travel locally. This mismatch contributes to a high rate of injury collisions as well as barriers to transit and active transportation use.

This section explores current needs and deficiencies on El Camino Real in San Mateo County and how they shape the GBI safety and mobility problem statements summarized at the conclusion of the chapter.



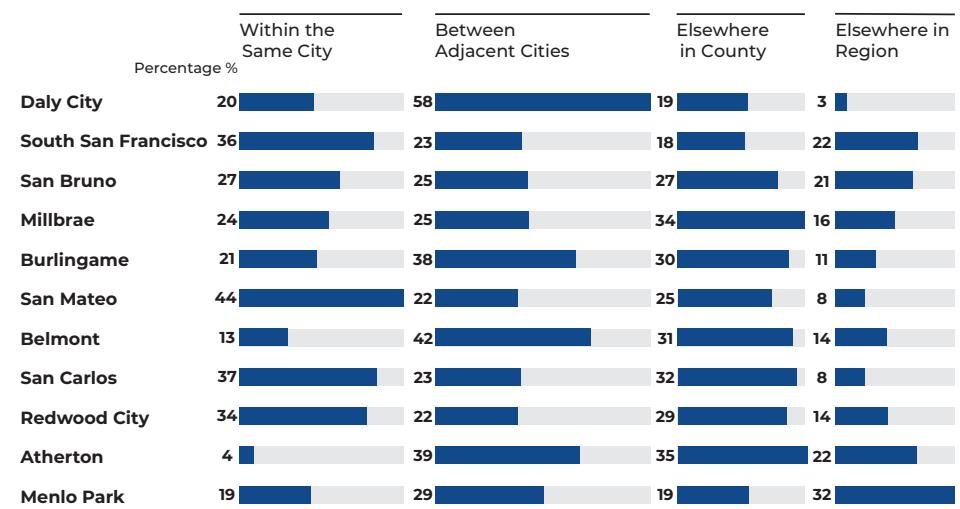
## Travel Behavior & Traffic Conditions\*

\*This needs assessment covers the full length of El Camino Real across San Mateo County. Some parts of this analysis omit jurisdictions with recently completed corridor studies, such as Atherton and Colma, that already prepared similar plans.

### Origin-Destination Patterns

Despite its designation as a state highway, El Camino Real mostly serves local travel. About 50 percent of trips on the roadway start and end within the same city or an adjacent city, and about 80 percent of trips occur within San Mateo County. Very few trips span more than a few miles, since it is usually faster to take US-101 or I-280 for longer distance travel. This locally-oriented travel behavior is consistent across most cities, as illustrated in **Figure 2.1**.

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



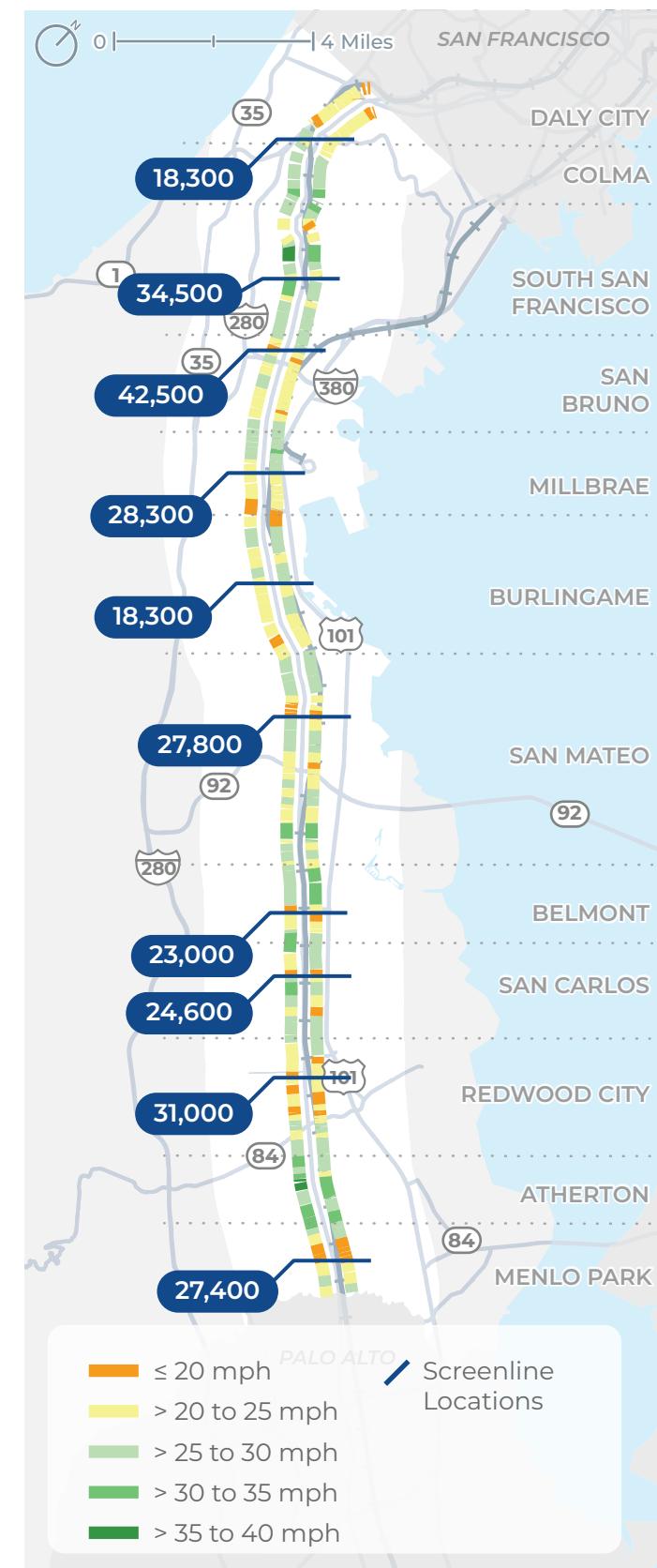
### Trip Purposes

El Camino Real serves a wide range of trip purposes, none of which account for a majority of travel. On a typical weekday, only about one quarter of trips on El Camino Real are from people commuting to or from work. The rest of trips are relatively evenly split between retail, restaurants, and other trips (medical, educational, or recreational). This reflects El Camino Real's variety of land uses and destinations such as shops, restaurants, hospitals, schools, parks, and offices. **Figure 2.2** illustrates typical trip purposes by city.

**Figure 2.2. Trip Purpose on El Camino Real by City**



**Figure 2.3. Average Weekday Traffic Volumes and Automobile Speeds**

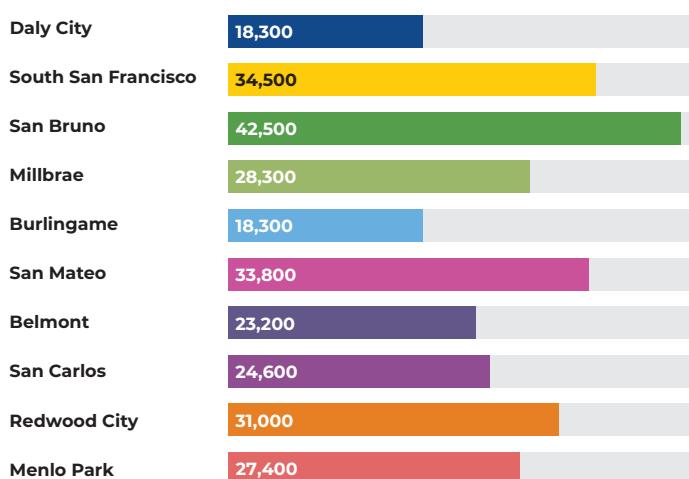


## Travel Demand and Traffic Volumes

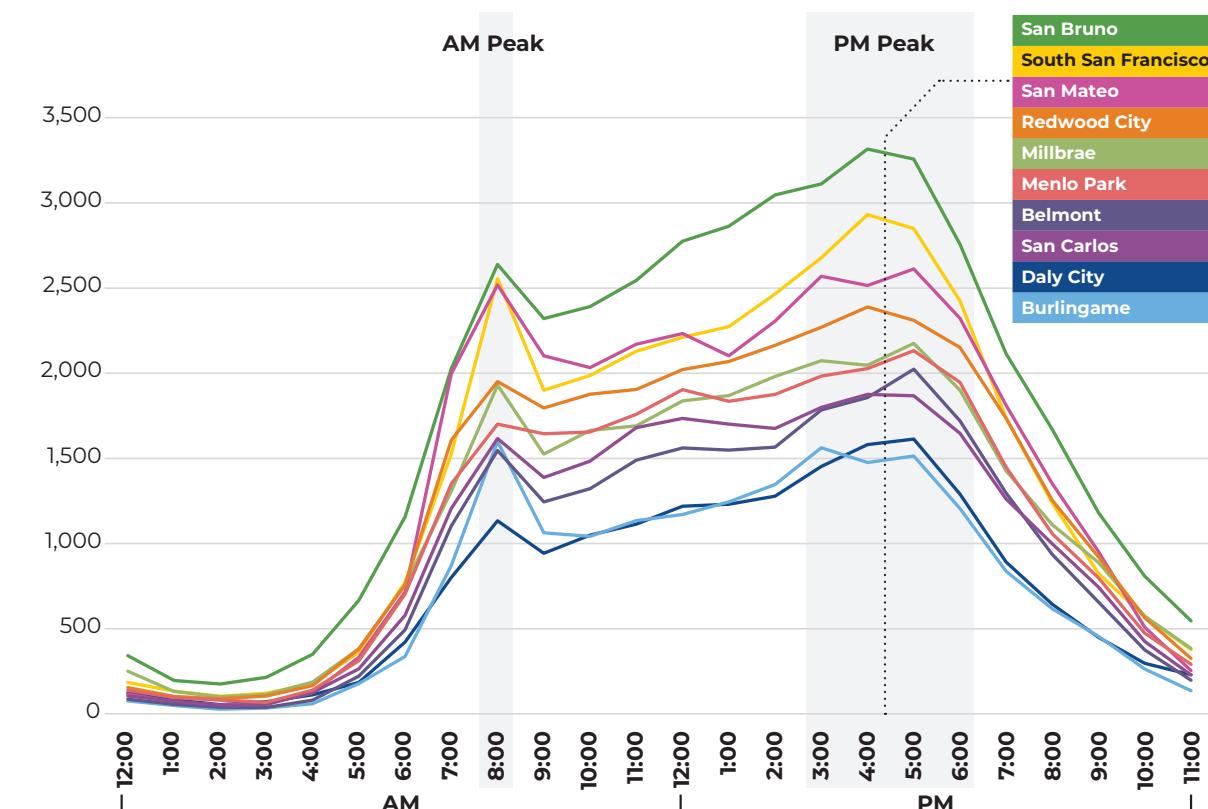
Consistent with its range of trip purposes, El Camino Real serves all-day travel demand across both weekdays and weekends. As shown in **Figure 2.3**, El Camino Real serves 25,000 to 30,000 vehicles per day in most cities. Traffic volumes tend to be higher near freeway interchanges and exceed 30,000 vehicles per day in cities such as South San Francisco, San Bruno, and Redwood City. Traffic volumes are lowest around Daly City, Colma, and Burlingame, where volumes are less than 20,000 vehicles per day. Higher traffic volumes usually coincide with six lane segments, but exceptions occur in cities like Colma (which has six lanes and lower volumes) and Redwood City (which has higher volumes and four lanes).

Traffic volumes are relatively consistent across weekdays and weekends, with volumes peaking during midweek late afternoon to early evening periods as illustrated in **Figure 2.4** and **Figure 2.5**.

**Figure 2.4. Average Mid-Week Daily Traffic Volumes by City**

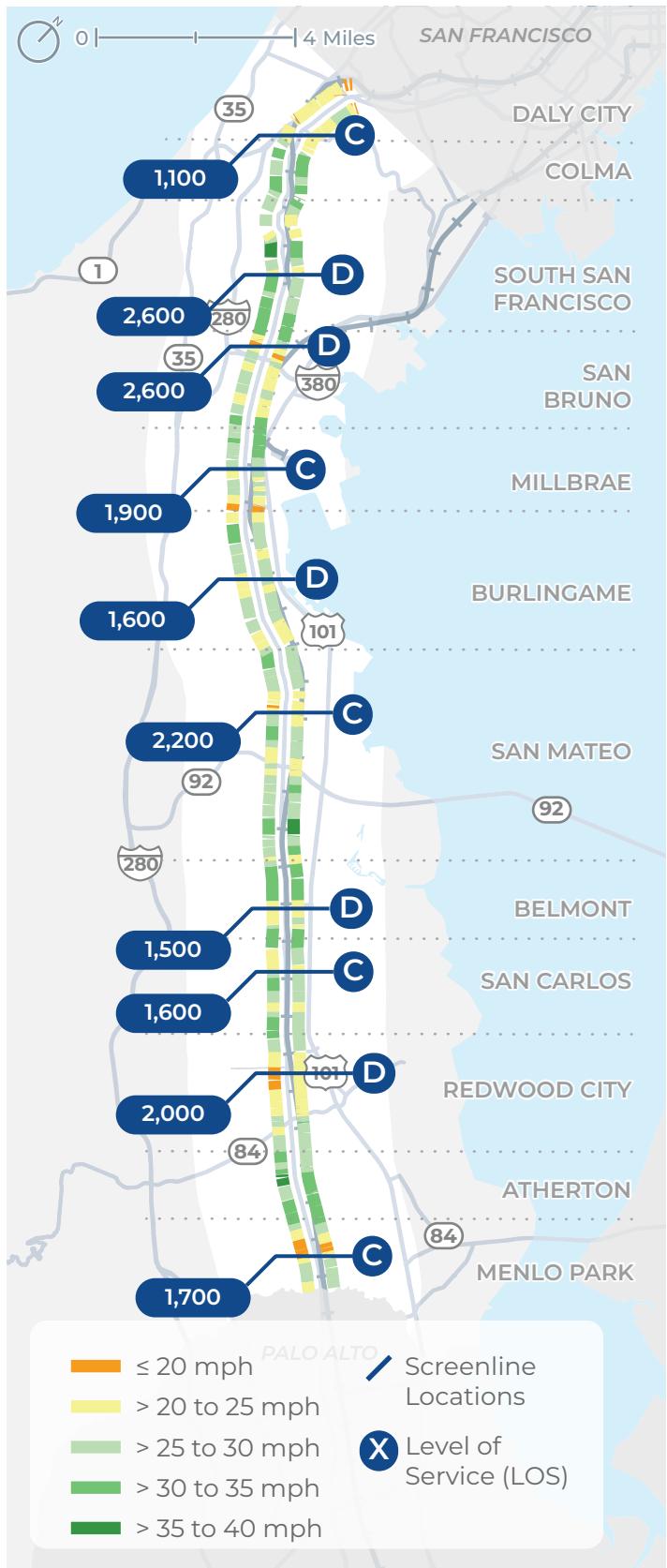


**Figure 2.5. Average Mid-Week Hourly Traffic Volumes by Time of Day by City (Midweek, Tuesday through Thursday)**



Traffic moves reasonably well throughout the day, including during the morning (7-9 AM) and evening (4-6 PM) peak commute hours, except for a few localized pinch points in cities like Millbrae, San Mateo, Belmont, Redwood City, and Menlo Park. **Figure 2.6** and **Figure 2.7** show AM and PM peak hour traffic volumes, speeds, and segment level of service (LOS) along the corridor. All segments evaluated operate within a Level of Service (LOS) C or D range, which is consistent with performance targets identified in the City/County Association of Governments of San Mateo County's (C/CAG) Congestion Management Program.

**Figure 2.6. Average Weekday AM Peak Traffic Volumes, Automobile Speeds, and Level of Service**



Source: SamTrans Traffic Counts (IDAX, February/April 2025), INRIX Data (December 2024).

**Figure 2.7. Average Weekday PM Peak Traffic Volumes, Automobile Speeds, and Level of Service**



Source: SamTrans Traffic Counts (IDAX, February/April 2025), INRIX Data (December 2024).



# Safety

El Camino Real has a disproportionately high rate of fatal or serious injury crashes, particularly for vulnerable roadway users such as pedestrians and bicyclists. In most cities, El Camino Real accounts for only one to three percent of total street mileage; however, the corridor makes up about 10 to 20 percent of injury collisions and killed and seriously injured (KSI) collisions.

The Statewide Integrated Traffic Records System (SWITRS), California's collision database, places injury collisions into four severity levels. Fatal collisions, where at least one person is killed in the crash; severe injury collisions, where at least one person has a severe injury, which includes major injuries like broken bones and severe bleeding; other visible injury collisions, which includes evident but non-life-threatening injuries like bruising and cuts; and complaint of pain collisions, where an involved party reports an internal injury that is not visible to others at the scene. Killed or seriously injured (KSI) collisions combine the two most severe collision types, fatal and severe injuries, into a single category.

Overall, rates of KSI collisions are about six times higher than other local streets in San Mateo County; rates are seven times higher for bicyclists and 10 times higher for pedestrians than other roadways in San Mateo County. These high collision rates are reflected in C/CAG's Local Road Safety Plan, which identifies El Camino Real as a part of the county's High Injury Network.

## KEY CONTRIBUTING FACTORS FOR INJURY COLLISIONS ON EL CAMINO REAL



### Speed

El Camino Real's 35 MPH speed limit elevates the risk of death or serious injury, and speeding in excess of 35 MPH is common across the corridor. A pedestrian hit at 35 MPH is more than twice as likely to experience a severe injury or death compared to 25 MPH.



### Infrastructure

El Camino Real's outdated highway-like infrastructure exacerbates conflicts, including its uncontrolled or permissive left turns, gaps in sidewalks, unmarked or unsignalized crosswalks, driveway and parking conflicts, lack of pedestrian-scale lighting, and lack of separated bicycle facilities.



### Built Environment

El Camino Real's densifying land uses are often mismatched with auto-oriented infrastructure and fast vehicle speeds. Increasing residential and employment density along the corridor will further exacerbate conflicts.



## Injury Collisions, All Modes

El Camino Real experienced 886 injury collisions between 2019 and 2023, including 81 KSI collisions. Though injury collisions occurred along the entire corridor, the highest concentrations occurred within San Bruno, Millbrae, San Mateo, and Redwood City – 61 percent of El Camino Real's KSI collisions are concentrated in those four cities. **Figure 2.8** and **Table 2.1** illustrate the distribution of injury collisions and KSIs across the corridor.

### HIGHEST KSI COLLISION INTERSECTIONS ON EL CAMINO REAL 2019-2023

#### 1 Selby Lane

Atherton/North Fair Oaks  
5 COLLISIONS

#### 2 Hillcrest Boulevard

Millbrae  
4 COLLISIONS

#### 3 Center Street

Millbrae  
3 COLLISIONS

#### 3 James Avenue

Redwood City  
3 COLLISIONS

#### 3 SR-92 Interchange

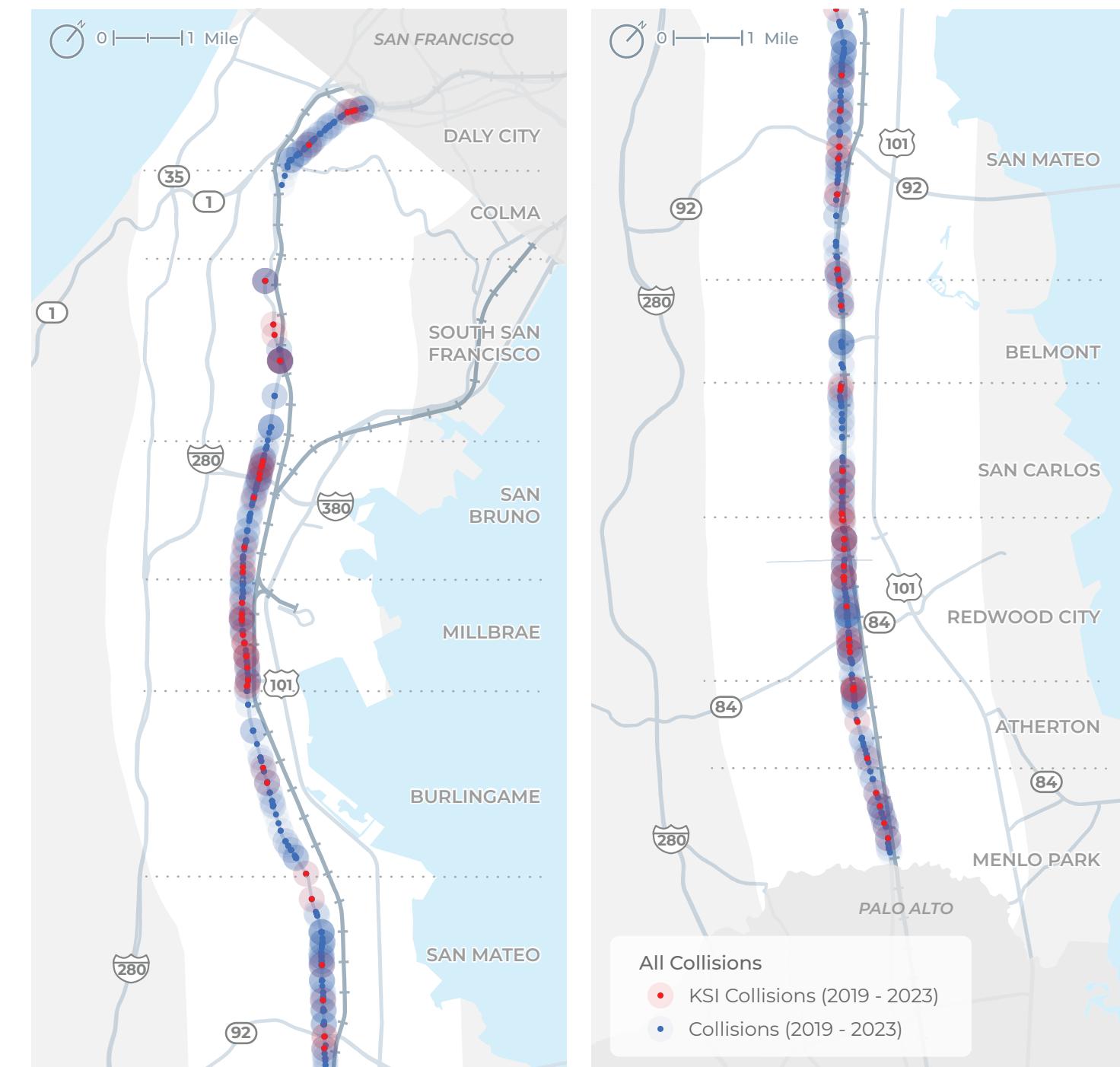
San Mateo  
3 COLLISIONS

**Table 2.1. Injury Collisions and KSIs by City, All Modes**

CITY	MILEAGE		COLLISIONS		KSI COLLISIONS	
	MILES	% OF TOTAL	#	% OF TOTAL	#	% OF TOTAL
Daly City	1.6	6%	86	10%	4	5%
Colma	1.4	5%	1	<1%	0	0%
South San Francisco	2.6	11%	62	7%	6	7%
San Bruno	2.0	8%	111	13%	9	11%
Millbrae	1.7	7%	74	8%	14	17%
Burlingame	2.8	11%	63	7%	2	2%
San Mateo	4.4	17%	144	16%	11	14%
Belmont	1.5	6%	36	4%	2	2%
San Carlos	1.9	8%	61	7%	7	9%
Redwood City	2.0	8%	141	16%	15	19%
North Fair Oaks	0.9	4%	26	3%	4	5%
Atherton	0.7	3%	28	3%	3	4%
Menlo Park	1.6	6%	53	6%	4	5%

Source: Transportation Injury Mapping System (2019-2023).

**Figure 2.8. Distribution of Injury Collisions on El Camino Real, All Modes**



Source: Transportation Injury Mapping System (TIMS), 2025.

Source: TIMS, 2025.

## Pedestrian Collisions

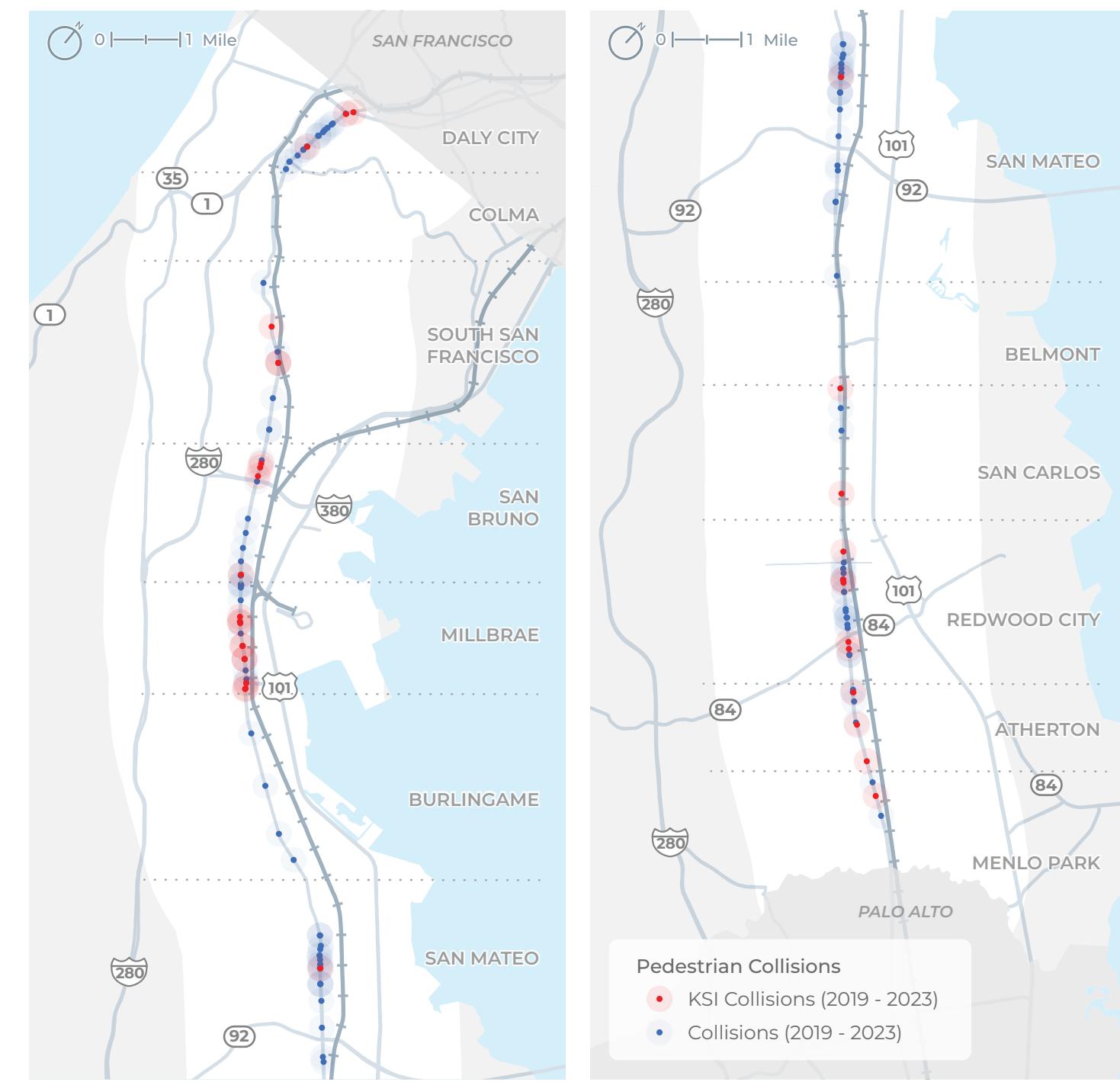
Collisions between vehicles and pedestrians make up a disproportionate share of KSI s on El Camino Real. Between 2019 and 2023, El Camino Real had 126 pedestrian injury collisions, which include 32 KSI s. KSI collisions are highly concentrated: 78 percent occurred in five cities: Daly City, South San Francisco, San Bruno, Millbrae, and Redwood City. **Figure 2.9** and **Table 2.2** illustrate the distribution of pedestrian injury collisions and KSI s across the corridor.

**Table 2.2. Injury Collisions and KSI s by City, Pedestrians**

CITY	MILEAGE		COLLISIONS		KSI COLLISIONS	
	MILES	% OF TOTAL	#	% OF TOTAL	#	% OF TOTAL
Daly City	1.6	6%	19	15%	3	9%
Colma	1.4	5%	0	0%	0	0%
South San Francisco	2.6	11%	9	7%	3	9%
San Bruno	2.0	8%	15	12%	4	13%
Millbrae	1.7	7%	19	15%	10	31%
Burlingame	2.8	11%	4	3%	0	0%
San Mateo	4.4	17%	24	19%	1	3%
Belmont	1.5	6%	1	1%	1	3%
San Carlos	1.9	8%	3	2%	1	3%
Redwood City	2.0	8%	22	17%	5	16%
North Fair Oaks	0.9	4%	4	3%	1	3%
Atherton	0.7	3%	3	2%	2	6%
Menlo Park	1.6	6%	3	2%	1	3%

Source: Transportation Injury Mapping System (2019-2023).

**Figure 2.9. Distribution of Pedestrian Injury Collisions on El Camino Real**



Source: TIMS, 2025.

Source: TIMS, 2025.

## Bicycle Collisions

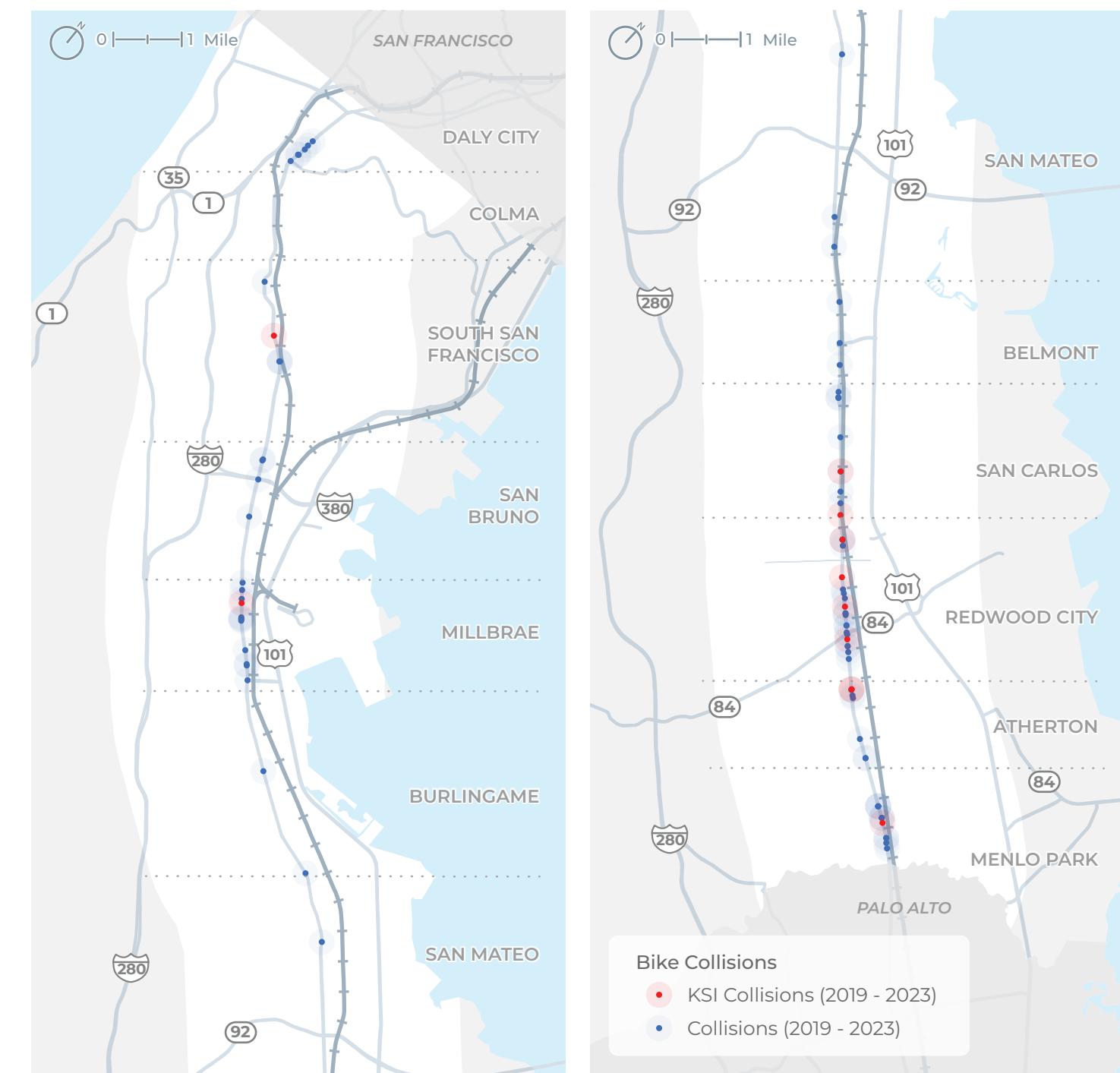
El Camino Real had 85 bicycle injury collisions between 2019 and 2023, including 11 KSI collisions. These collisions were mostly concentrated in three communities: Redwood City, San Carlos, and North Fair Oaks. **Figure 2.10** and **Table 2.3** illustrate the distribution of bicyclists injury collisions and KSIs across the corridor.

**Table 2.3. Injury Collisions and KSIs by City, Bicyclists**

CITY	MILEAGE		COLLISIONS		KSI COLLISIONS	
	MILES	% OF TOTAL	#	% OF TOTAL	#	% OF TOTAL
Daly City	1.6	6%	6	7%	0	0%
Colma	1.4	5%	0	0%	0	0%
South San Francisco	2.6	11%	5	6%	1	9%
San Bruno	2.0	8%	7	8%	0	0%
Millbrae	1.7	7%	9	11%	1	9%
Burlingame	2.8	11%	2	2%	0	0%
San Mateo	4.4	17%	3	4%	0	0%
Belmont	1.5	6%	3	4%	0	0%
San Carlos	1.9	8%	9	11%	2	18%
Redwood City	2.0	8%	22	26%	4	36%
North Fair Oaks	0.9	4%	3	4%	2	18%
Atherton	0.7	3%	4	5%	0	0%
Menlo Park	1.6	6%	12	14%	1	9%

Source: Transportation Injury Mapping System (2019-2023).

**Figure 2.10. Distribution of Bicycle Injury Collisions on El Camino Real**



Source: TIMS, 2025.

Source: TIMS, 2025.

## Active Transportation

Walking on El Camino Real is often a stressful experience. Sidewalks are narrow (usually 10 feet or less) and mostly lack street trees or buffers to separate pedestrians from high-speed auto traffic. Various segments of El Camino Real lack sidewalks on one or both sides of the street, and gaps in marked and signalized crosswalks can make crossing the street a challenge. Many land uses are oriented toward auto access, with frequent driveways and large parking lots in between sidewalks and building entrances. **Table 2.4** summarizes existing pedestrian and bicycle conditions.



**Table 2.4. Summary of Existing Pedestrian and Bicycle Conditions**

TYPE OF PEDESTRIAN BARRIER	QUANTITY	RELEVANCE
<b>Sidewalks &lt;15 Feet Wide</b>	<b>&gt;95%</b> of corridor	Most sidewalks on El Camino Real are 10 feet wide or less. Sidewalks narrower than 15 feet typically provide constrained space for pedestrians, landscaping, and bus stops.
<b>Missing Sidewalks</b>	<b>14%</b> of corridor is missing a sidewalk on one side of the street (3.5 miles) <b>5%</b> of corridor is missing a sidewalk on both sides of the street (1.2 miles)	Missing sidewalks pose barriers to pedestrian travel.
<b>Uncontrolled and unmarked crosswalks</b>	<b>15</b> marked crosswalks lack traffic control <b>3</b> pairs of bus stops lack marked crosswalks	Marked crosswalks with traffic signals or pedestrian hybrid beacons are necessary to comfortably cross El Camino Real.
<b>Missing marked crosswalks at part of a signalized intersections</b>	<b>63</b> intersections	Various signalized intersections are missing a marked crosswalk on part of the roadway crossing El Camino Real, requiring more circuitous pedestrian travel.
<b>Infrequent spacing of marked, controlled crosswalks</b>	Median spacing is <b>800 feet</b> ; however, gaps can be up to <b>2,300 feet</b>	Gaps between marked, controlled crosswalks in excess of 1,000 feet make it difficult to cross El Camino Real.
<b>Lack of separated bikeways</b>	<b>&gt;99%</b> of corridor lacks Class IV separated bikeways	Class IV separated bikeways are most suitable for El Camino Real's high-speed, high-volume conditions.
<b>Disconnected parallel bike routes</b>	<b>14%</b> of corridor has a designated low stress parallel bicycle route suitable for all ages and abilities	Class IV separated bikeways, Class II bike lanes, and Class III bicycle boulevards may provide low stress parallel routes to El Camino Real.

Source: Fehr & Peers, 2025.

Bicycling on El Camino Real is extremely challenging given the lack of bicycle facilities on the corridor. El Camino Real has less than one mile Class II bike lanes (in South San Francisco) and only one block of Class IV separated bikeway (in Belmont); the remainder of the 25-mile corridor requires bicyclists to ride in mixed traffic flow with vehicles traveling at roughly three times their speed. Crossing El Camino Real can be similarly difficult given the long crossing distances, high volume of conflicting turns, and lack of protected intersections or dedicated bicycle signals.

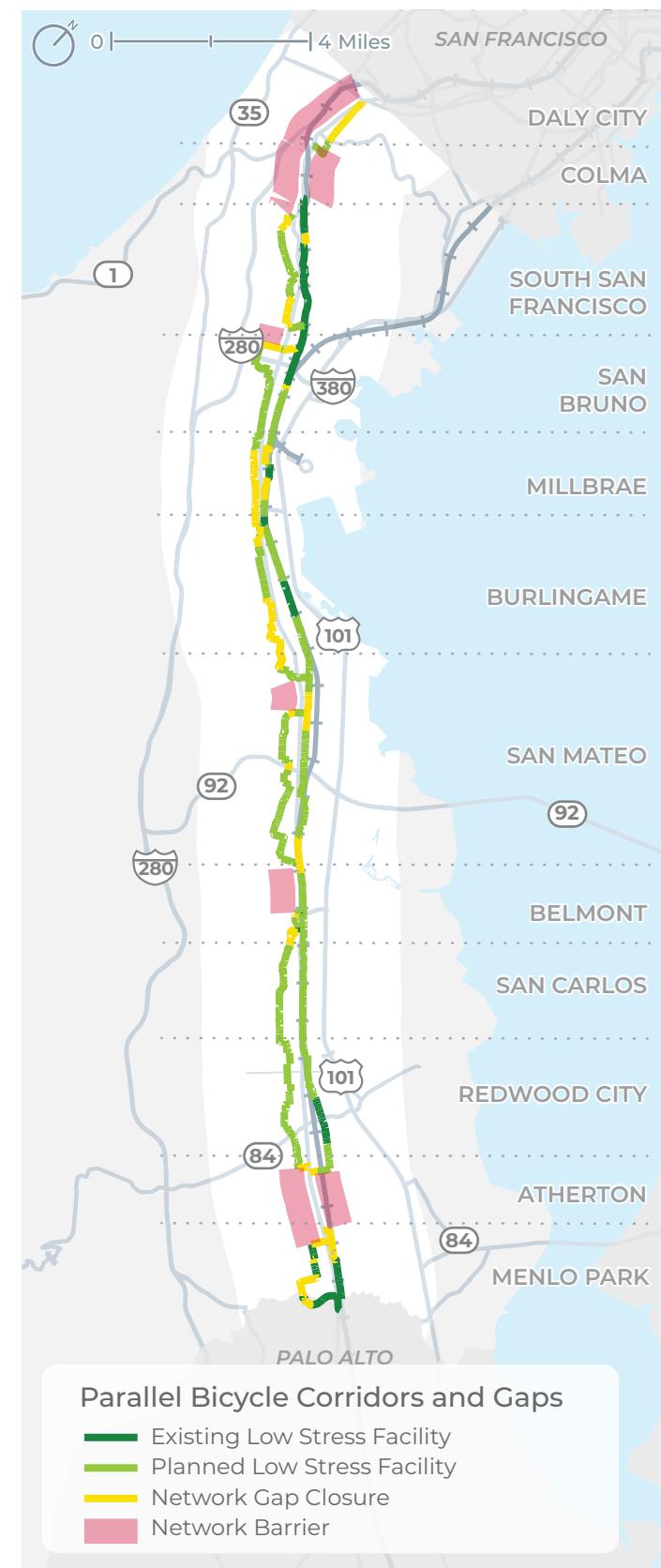
El Camino Real is designated as a countywide backbone bicycle corridor in C/CAG's Countywide Bicycle and Pedestrian Plan. Class IV separated bikeways are presently in design in Colma and Redwood City, while Caltrans' Burlingame Roadway Renewal project will not include bicycle facilities due to limited right-of-way. Bikeways remain under consideration throughout the rest of the corridor.

**Figure 2.11. Existing and Planned Bikeways on El Camino Real**



Source: Fehr & Peers, 2025.

**Figure 2.12. Planned and Existing Bicycle Corridors and Gaps**



Parallel streets present an alternative to biking on El Camino Real in some (but not all) cities. Most bicyclists use parallel routes today; however, less than one-sixth of the corridor has a designated low stress parallel route suitable for riders of all ages and abilities within roughly one half-mile of El Camino Real. About three-fourths of the corridor has an existing or planned low stress route identified in local bicycle plans. These planned bicycle facilities will help close gaps in the bicycle network where streets intersect with each other but the bike lanes on those streets are disconnected. Adding bicycle infrastructure to close these gaps on El Camino Real's parallel roadways would improve comfort, access, and safety. Enhanced connections to and across El Camino Real from these parallel streets would also be necessary.

In some areas, the local street network has limited connectivity due to gaps in the street grid. In these places, roads are not connected with each other, placing a physical obstacle to bicycle and vehicle travel on those roadways. These gaps, denoted as bicycle network barriers, limit the viability of parallel routes in these areas. Network barriers include both sides of El Camino Real in Colma and Atherton, and the west side of El Camino Real in Daly City, South San Francisco, San Mateo, and Belmont. In these locations, bicycle facilities will need to be added to El Camino Real due to the limited potential for parallel bicycle routes in these areas. **Figure 2.12** presents a network gap analysis of existing and planned parallel routes, as well as potential gap closure opportunities and network barriers. These parallel route opportunities will be further evaluated as the GBI implementation advances into PID and PA&ED.

Source: Fehr & Peers, 2025 based on C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, 2021.

## Transit

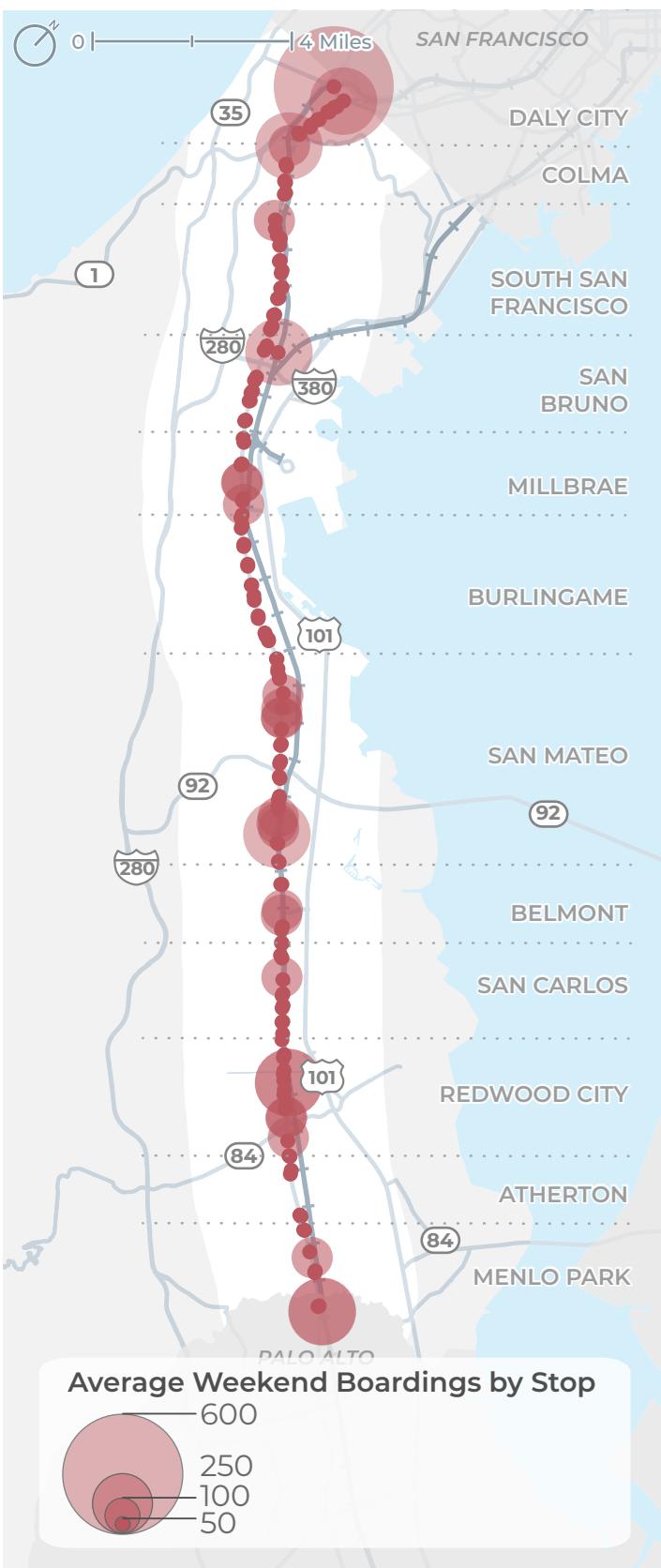
El Camino Real is San Mateo County's main transit corridor. El Camino Real is primarily served by Route ECR, while various other bus and shuttle routes also serve the corridor. Route ECR is SamTrans's highest ridership route that serves approximately 9,100 riders per day (roughly 30 percent of SamTrans' ridership). Route ECR provides connections with the entire SamTrans network as well as 11 BART and Caltrain stations that are located adjacent to El Camino Real. Route ECR provides service every 15 minutes throughout the day.

### Ridership

Route ECR's ridership is distributed throughout the corridor. Ridership tends to be highest at stops in Daly City, South San Francisco, San Bruno, Millbrae, San Mateo, and Redwood City (**Figure 2.13**). The busiest stops tend to be near BART and Caltrain stations, which offer transfer points to regional rail and other SamTrans routes.

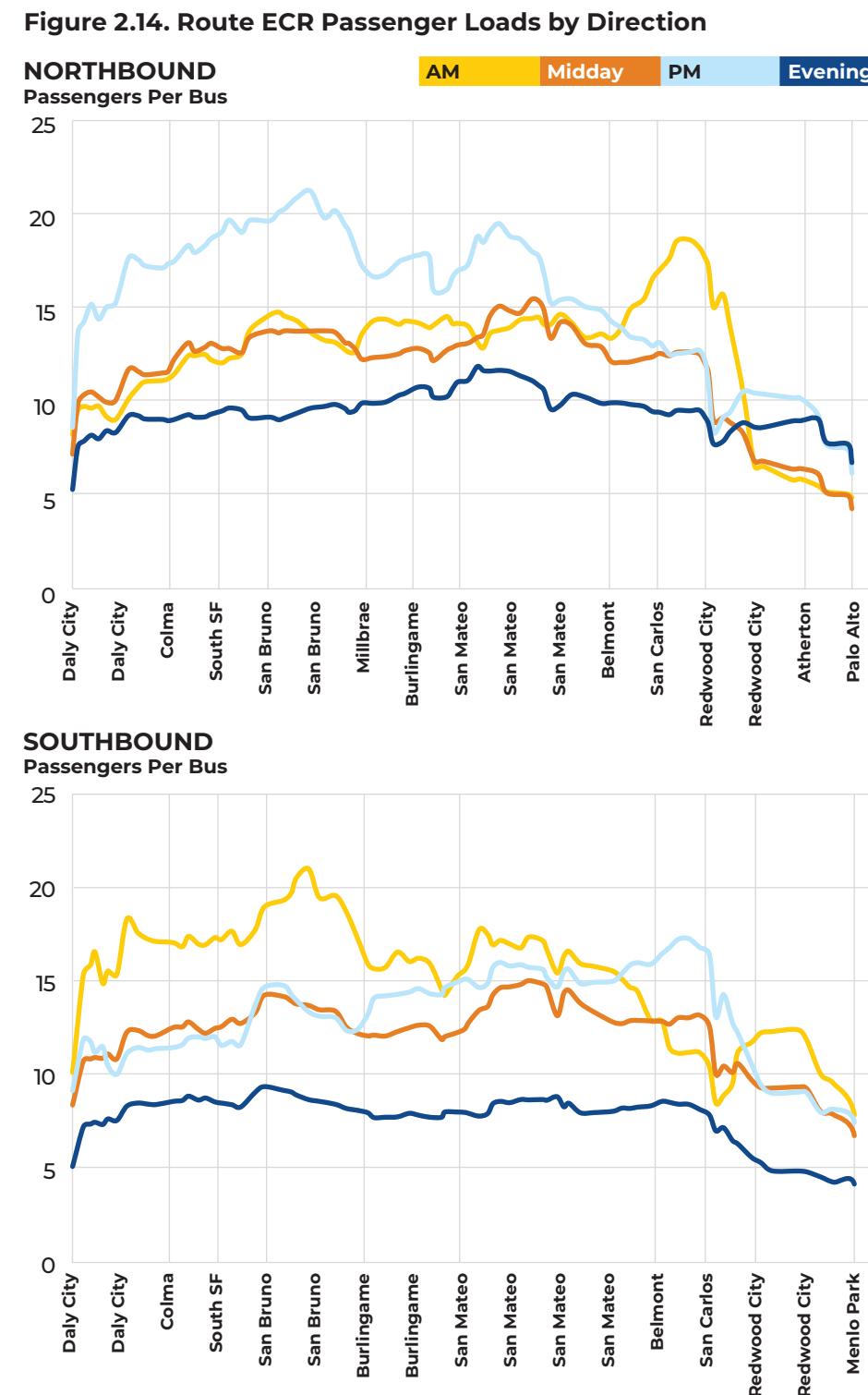


**Figure 2.13. Route ECR Average Weekday Boardings by Stop**



Source: SamTrans, Fehr & Peers, 2025.

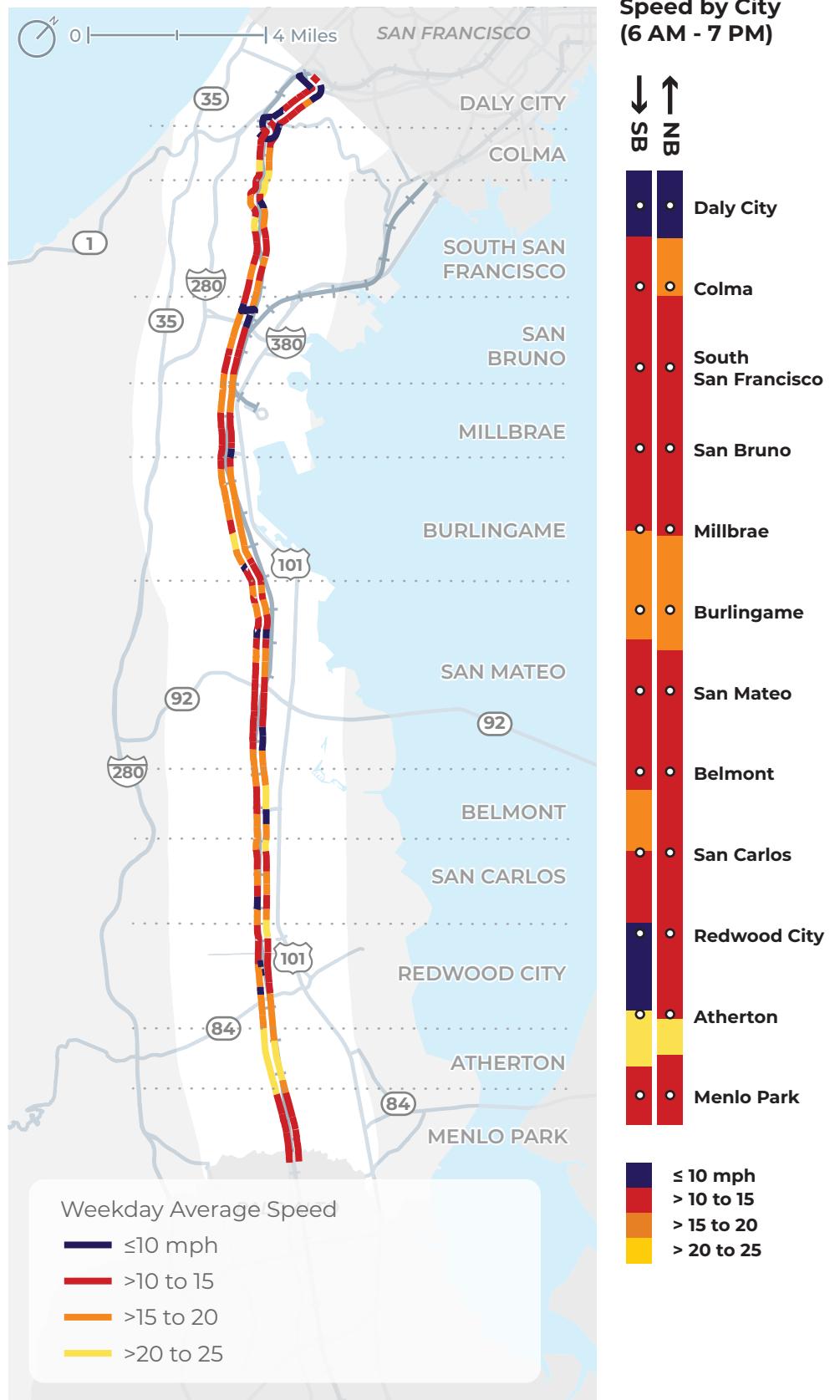
Route ECR carries about the same number of passengers in each direction throughout the day, as shown in **Figure 2.14**. Passenger loads, the average number of passengers per bus, are generally consistent throughout the corridor, with higher activity in San Bruno, Redwood City, San Mateo, and South San Francisco. Passenger loads are highest in the southbound direction during the AM commute and in the northbound direction in the PM commute.



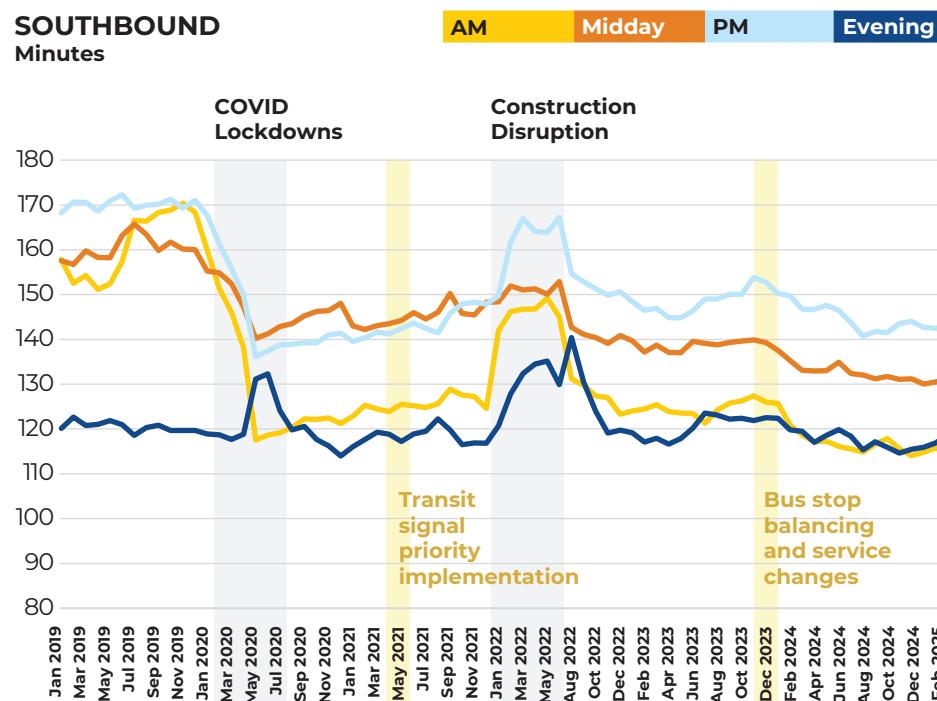
## Bus Travel Time and Delay

Route ECR is one of the region's longest bus routes, with an end-to-end travel time of over 127 minutes (**Figure 2.15**), an average speed of 13 miles per hour. Travel times are fastest in the mornings (114 minutes) and slowest during the evening peak (141 minutes). Buses are slowest in Daly City, San Bruno, San Mateo, and Redwood City. Average speeds on Route ECR are under 15 miles per hour in every city along the corridor, except Colma, Burlingame, and Atherton (**Figure 2.16**).

**Figure 2.15. Route ECR Weekday Average Bus Speeds (6am-7pm)**



Sources: SamTrans, Fehr & Peers, 2025.

**Figure 2.17. Change in Route ECR Travel Times over Time**

The length of Route ECR exacerbates its exposure to delays and results in inconsistent on-time performance: about 85 percent of buses are on-time near the start of the route, but this decreases to 60 percent as buses travel along the 25-mile corridor. **Passenger wait times vary at stops, and regularly exceed 30 minutes when buses get delayed—over twice as long as the route's scheduled 15 minute headway during peak periods (Figure 2.17).** Adding transit priority infrastructure that supports more reliable and consistent travel times would reduce these delays and lower SamTrans' operating costs.

SamTrans has decreased travel times by 21 percent (23 minutes) since 2019 through a combination of service changes, bus stop balancing, and implementation of transit signal priority throughout the corridor (which extends green lights by a few seconds for buses). Travel times are shorter today than during the COVID-19 pandemic despite the return of ridership and traffic congestion. However, the wide range between morning and evening peak period travel times suggests there are still opportunities to address various sources of bus delay.

#### SOURCES OF BUS DELAY ON EL CAMINO REAL



##### Bus Stop Delay

Bus stop design accounts for about 15 to 20 minutes of delay. About 80 percent of Route ECR's bus stops are pull out stops, (requiring buses to pull in and out of traffic to reach the curb), which delays buses as they need to wait for cars to pass by before they can pull into traffic. About 26 percent are located on the near-side of intersections, which causes delays from traffic signals and from vehicles making right turns.



##### Signal Delay

El Camino Real's traffic signals add about 5 to 15 minutes of delay. The corridor has an existing transit signal priority system, though there are opportunities to further enhance its effectiveness.



##### Traffic Delay

Traffic congestion adds about 20 to 30 minutes of delay to buses, which occurs at intersections and on roadway segments of El Camino Real. Traffic delay can be addressed through dedicated bus lanes.

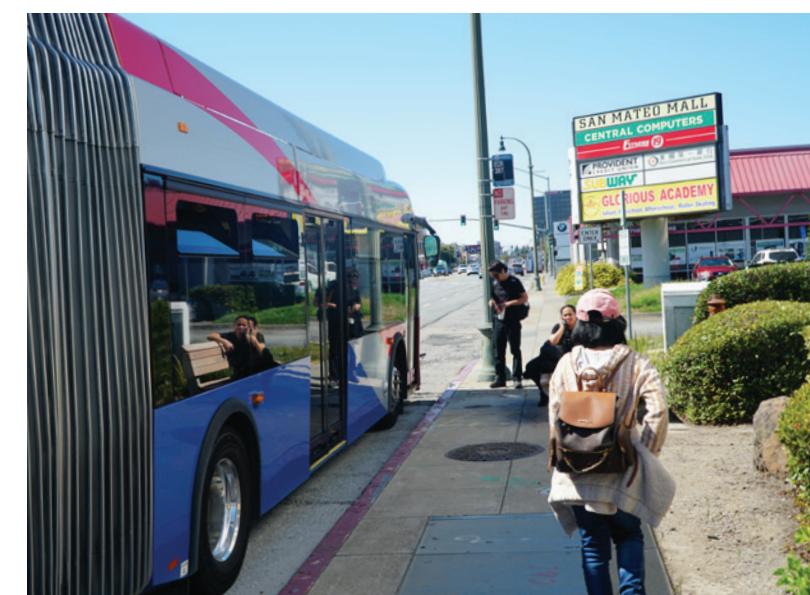
Source: SamTrans, Fehr & Peers, 2025.

#### Bus Stop Amenities And Access

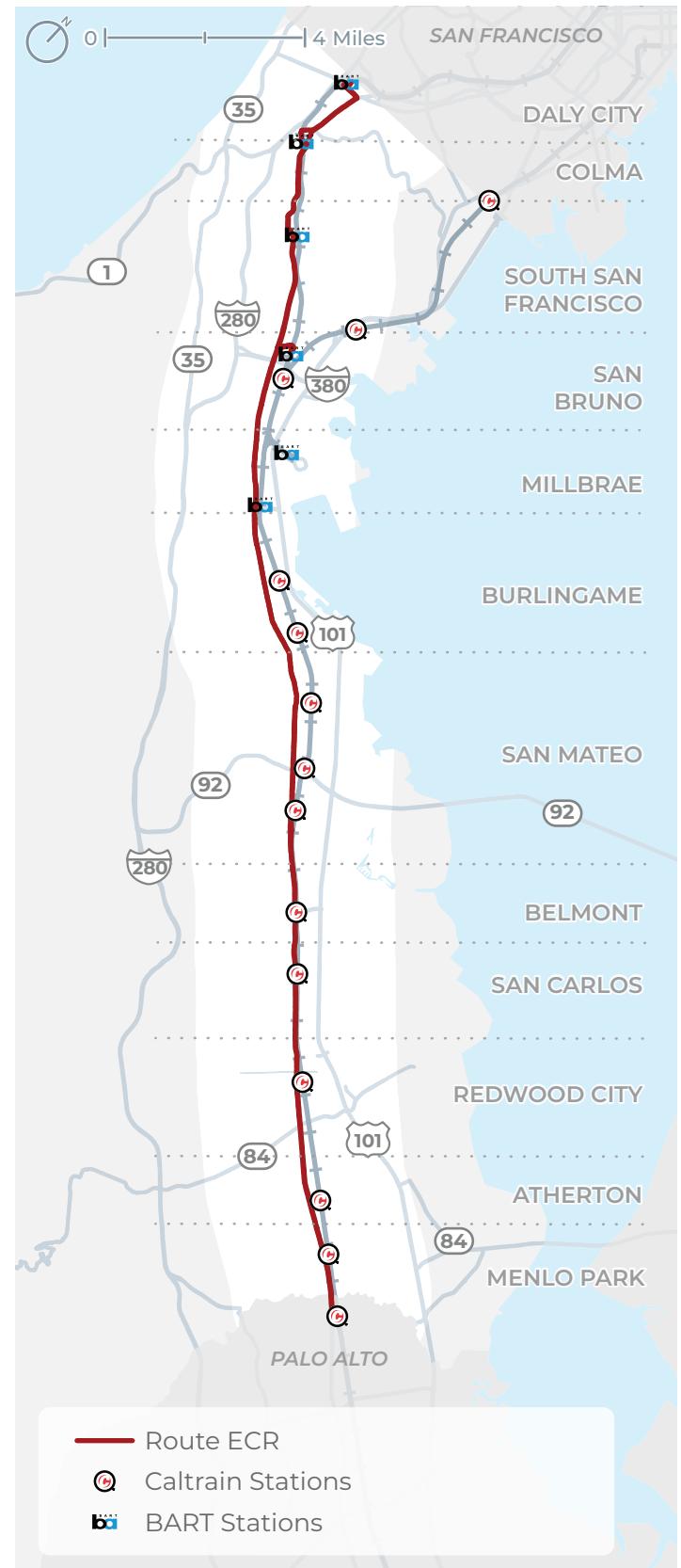
Route ECR has 163 bus stops, most of which have limited amenities and challenging access conditions. A majority of stops (61 percent) do not have bus shelters, which can make waiting for buses uncomfortable in wet, windy, or hot weather. Since all bus riders are also pedestrians, riders are exposed to many of the pedestrian infrastructure limitations identified in the previous section, including narrow sidewalks, gaps in sidewalks and crosswalks, and poor lighting.

#### Caltrain And BART Access

El Camino Real facilitates access to 12 Caltrain stations and five BART Stations located within a half mile of the corridor (Figure 2.18). Ten of these 17 stations have frontage on El Camino Real. Combined, these stations serve approximately 28,000 daily boardings, a majority of which access these stations via walking, biking, or transit. Consequently, El Camino Real plays a key role in facilitating first/last mile access to connect Caltrain and BART stations to surrounding communities.



**Figure 2.18. Caltrain and BART Stations near El Camino Real**

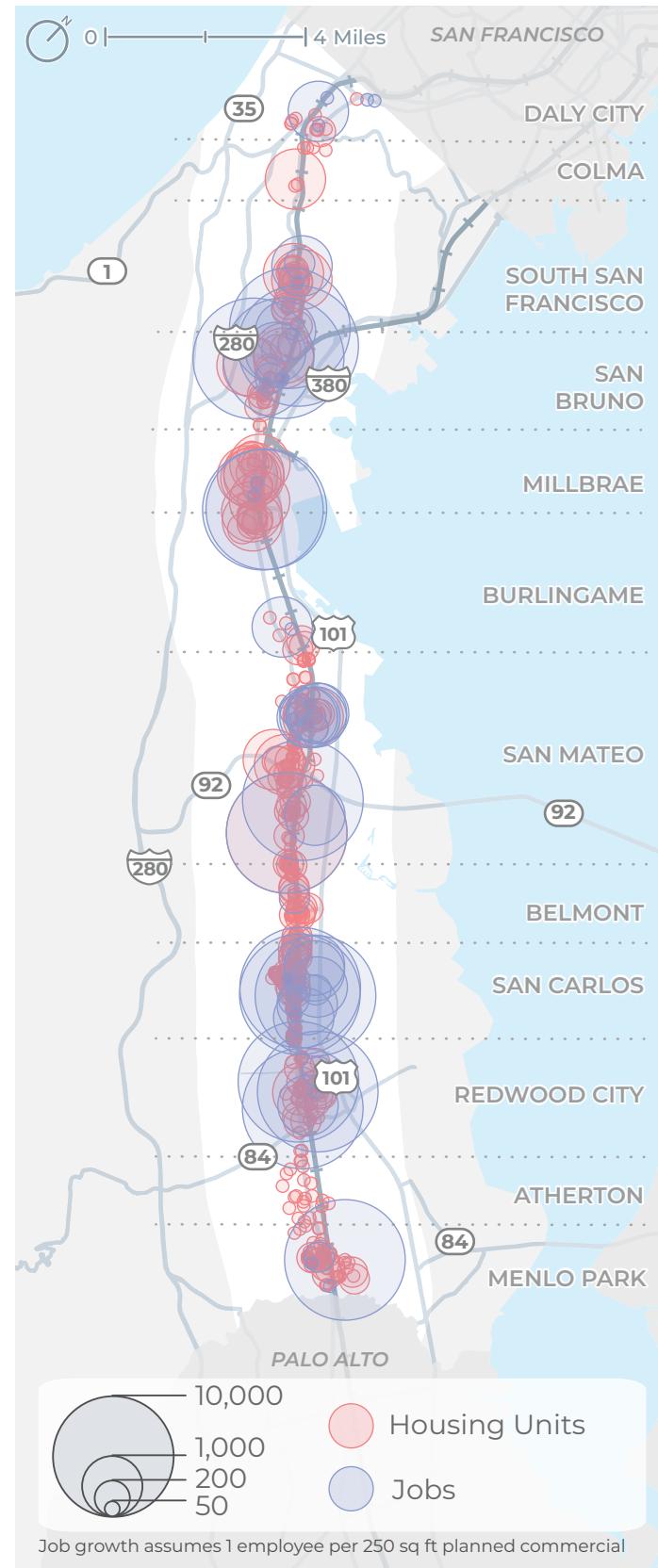


## Land Use

El Camino Real serves as San Mateo County's main street, serving a mix of retail, office, civic, and residential land uses. About 215,000 residents and 130,000 employees live and work within one half mile of El Camino Real.

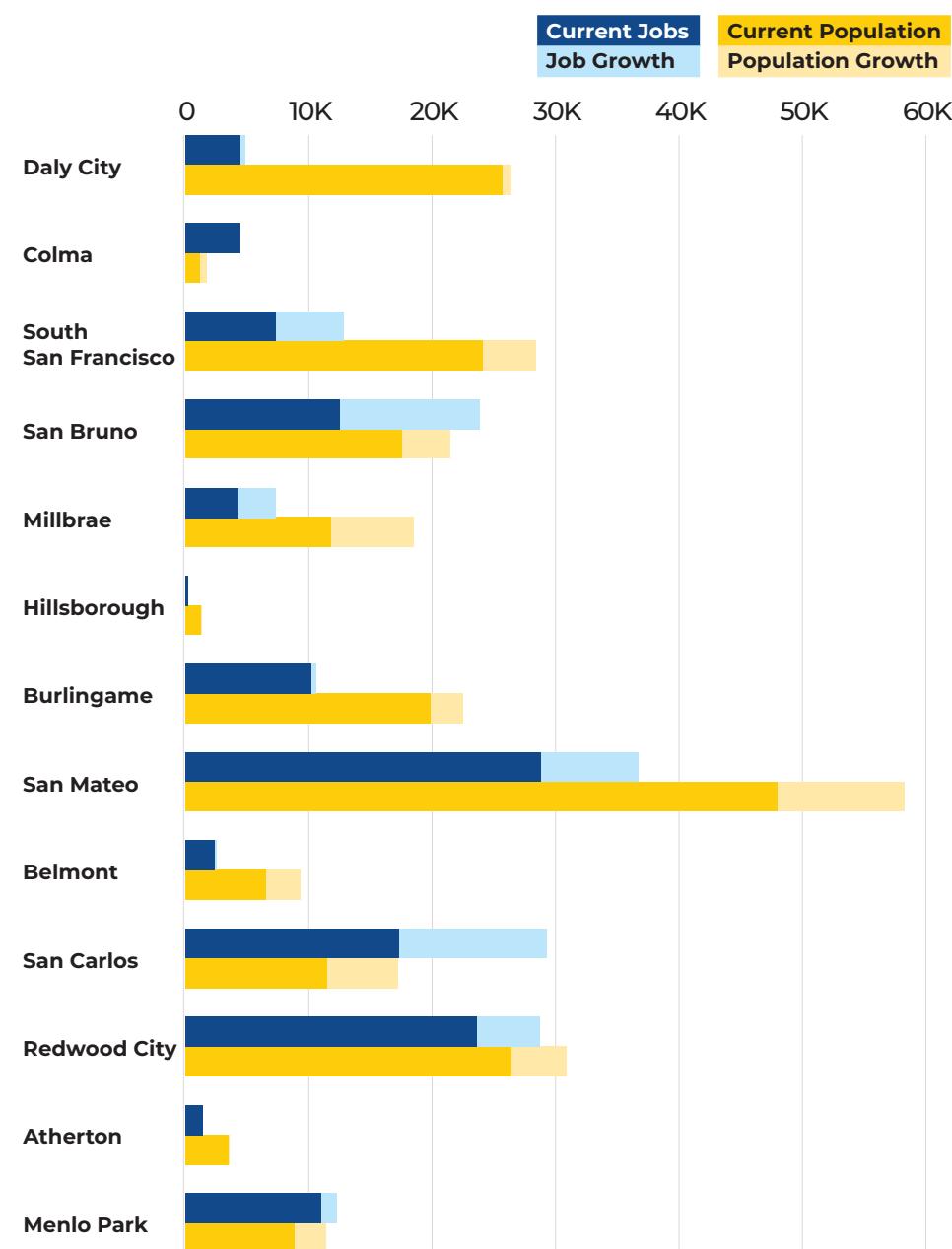
Most cities are focusing their housing and job growth along El Camino Real given its proximity to downtowns and regional transit. Based on a Fall 2024 review of recently adopted Housing Elements and development pipelines, there are approximately 45,000 new residents and 47,000 new jobs expected within one half-mile of El Camino Real in the next 10 to 15 years (**Figure 2.19** and **Figure 2.20**). Development is expected to occur throughout the corridor, especially around South San Francisco, San Bruno, Millbrae, San Mateo, San Carlos, and Redwood City. The continued densification of the El Camino Real corridor intensifies the mismatch between the corridor's automobile-oriented infrastructure and new mixed-use and transit-oriented development. Moreover, El Camino Real cannot be widened further to serve additional vehicle traffic, so additional travel demand will need to be accommodated with a greater share of trips via walking, biking, and transit. Improvements to transit and active transportation are necessary to respond to this planned growth.

**Figure 2.19. Planned Housing and Job Growth within One Half-Mile of El Camino Real**



Source: Fehr & Peers, based on a review of city Housing Elements and development pipelines in Fall 2024.

**Figure 2.20. Estimated Population and Employment Growth within One Half-Mile of El Camino Real**



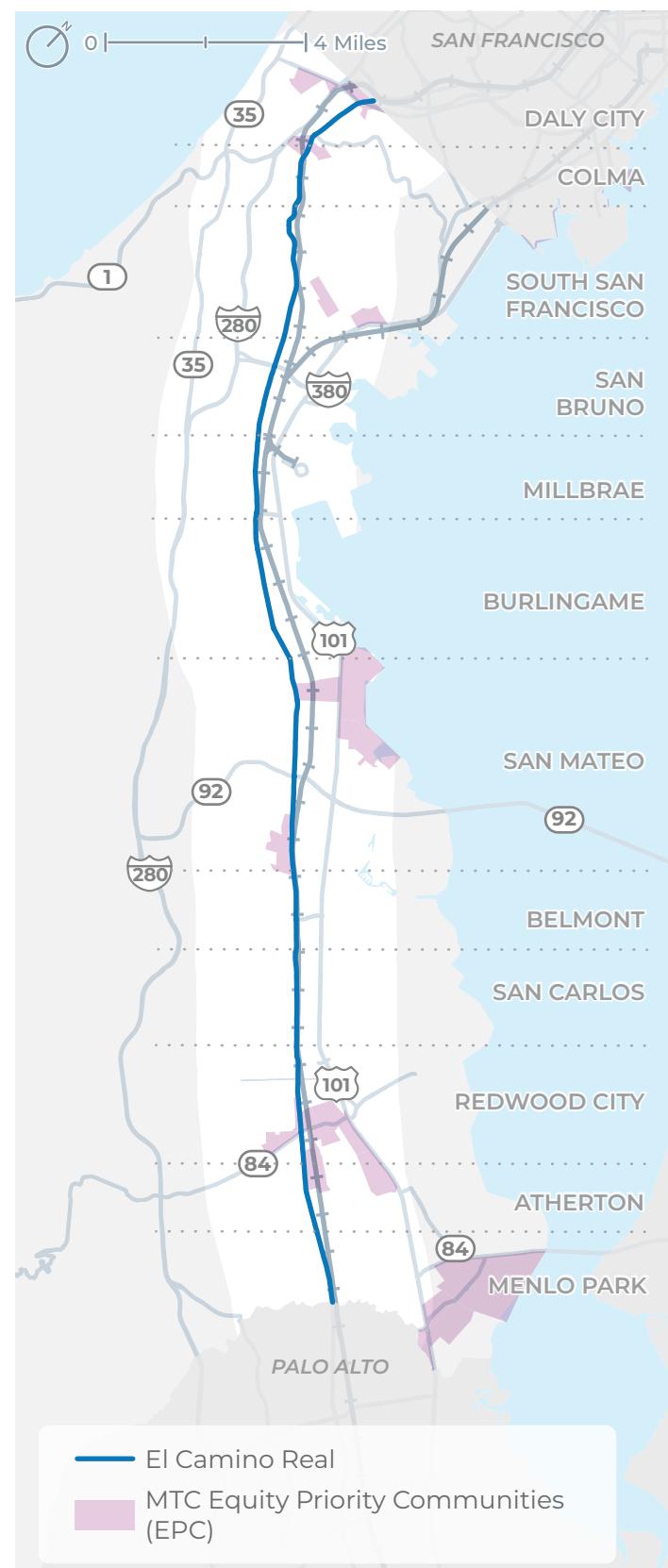
Source: Fehr & Peers, based on a review of city Housing Elements and development pipelines in Fall 2024.

# Equity

El Camino Real serves a number of equity priority communities (EPCs), concentrations of low-income households, zero-car households, and racial and ethnic minorities identified by MTC (Figure 2.21). Equity priority areas are clustered around Daly City, South San Francisco, San Bruno, Millbrae, San Mateo, and Redwood City, and tend to coincide with clusters of high transit ridership and higher rates of walking and bicycling.

Route ECR riders are disproportionately lower income compared to San Mateo County residents and SamTrans riders overall. As illustrated in Figure 2.22, the average household income of ECR riders is about 80 percent lower than the county average. Approximately 85 percent of ECR riders are people of color, which is greater than the countywide population share of 65 percent (Figure 2.23). Only 25 percent of Route ECR riders have access to a car at home, compared to 94 percent of San Mateo County households (Figure 2.24).

**Figure 2.21. Equity Priority Communities (EPCs) in San Mateo County**

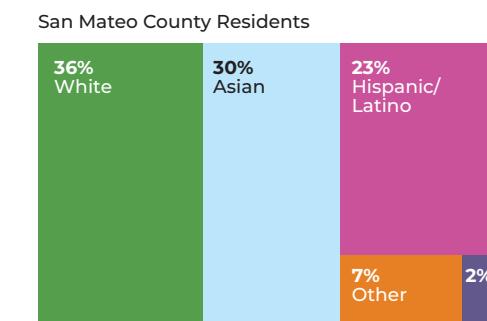
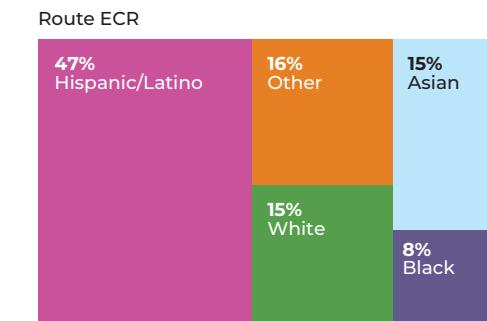


Source: MTC.

**Figure 2.22. Route ECR Rider Median Household Income**



**Figure 2.23. Route ECR Rider Race and Ethnicity**



**Figure 2.24. Route ECR Rider Vehicle Ownership**



Source: Figures 2.22-2.24, SamTrans 2024 Triennial Survey.

# Conclusion

The following safety and mobility problem statements synthesize current challenges on El Camino Real. This list includes key challenges identified in this Needs Assessment and from stakeholder input from the GBI Task Force, and it is not an exhaustive list of areas of improvement for El Camino Real.

## PROBLEM STATEMENTS

**El Camino Real has an unusually high rate of fatal or serious injury crashes, particularly for people walking and biking.**

- Rates of fatal or serious injury crashes are substantially higher on El Camino Real than other streets within San Mateo County. High vehicle speeds, highway-like infrastructure, and densifying land use contribute to a high rate of conflicts between modes.

**El Camino Real's highway-like design discourages walking, biking, and transit use.**

- People walking and biking encounter barriers and uncomfortable conditions, including missing or narrow sidewalks, unpainted crosswalks, long gaps between pedestrian crossings at traffic lights conflicts with cars making left turns, a lack of pedestrian-scaled lighting, and an absence of low-stress bicycle facilities.
- Buses travel much slower than automobiles. Route ECR, which serves as the backbone of SamTrans' bus network, experiences one-way travel times in excess of two hours between Daly City and Palo Alto. Few transit priority measures are present; buses encounter delays and on-time performance challenges due to near-side and pull-out stops, traffic signals, and exposure to traffic congestion.



# Planning & Policy Framework

## Caltrans Planning & Policy Framework

Caltrans has established several foundational plans and policies around safety, active transportation, and transit on state highways including El Camino Real.

### Caltrans Planning and Policy Framework

#### Directors Policy 36 (2022)

DP-36 commits to a **safety-first** approach to street design that strives to proactively address risk factors that contribute to fatalities and serious injuries on the state highway system.

California Department of Transportation (Caltrans) has a vision to eliminate fatalities and serious injuries on California's roadways by 2050 and provide safer outcomes for all communities.

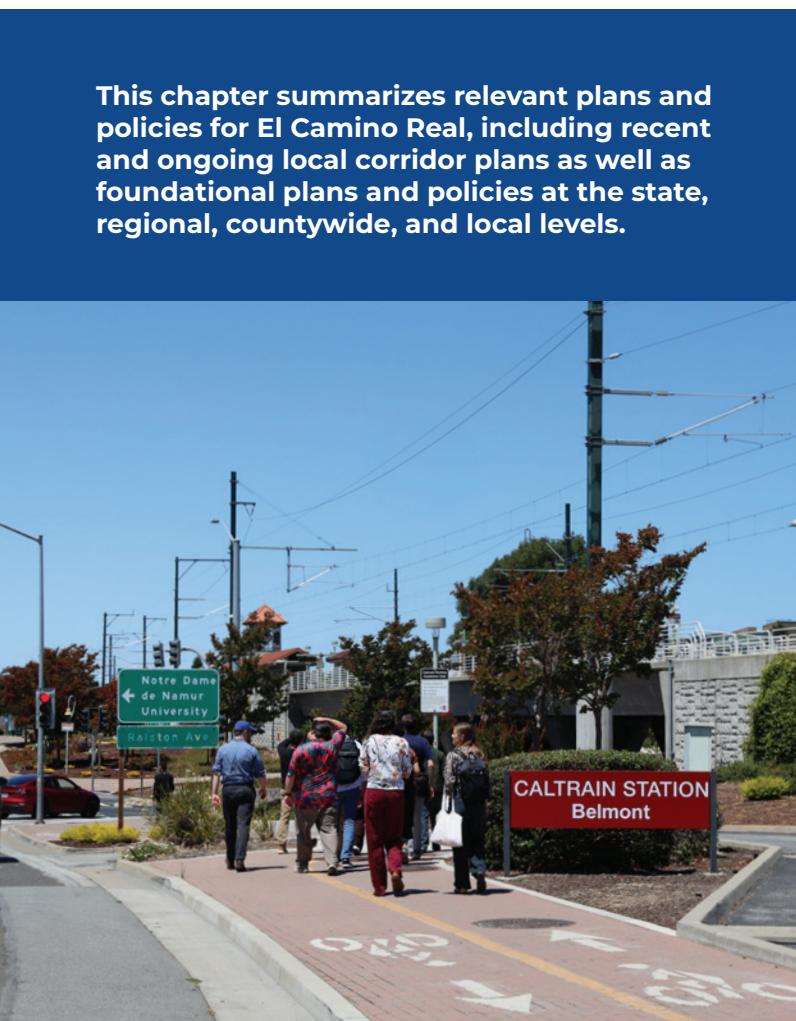
To realize this vision Caltrans commits to:

- A safety-first mindset prioritizing road safety.
- Prioritize the elimination of fatal and serious injury crashes through our existing safety improvement programs along with development and implementation of new programs to enhance the safe use of our roadways.
- Eliminating race-, age-, ability- and mode-based disparities in road safety outcomes.

#### Directors Policy 37 (2021)

DP-37 requires that all Caltrans-led projects incorporate **complete streets** improvements for transit and active transportation users.

All transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved. When decisions are made not to include complete streets elements in capital and maintenance projects, the justification will be documented with final approval by the responsible District Director.



This chapter summarizes relevant plans and policies for El Camino Real, including recent and ongoing local corridor plans as well as foundational plans and policies at the state, regional, countywide, and local levels.

Figure 3.1. DIB-94 Modal Priority by Roadway Context

Place Type	Modal Priority on Conventional Highways and Local Roads within State Right of Way				
	Pedestrian	Bicyclist	Transit	Freight	Personal Vehicle
Urban Area	City Center				
	Urban Community				
Suburban Area	Suburban Community				
	Rural Main Street				
Rural Area	Transitional Area				
	Undeveloped Area				

Source: Caltrans Design Information Bulletin-94 (2024)

#### Note:

Colors in this table indicate relative priority of modes in the given place type.

Number of icons indicate relative number of anticipated users in the place type.



Additionally, DP-37 seeks to help streamline the implementation of complete streets projects:

Caltrans commits to removing unnecessary policy and procedural barriers and partnering with communities and agencies to ensure projects on local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and transit facilities, and accessibility to existing and planned destinations, where possible.

#### Draft Transit Policy (2025)

In July 2025, Caltrans published a draft Transit Policy that lays out the agency's goal to improve **transit reliability and speeds** on the State Highway System. The draft policy commits Caltrans to "construct and improve transit-supportive infrastructure on the state highway system such as transit priority facilities, transit stops, and bicycle and pedestrian connections to transit." The policy also reinforces Caltrans' goal to deliver infrastructure projects that provide better first- and last mile connections to transit stops.

#### Caltrans Design Guidance

Following DP-37, Caltrans issued **Design Information Bulletin 89 (DIB-89)**, which provides design guidance for separated bikeways, and **Design Information Bulletin 94 (DIB-94)**, which clarifies context-sensitive design guidance to serve travelers of all ages and abilities, addressing topics such as modal priority, operating speeds, bicycle facilities, sidewalk width, lane width, crosswalk placement, and bus stops, as shown in **Figure 3.1**. Together, DIB-89 and DIB-94 equip Caltrans and its partners with a context-sensitive design toolkit to advance the goals of DP-36 and DP-37.

In parallel, Caltrans has updated its Intersection Control Evaluation process with **Intersection Safety and Operational Assessment Process (ISOAP)**, which guides the evaluation of proposed traffic control and design geometrics for intersections and other access improvements proposed on the State Highway System. ISOAP places a greater emphasis on road safety performance consistent with DP-36, evaluating geometry and traffic control through a performance-based analysis that considers all users and supports the principles of the Safe System Approach.

## Caltrans Plans

Caltrans District 4, which serves the nine-county San Francisco Bay Area, has published a series of plans to improve transit and active transportation on the state highway system, including El Camino Real.

### Caltrans District 4 Bicycle Plan Update (2025)

The Caltrans District 4 Bike Plan identifies bicycle infrastructure improvements to improve safety and to remove barriers to bicycling. The plan identifies priority projects by county and includes multiple segments of El Camino Real in San Mateo County. Recommended improvements for El Camino Real include Class I Shared-Use Paths, Class IV Separated Bikeways, and various intersection crossing upgrades.

### Caltrans District 4 Pedestrian Plan (2021)

The Caltrans District 4 Pedestrian Plan documents existing sidewalk and crosswalk conditions along the State Highway System, with El Camino Real mostly receiving “fair” and “poor” rankings for its pedestrian infrastructure. The plan also places the Bay Area’s state highways into three tiers based on the density of pedestrian collisions on each roadway, with El Camino Real in the highest tier due to its large number of pedestrian-involved collisions. The plan prioritizes roadways for future improvements, and it places El Camino Real in the highest prioritization category.



## Caltrans Bay Area Transit Plan (2025)

The Caltrans Bay Area Transit Plan aims to enhance transit speeds and reliability on state highways. The draft plan prioritizes transit improvements on corridors in the Bay Area, which includes El Camino Real throughout San Mateo County. The plan also presents a Complete Streets Transit Toolbox, which includes implementation guidance for transit-priority and transit-access infrastructure such as bus lanes, queue jump lanes, bus bulbs, and boarding islands.

### State Route 82 Comprehensive Multimodal Corridor Plan (CMCP)

Caltrans is developing a Comprehensive Multimodal Corridor Plan (CMCP) for State Route 82 in San Francisco, San Mateo, and Santa Clara counties. The CMCP will identify existing and future needs and identify improvements. Projects included in the CMCP will be eligible for future funding under the Solutions for Congested Corridors Program, a state funding program discussed in [Chapter 7](#). SamTrans and Caltrans are meeting monthly to coordinate the Grand Boulevard Initiative and CMCP planning processes and develop a shared understanding of corridor-wide needs and priority projects. The CMCP will be finalized in 2026 after the GBI Action Plan is completed.

**Figure 3.2. Caltrans SHOPP Projects along El Camino Real in San Mateo County**



## Ongoing and Upcoming Construction Projects

Caltrans is moving forward with smaller scale State Highway Operation and Protection Program (SHOPP) projects across much of the corridor, shown in [Table 3.1](#) and [Figure 3.2](#). SHOPP projects primarily address roadway maintenance and incorporate small-scale pedestrian and bicycle safety improvements where possible. SHOPP Projects along El Camino Real are all currently in the design phase and construction is anticipated to begin in the next few years.

**Table 3.1. Summary of Caltrans SHOPP Projects along El Camino Real**

SHOPP ID	EXTENTS	EST. START OF CONSTRUCTION
0Q140	Daly City, Colma, and South San Francisco from I-280 to Arroyo Drive	2026
0AA32	South San Francisco, San Bruno, Millbrae, and Burlingame from Arroyo Drive to Murchison Drive	2028
0K810	Burlingame and San Mateo from Murchison Drive to East Santa Inez Avenue	2025
4W730	San Mateo from East Santa Inez Avenue to 43rd Avenue	2028
0X280	San Mateo to Palo Alto from 43rd Avenue to Sand Hill Road, excluding extents of 1W130	TBD
1W130	Redwood City and Atherton, from Brewster Avenue to Selby Lane	2028
4J89U	Palo Alto, Los Altos, Mountain View, and Sunnyvale between Sand Hill Road and Knickerbocker Drive	Completed in 2025

# Countywide Planning & Policy Framework

San Mateo County has several countywide documents that help guide transportation planning along El Camino Real. These plans address safety, active transportation, traffic operations, transit, and stormwater management along El Camino Real.

## SamTrans El Camino Real Bus Speed and Reliability Study (2022)

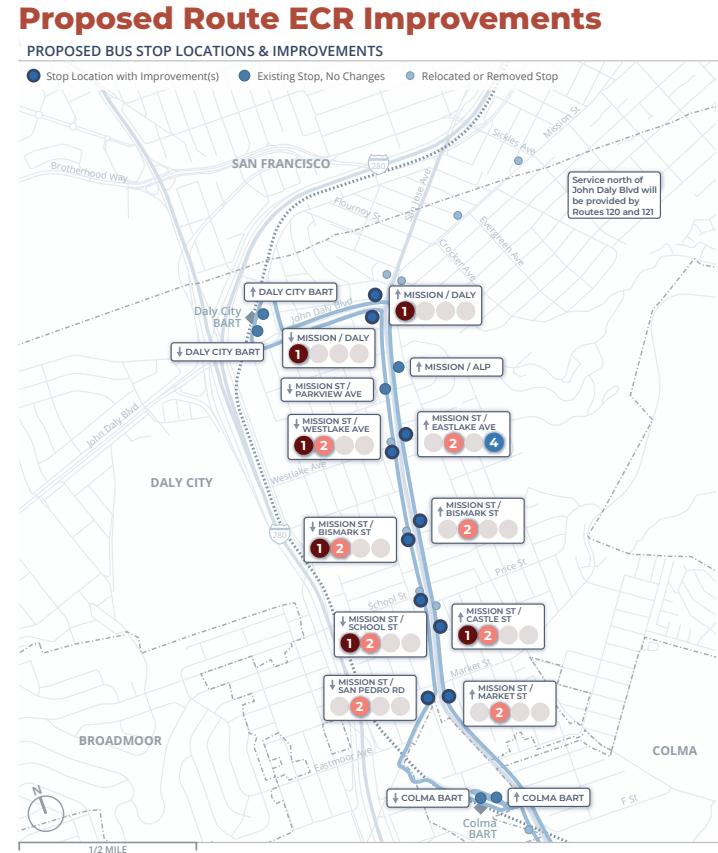
The El Camino Real Bus Speed and Reliability Study seeks to improve bus speeds and reliability on SamTrans' Route ECR to improve rider experience, attract new riders, improve operational efficiency, and provide a better experience for bus drivers. The plan analyzes contributing factors to speed and reliability challenges and identifies a set of corridor-wide and city-by-city recommendations such as bus lanes, bus bulbs, transit signal priority, bus stop

balancing, and access improvements. Bus lanes are recommended along segments with three travel lanes per direction and potential for improved travel times, including in South San Francisco, San Bruno, Millbrae, northern Burlingame, San Mateo, San Carlos (southbound only), and northern Redwood City (southbound only). The plan's appendix provides stop-by-stop recommendations to identify improvements (Figure 3.3).

## San Mateo C/CAG Countywide Local Road Safety Plan (2024)

C/CAG's Countywide Local Road Safety Plan seeks to identify safety improvements, strategies, and programs using the Safe System Approach to eliminate facilities and severe injuries on streets within San Mateo County. The plan aims to promote a culture across agencies and communities that puts roadway safety first in all actions. The plan identifies a countywide High Injury Network that account for a disproportionate concentration of injury collisions, which includes the entirety of El Camino Real. It also notes emphasis areas (Figure 3.4), including

**Figure 3.3. Example City Recommendations from the El Camino Real Bus Speed and Reliability Study**



Source: El Camino Real Bus Speed and Reliability Study, 2022.

**Figure 3.4. Emphasis Areas from the C/CAG Countywide Local Roadway Safety Plan**

- Pedestrian and bicyclist safety
- Nighttime/low light safety
- Unsignalized intersections on arterials/collectors
- Vulnerable age groups (youth and aging)
- Motor vehicle speed related roadway segment crashes
- High-speed roadways (35+ mph)
- Alcohol involvement

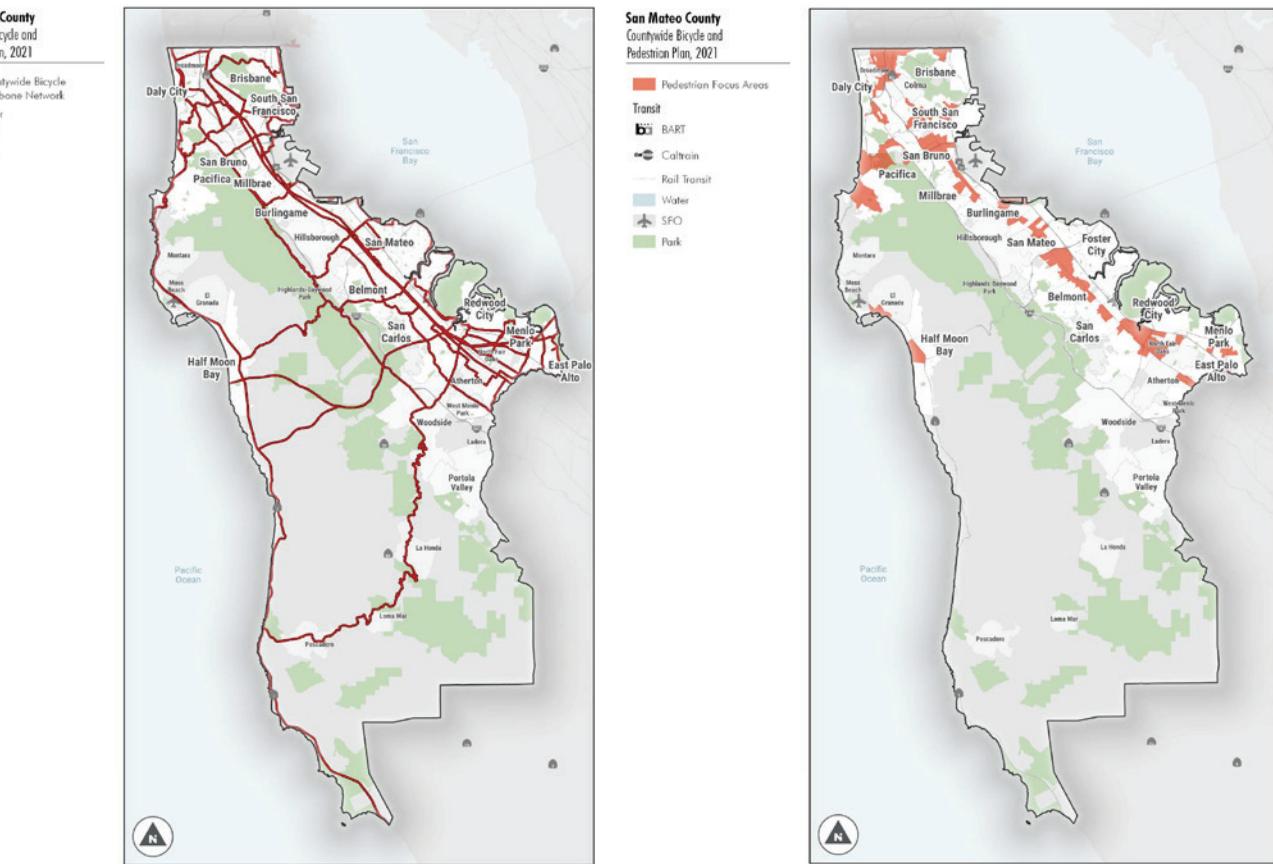
Source: CCAG Countywide Local Roadway Safety Plan, 2024

pedestrian and bicycle safety, nighttime/low-light safety, unsignalized intersections on arterials, vulnerable age groups, motor vehicle speed related roadway segment crashes, high-speed roadways, and alcohol involvement. The plan recommends implementing a toolkit of improvement measures targeting specific roadway to maximize their reduction of fatalities and severe injuries.

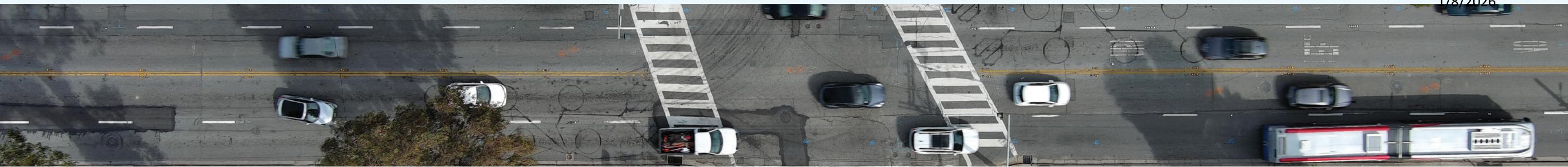
## C/CAG San Mateo County Comprehensive Bicycle And Pedestrian Plan (2021)

C/CAG's Bicycle and Pedestrian Plan documents existing bicycle and pedestrian infrastructure conditions in San Mateo County and provides recommendations for future improvements. El Camino Real is part of the plan's countywide Bicycle Backbone Network, which are cross-county bikeways that are prioritized for improvements. The plan also designates Pedestrian Focus Areas for priority improvements to sidewalks and crosswalks, which includes most of El Camino Real (Figure 3.5).

**Figure 3.5. Pedestrian Focus Areas and the Countywide Bicycle Backbone Network**



Source: C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, 2021.



### SamTrans Bus Stop Improvement Plan (2024)

The Bus Stop Improvement Plan establishes standardized policy and an implementation approach for bus stop improvements. The plan includes an inventory of existing amenities at bus stops across the service area, engagement to understand preferences for amenities, design guidelines to establish minimum criteria for bus stop amenities, recommended improvements for different stop typologies, and an implementation plan. The plan recommends bus shelters at all Route ECR stops on El Camino Real.

### C/CAG Sustainable Streets Master Plan (2021)

The C/CAG Sustainable Streets Master Plan provides a roadmap and set of tools to advance sustainable streets that integrate pedestrian, bicycle, and transit improvements with green infrastructure components like stormwater planters and pervious pavement. The plan documents strategies to provide transit and active transportation improvements, expand the treatment of roadway runoff using green infrastructure to achieve water quality

improvements, adapt the transportation network to better address rainfall and heat-related climate change impacts, sequester carbon and provide shade through street trees, and improve habitat for birds and other urban wildlife. The Plan includes concept designs for El Camino Real as a priority project and documents typical design details for sustainable streets (Figure 3.6).

#### C/CAG Congestion Management Program (Biannual Updates)

C/CAG's Congestion Management Program identifies strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The Congestion Management Program establishes traffic operations performance standards on highways and arterials including El Camino Real, which many cities in San Mateo County reference in local standards. The program also incorporates transportation demand management planning and monitoring to improve efficiency of existing transportation system and infrastructure.

**Figure 3.6. Concept Design for El Camino Real from the C/CAG Sustainable Streets Master Plan**



Source: C/CAG Sustainable Streets Master Plan Priority Projects Concept Designs, Appendix E.

### C/CAG Countywide Transportation Plan (2017)

C/CAG's Countywide Transportation Plan provides a long-range plan that sets forth a coordinated framework and a systematic planning process for identifying and resolving transportation issues. The plan establishes a vision for a transportation system that is safe and convenient for all people whether travelling on foot, by bicycle, via public transportation, or in an automobile, to reach places they wish to go. The Plan identifies projects for the Regional Transportation Plan including implementing complete streets improvements, bus rapid transit, and transit signal priority on El Camino Real consistent with the Grand Boulevard Initiative.

#### Caltrans and C/CAG Joint Principles For Improvement to El Camino Real (2006)

Caltrans and C/CAG established a memorandum of understanding in 2006 to guide key principles for future changes to El Camino Real. The joint principles include commitments to retain the roadways footprint for transportation purposes, maintain existing through lanes along the corridor, and consider adding bus rapid transit infrastructure. Key excerpts are provided below.

**Mobility** - Seek to optimize mobility on El Camino Real as a thoroughfare connecting communities from County line to County line. This includes mobility for multiple modes of transportation such as public transit, private and commercial vehicles, bicycles and pedestrians.

**Through Capacity** - Preserve the throughput capacity on El Camino Real to:

- Allow for future traffic increase due to population growth and increased housing densities.

- Allow for potential enhancements for Express Bus or Bus Rapid Transit including the capability of a possible dedicated bus lane. No land use or transportation project should reduce or eliminate a segment of El Camino Real from the potential for a dedicated bus lane.
- Facilitate Incident Management.

This means as a minimum:

- No elimination of through lanes
- Two through lanes in each direction of travel on El Camino Real must be preserved.
- Must retain the current through lane footprint for transportation purposes only.
- Other actions that reduce capacity on El Camino Real must be evaluated under the C/CAG adopted traffic impact policies for the Congestion Management network. Changes found to have significant unmitigated traffic impacts under that policy will not be permitted.

Fully consider development of Express Bus or Bus Rapid Transit including the possibility of a dedicated bus lane to increase the person throughput. Encourage transit ridership through easy and attractive pedestrian connection between the downtown centers and Caltrain/ BART stations through design, aesthetics, and special crosswalk treatments.

### San Mateo County Trails Plan (2001)

San Mateo County's Trails Plan identifies a countywide trail network to support recreational and commuter travel. The plan identifies El Camino Real as a part of the Juan Bautista de Anza National Historic Trail, which represents the route taken on his 1775-76 expedition from present-day Mexico to found a colony for Spain at San Francisco. However, the plan notes that the volume of traffic on El Camino Real makes recreational use difficult.

# Regional Planning & Policy Framework

## Regional Plans & Policies

MTC, which is responsible for regional transportation planning in the Bay Area, has adopted several plans and policies that apply to El Camino Real. These regional plans seek to increase the use of sustainable transportation modes by prioritizing transit, active transportation, and transit-oriented development.

### Plan Bay Area 2050+ (Underway)

Plan Bay Area 2050+ is MTC's 30-year plan for the Bay Area. The plan lays out a vision to improve transportation, housing, and the environment in the region. Plan Bay Area identifies bus rapid transit (BRT) improvements along El Camino Real from Daly City BART to the Palo Alto Caltrain Station, including dedicated bus lanes for approximately 45 percent of the route, transit priority infrastructure, and transit signal priority. Plan Bay Area also identifies Priority Development Areas (PDA), places near frequent transit corridors and job centers that have been identified by cities for housing and jobs growth. Twelve San Mateo County jurisdictions have identified parts of El Camino Real as a PDA.

### MTC Regional Active Transportation Plan (2022)

The Regional Active Transportation Plan is MTC's implementation plan for Plan Bay Area 2050, the region's long-range transportation strategy. The plan designates El Camino Real as a part of the Bay Area's Regional Active Transportation Network. This network aims to connect MTC defined Equity Priority Communities, Priority Development Areas, and Transit-Rich Areas.

### MTC Complete Streets Policy (2022)

MTC's Complete Streets Policy is the primary tool for implementing the Regional Active Transportation Network. The policy requires that projects funded with regional funds implement local Complete Streets plans and build bicycle infrastructure to "All Ages and Abilities" design guidelines.

### MTC Transit-Oriented Communities Policy (2022)

MTC's Transit-Oriented Communities (TOC) Policy

aims to center housing, jobs, and community amenities near transit. The policy, which is part of Plan Bay Area 2050, seeks to increase density and housing within one half-mile of major transit stops and stations, which includes El Camino Real. MTC has minimum land use density, affordability, and transit access requirements for these areas. Cities that follow these TOC requirements will be prioritized for MTC funding, and 12 San Mateo County jurisdictions are within one of these TOC areas.

### MTC Bay Area Transit Priority Policy For Roadways (Draft, 2025)

MTC's Bay Area Transit Priority Policy for Roadways seeks to strengthen coordination between transit agencies and jurisdictions that manage public streets to improve transit travel times and reliability to help transit better serve the needs of Bay Area residents. Through its Transit Priority Roadway Assessment, MTC is developing a regional Transit Priority Network that will inform prioritization of regional funding and define where projects should apply transit-supportive design principles.

## Station Access Policies

Twelve Caltrain stations and five BART stations are located within one half-mile of El Camino Real. Each agency has adopted station access policies that guide and prioritize investments in access programs and infrastructure to promote safe, convenient, and sustainable multimodal transit connections.

### BART Station Access Policy (2016)

BART's Station Access Policy defines a modal hierarchy to guide access investments by station type. Along El Camino Real, the Daly City, Colma, South San Francisco, San Bruno, and Millbrae BART stations are identified as "Balanced Intermodal" or "Intermodal/Auto Reliant," emphasizing primary investment in active transportation, secondary investment for transit and passenger loading, and maintenance of existing taxi, TNC, and parking facilities.

### Caltrain Station Access Policy (2024)

Caltrain's Station Access Policy defines a hierarchy to guide station area planning and investment, and ensure sustainable modes are the highest access priority. Walking is defined as the highest priority followed by biking and shared mobility, transit and shuttle, drop off and rideshare, and private automobile parking.

# City Planning & Policy Framework

## Local Corridor Studies

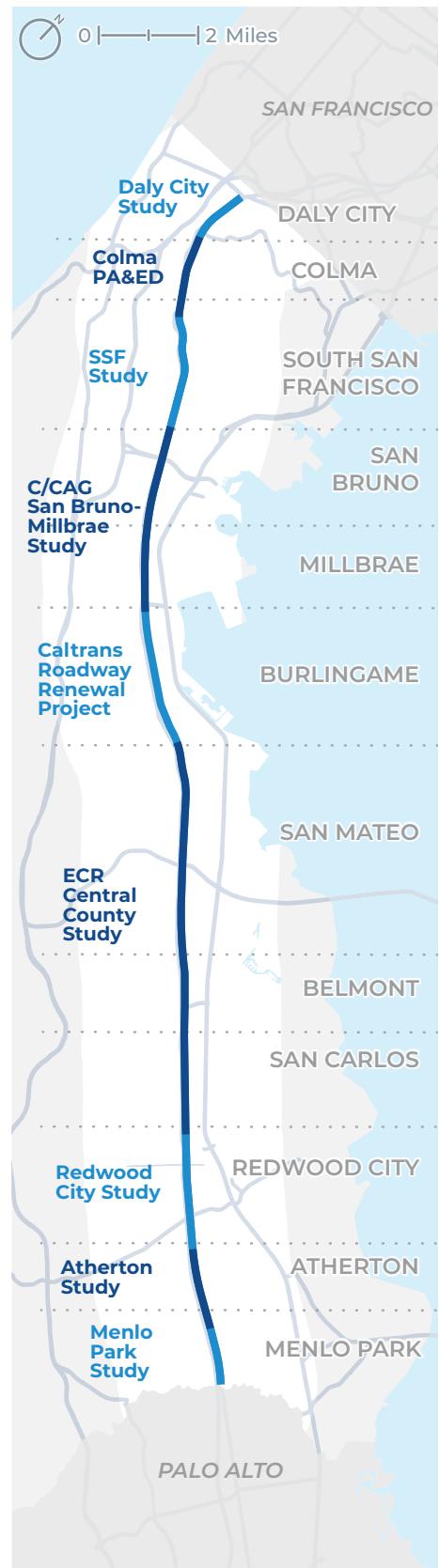
As of Fall 2025, every city along El Camino Real in San Mateo County is working on or recently completed a corridor plan identifying local needs and priorities. These corridor plans summarized in **Figure 3.7** and in **Table 3.2** include more focused analysis and community engagement to identify recommendations for complete streets improvements. SamTrans developed the GBI Action Plan in coordination with these local studies to advance their preferred alternative(s) through the Project Initiation Document (PID) and Project Approval and Environmental Document (PA&ED) phases of the Caltrans process.

While much progress has been made at the local level, most cities remain in the initial planning stages; only Burlingame has reached construction via a Caltrans-led SHOPP project (described in the following section), while Caltrans is pursuing a bicycle and pedestrian improvement project in Redwood City and Colma is advancing its own complete streets project through the Project Approvals & Environmental Document phase of the Caltrans project development process.

**Table 3.2. Recent and Ongoing Local Corridor Plans for El Camino Real**

PLAN/PROJECT	CITIES	LEAD AGENCY	COMPLETION DATE
El Camino Real/Mission Street Technical Study	Daly City	SamTrans	2025
El Camino Real Bicycle and Pedestrian Project	Colma	Colma	2020; Project Approval and Environmental Document underway
El Camino Real Mobility Plan	South San Francisco	South San Francisco	2026
C/CAG San Bruno-Millbrae Study	San Bruno, Millbrae	C/CAG	2026
El Camino Real Streetscape Plan	Millbrae	Millbrae	2022
El Camino Real Roadway Renewal Project	Burlingame	Caltrans	Under Construction
Central El Camino Real Multimodal Plan	San Mateo, Belmont, San Carlos, Redwood City	SamTrans	2026
Bike & Ped Safety Improvement Study	Redwood City, North Fair Oaks	Redwood City	2019
El Camino Real Complete Streets Corridor Study	Atherton, North Fair Oaks, and Menlo Park	Atherton	2025
El Camino Real Technical Study	Menlo Park	SamTrans	2025

**Figure 3.7. Local Corridor Plans for El Camino Real**



Source: Fehr & Peers, 2025.

## Other City Plans & Policies

Various cities have addressed transportation visions for El Camino Real via citywide general plans, specific plans, active transportation plans, and safety plans. **Table 3.3** summarizes recommendations for El Camino Real in these plans.

**Table 3.3. City Plans with Recommendations for El Camino Real, 2010-Present**

JURISDICTION	RELEVANT PLAN
Daly City	Daly City General Plan (2013)
Daly City	Walk Bike Daly City Pedestrian and Bicycle Master Plan (2020)
Daly City	Vision Zero Action Plan (2020)
Colma	Town of Colma Bicycle and Pedestrian Master Plan (2023)
Colma	2040 General Plan (2021)
South San Francisco	Shape SSF 2040 General Plan (2022)
South San Francisco	Active South City South San Francisco's Bicycle and Pedestrian Master Plan (2022)
South San Francisco	City of South San Francisco Local Road Safety Plan (2022)
San Bruno	San Bruno General Plan (2009)
San Bruno	Transit Corridors Plan (2014)
San Bruno	City of San Bruno Walk 'n Bike Plan (2016)
San Bruno	Local Road Safety Plan (2023)
Millbrae	City of Millbrae Active Transportation Plan (2021)
Millbrae	Millbrae Downtown and El Camino Real Specific Plan (2022)
Millbrae	Millbrae Station Area Specific Plan (2022)

In addition to plans listed in Table 3.3, various citywide plans are underway, including the City of Burlingame's Vision Zero Action Plan, the City of San Mateo's Complete Streets Plan, and the City of San Carlos' Northwest Area Specific Plan.

**Table 3.3. City Plans with Recommendations for El Camino Real, 2010-Present (cont.)**

JURISDICTION	RELEVANT PLAN
Redwood City	Redwood City General Plan (2010)
Redwood City	Downtown Precise Plan (2011)
Redwood City	Redwood City El Camino Real Corridor Plan (2017)
Redwood City	RWC Moves (2018)
Redwood City	RWC Walk Bike Thrive (2022)
North Fair Oaks (unincorporated)	North Fair Oaks Community Plan (2011)
North Fair Oaks (unincorporated)	Unincorporated San Mateo County Active Transportation Plan (2021)
North Fair Oaks (unincorporated)	Unincorporated San Mateo County Local Road Safety Plan (2022)
Atherton	Town of Atherton Bicycle and Pedestrian Master Plan (2014)
Atherton	Town of Atherton General Plan (2019)
Menlo Park	Menlo Park El Camino Real/ Downtown Specific Plan (2012)
Menlo Park	El Camino Real Corridor Study (2015)
Menlo Park	Connect Menlo General Plan (2016)
Menlo Park	Transportation Master Plan (2020)
Menlo Park	Vision Zero Action Plan (2024)



# Previous Efforts by the Grand Boulevard Initiative

## Guiding Principles (2006)

In 2006, the Grand Boulevard Initiative established 10 Guiding Principles and potential implementation strategies to guide development along El Camino Real. These Guiding Principles were endorsed by every city along the corridor.

### 1. Target housing and job growth in strategic areas along the corridor

- Amend General Plans and implement zoning and Specific Plans that facilitate increases in density, particularly around transit stations and key intersections.
- In accordance with city goals, encourage more housing and business opportunities, with a greater range of affordability and choices, exemplifying high-quality architecture and urban design.
- Preserve significant buildings.
- Provide a system of local and corridor-wide incentives to attract private development and economic investment along the corridor

### 2. Encourage compact mixed-use development and high-quality urban design and construction

- Develop design guidelines to assist in the attainment of the Grand Boulevard vision and challenge statements.
- Accommodate housing.
- Implement zoning and precise plans with design-specific elements that address street orientation, facades, parking and setbacks
- Provide planning aides and design guidelines, such as the Community Design and Transportation Manual, to developers

### 3. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments

- Provide an integrated pedestrian environment with wide, continuous sidewalks, landscaping, lighting, and signage, all with human-scale details, with a commitment to maintain those amenities. Such amenities should conform to Caltrans standards.
- Continuously clean and maintain the Grand Boulevard streetscape and public spaces.
- Preserve sightlines between activity areas.
- Create landmarks and signature buildings to shape the street environment to a pedestrian orientation.
- Repair barriers between activity areas such as discontinuous sidewalks.

### 4. Develop a balanced multi-modal corridor to maintain and improve mobility of people and vehicles along the Corridor

- Support transit-oriented development (TOD) and increased density around station areas.
- Orient buildings toward transit stops.
- Design transit stops for easy passenger loading, unloading and fare payment.
- Improve signal timing.
- Implement transit-preferential street treatments such as signal priority, bulb out stops, bus by-pass lanes and high occupancy vehicle (HOV)/Bus-only lanes where needed and feasible.
- Implement programs designed to reduce auto trips during congestion periods.

### 5. Manage parking assets

- Consider trip reduction due to transit when designing parking requirements.
- Pursue the development of public/public and public/private partnerships to develop multiuse parking structures in strategic locations along the corridor.
- Consider shared parking facilities (i.e. for business during the day, restaurants at night).
- Consider the trade-offs between TOD and parking at rail stations.
- Preserve street frontage for active uses by placing parking behind buildings.
- Develop and use a network of alleys to access parking and limit vehicular crossings of sidewalks.
- Where appropriate, install parking meters or time-limited parking spaces to encourage turnover.
- Review parking requirements when considering new developments, possibly substituting reliance on Transportation Demand Management (TDM) strategies and reducing required parking.

### 6. Provide vibrant public spaces and gathering places

- Create public spaces of all sizes that will stand the test of time and provide lasting value for future generations.

### 7. Design public areas to attract usage.

- Orient new development around existing or new gathering places and transit stations.
- Design public spaces to be functional as well as decorative through the careful use of space and amenities.
- Encourage the development of small public spaces and pocket parks

### 8. Preserve and accentuate unique and desirable community character and the existing quality of life in adjacent neighborhoods

- Encourage design that is compatible with or shares design elements with adjacent development and neighborhoods.
- Identify local themes and express them through landscape, architecture and urban design guidelines.
- Preserve diverse local small businesses and create economic opportunities for their continued presence in the revitalized corridor.

### 9. Improve safety and public health

- Design intersections for a balance between the needs of autos and pedestrians.
- Design parallel access routes where needed to separate pedestrian and bike movements.
- Provide high-quality pedestrian amenities such as distinct crosswalks, countdown signals and curb ramps.
- Ensure adequate public and private facilities for disabled individuals.

### 10. Pursue environmentally sustainable and economically viable development patterns.

### 10. Pursue environmentally sustainable and economically viable development patterns.

- Provide incentives for LEED (leadership in energy and environmental design) certified projects.
- Pursue design, engineering and construction techniques that assist with the management of storm water runoff, preserve (and possibly increase) soil permeability, and reduce heat island and other negative effects of urban development.
- Pursue cross-jurisdictional shared revenue projects, such as parking structures, that provide mutual benefits to all partners.
- Provide a system of local and corridor-wide incentives to attract private development and economic investment along the corridor.

## Corridor Studies

SamTrans led several corridor plans during the first phase of the Grand Boulevard Initiative that reviewed existing conditions and identified potential improvements. These studies included a corridor-wide Existing Conditions Report in 2006 (updated in 2011); Transforming El Camino Real, a corridor study in partnership with the cities of Belmont, San Carlos, and Redwood City (2007); and the Grand Boulevard Multimodal Corridor Plan, a corridor-wide complete streets study (2010). SamTrans also led a Bus Rapid Transit Phasing Study in 2014 that considered transit improvements for the corridor.

# Implementation Challenges

Despite pockets of progress, El Camino Real has not yet seen a transformation consistent with the visionary plans developed over the past two decades. There are many contributing factors for this slow rate of progress:

- Caltrans approvals process:** As a state highway, projects on El Camino Real require a complex project development and approvals process that is more costly and time-consuming compared to city streets.
- City staff resources:** Most cities lack the staff resources and institutional knowledge to individually navigate the Caltrans approvals process, especially when similar projects on local streets can be done faster and more cost-effectively.
- Policy misalignment:** While cities, countywide agencies, and Caltrans have largely converged around safety and mobility goals for El Camino Real, historically there has been conflicting policy goals that slowed compete streets improvements over traffic operations concerns.
- Funding:** Large streetscape projects can be costly and challenging to fund, although the passage of Measure W in 2018 substantially expanded funding opportunities for multimodal projects on corridors like El Camino Real compared to years past.

The Process Problem Statement summarizes challenges implementing projects on El Camino Real. The GBI Action Plan aims to address these implementation challenges. Recommended actions are identified in [Chapter 5](#).

## PROBLEM STATEMENT



### PROCESS

#### It's too challenging for individual cities to develop, implement, and fund transportation projects on El Camino Real.

As a state highway, projects on El Camino Real require a complex project development and approvals process that is more costly and time-consuming compared to city streets. Moreover, it can be challenging for cities to piece together a full funding package for a large streetscape project. Less than one mile of redesigned streetscape has been implemented over the past decade.

# Recently Completed Improvements on El Camino Real

Despite the tremendous amount of planning completed across local, countywide, regional, and state agencies, El Camino Real has experienced limited streetscape changes over the past decade. Implementation of streetscape improvements have typically been focused on spot improvements associated with development projects or capital improvements led by cities or Caltrans addressing individual intersections or blocks. Some recent examples include:

#### South San Francisco

South San Francisco implemented three-quarters of a mile of new sidewalk, Class II bike lanes, bus bulbs, and stormwater management facilities, representing the largest single streetscape project implemented over the past decade.



#### Development Projects

Several blocks of sidewalks have been widened associated with development projects in San Mateo (Hillsdale Mall), San Carlos (San Carlos Transit Village), Redwood City (various downtown developments), Menlo Park (Springline and Middle Plaza), and other cities.



#### Belmont

Belmont implemented a one block gap closure of a Class I trail between Emmett Avenue and Ralston Avenue accompanied by a pedestrian hybrid beacon at Emmett Avenue to facilitate bicycle and pedestrian travel and improve access to the Belmont Caltrain Station.



#### Crosswalk improvements

Caltrans and cities have implemented pedestrian hybrid beacons at several uncontrolled crosswalks throughout the corridor. Additional upgrades are planned via upcoming SHOPP projects.





# Working Together



This section summarizes the process undertaken by the Grand Boulevard Initiative to develop the Action Plan, coordinating planning across cities, countywide and regional agencies, and Caltrans. It also highlights the role of the GBI Task Force and Working Group in shaping the Action Plan: identifying priority problems and solutions, developing a vision, and providing input into design alternatives and the evaluation framework. It also synthesizes recent and ongoing public engagement efforts and documents next steps for gathering community input.

## Stakeholder Engagement

### About the Grand Boulevard Initiative

GBI began in 2006 as a partnership focused on El Camino Real led by SamTrans involving cities, countywide agencies, Caltrans, advocates, business groups, and other stakeholders spanning both San Mateo and Santa Clara Counties. One of GBI's first accomplishments was developing Guiding Principles for land use and transportation changes that were endorsed by every city on the corridor, referenced in **Chapter 3**. Over the past two decades, GBI has supported cities with land use and transportation planning on the corridor.

Despite significant progress in land use planning and development over the past two decades, GBI stakeholders expressed a desire to refine a corridor-wide vision, process, and funding approach to implement transportation improvements. SamTrans reconvened GBI in Fall 2024 to address this need through the GBI Action Plan.

Between Fall 2024 and Fall 2025, GBI convened seven meetings involving a Working Group of city and agency staff, and a Task Force consisting of Working Group participants as well as advocates, business groups, and other stakeholders. SamTrans organized half-day workshops in San Carlos, South San Francisco, Redwood City, San Mateo, and Belmont, where participants identified key challenges and solutions for the corridor. The interactive format encouraged participants to share their agency or organization's perspectives and ongoing work along El Camino Real. SamTrans also established a steering committee comprised of partner agencies including SMCTA, C/CAG, MTC, and Caltrans to provide strategic guidance on corridor-wide planning and implementation to guide the development of the Action Plan. The key elements of the Action Plan – the problem statements, vision statement, goals, actions, and design alternatives – reflect the input and collaboration of the GBI Working Group, Task Force, and Steering Committee.

### GBI TASK FORCE PARTICIPANTS

**12**

#### ORGANIZATIONS

Chamber San Mateo County  
Housing Leadership Council  
Paratransit Advisory Council  
Peninsula Open Space Trust  
Rails to Trails Conservancy  
Redwood City Safe Routes to School  
San Mateo County Economic Development Association  
Silicon Valley Bicycle Coalition  
South San Francisco Chamber of Commerce  
Stanford University  
Sustainable San Mateo County  
Youth Leadership Institute

**15**

#### LOCAL JURISDICTIONS

Atherton  
Belmont  
Burlingame  
Colma  
Daly City  
Hillsborough  
Menlo Park  
Millbrae  
Palo Alto  
Redwood City  
San Bruno  
San Carlos  
San Mateo  
South San Francisco  
San Mateo County

**12**

#### AGENCIES

Caltrans  
Caltrain  
C/CAG  
Commute.org  
MTC  
National Park Service  
SamTrans  
San Mateo County Commission on Aging  
San Mateo County Office of Education  
San Mateo County Parks Department  
SMCTA  
Santa Clara Valley Transportation Authority



The following sections summarize findings from the Task Force and Working Group meetings.

## Identifying & Prioritizing Problems

The first round of Task Force and Working Group meetings focused on identifying key challenges facing El Camino Real. While a range of topics were covered, three problems emerged as key priorities: mobility, safety, and process.

### Mobility & Safety

Consistent with the findings of the Needs Assessment, participants discussed how El Camino Real's highway-like design limits mobility choices and contributes toward a high rate of injury collisions. Participants identified safety challenges on El Camino Real resulting from auto-oriented street design that facilitates high-speed vehicle traffic and includes narrow sidewalks, uncomfortable crosswalks, limited pedestrian-scaled lighting, and an absence of bicycle infrastructure. Mobility challenges were similarly linked to discontinuous bicycle and pedestrian facilities, slow and unreliable bus travel, and barriers to BART and Caltrain access, which reinforce auto-dependency and discourage transit and active transportation use. Participants helped develop the following problem statements summarizing mobility and safety challenges.

### Process

Despite the tremendous amount of planning completed across local, countywide, regional, and state agencies, El Camino Real has yet to see transformative changes. Participants identified many contributing factors for this slow rate of progress, including the Caltrans approvals process, lack of city staff resources, policy misalignment, and funding (as discussed in **Chapter 3**). Participants helped develop the following problem statements summarizing challenges associated with the implementation process for improving the corridor.



#### PROBLEM STATEMENTS



##### SAFETY

**El Camino Real has an unusually high rate of fatal or serious injury crashes, particularly for people walking and biking.**



##### MOBILITY

**El Camino Real's highway-like design discourages walking, biking, and transit use.**



##### PROCESS

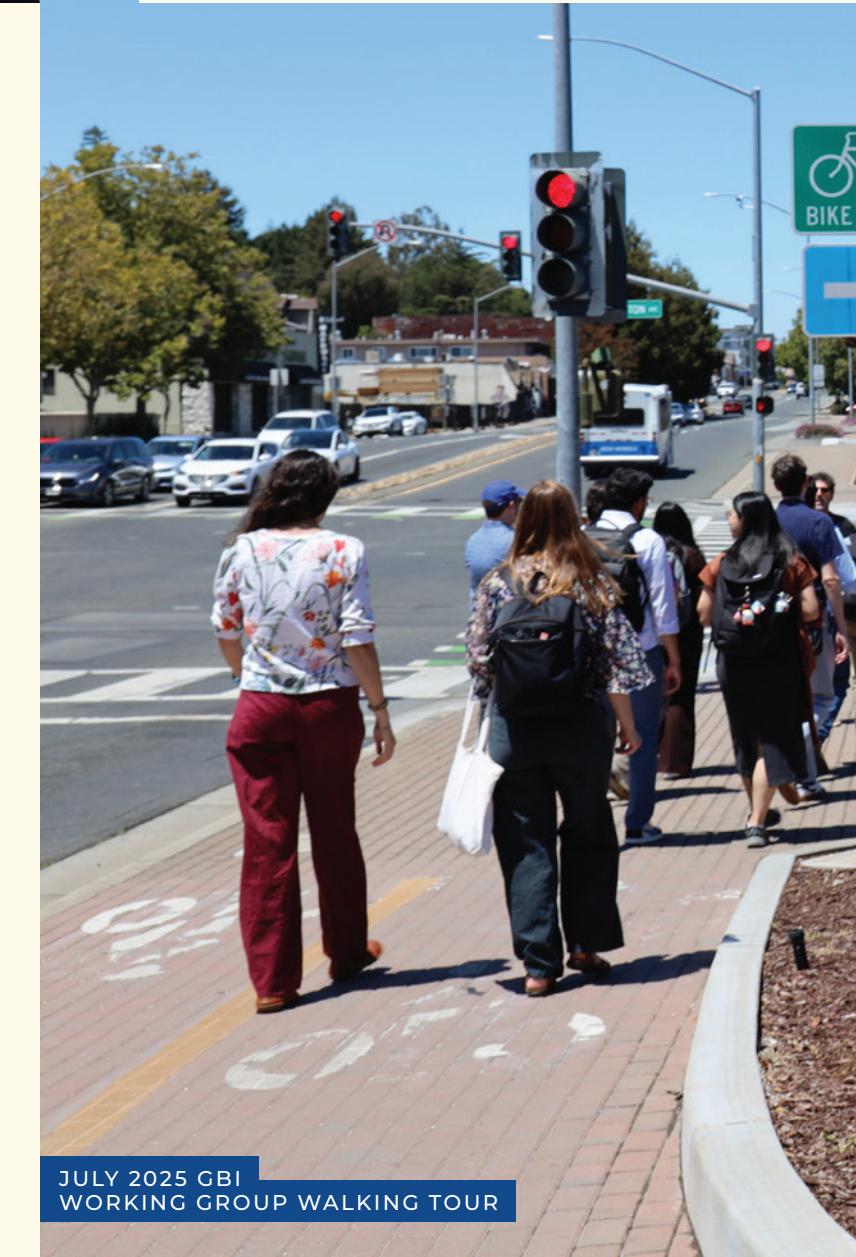
**It's too challenging for individual cities to develop, implement, and fund transportation projects on El Camino Real.**

## Developing a Vision

Participants developed vision statements to articulate the desired form and function of El Camino Real, resulting in consensus around the following:

#### VISION STATEMENT

**El Camino Real is a safe and vibrant street where people of all ages and abilities travel comfortably.**

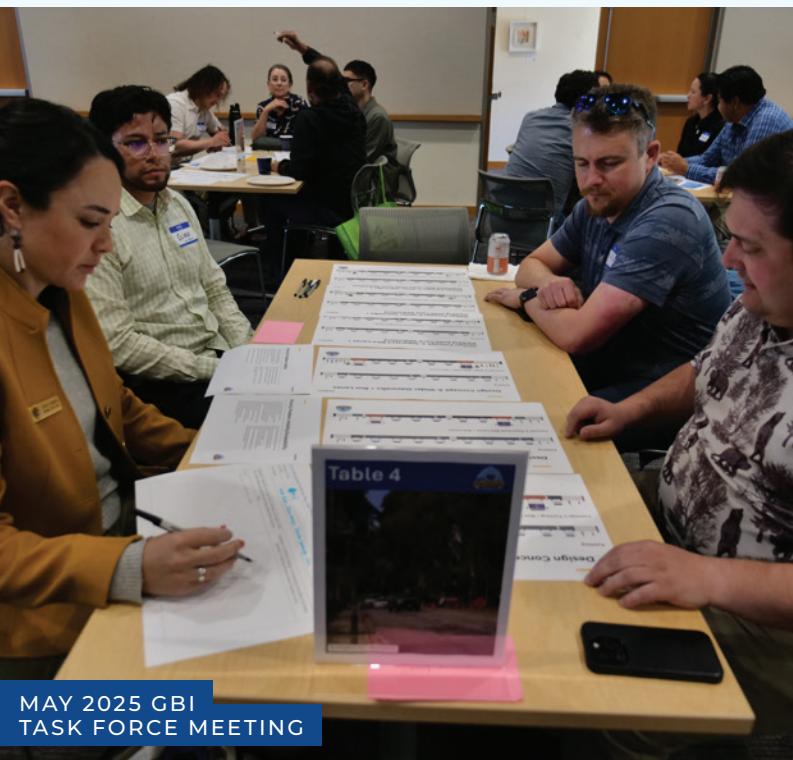


## Brainstorming Solutions

Participants brainstormed potential solutions to improve safety and mobility on El Camino Real. Discussions focused on pedestrian, bicycle, and transit improvements as a means of reducing injury collisions and expanding mobility options on the corridor. Participants also discussed an implementation process for these improvement measures. Ideas generated during these meetings were incorporated into the Goals, Actions, Target Outcomes, and Key Performance Indicators in **Chapter 5**.

Throughout these discussions, participants noted that **El Camino Real serves multiple functions as a state highway, countywide arterial, and local main street.**

Consequently, a coordinated implementation process is necessary that balances local needs with countywide consistency and connectivity.



Here are the key items participants identified:

### Pedestrian Improvements

There is a clear need for pedestrian improvements across the corridor, including widening sidewalks, enhancing crosswalks, incorporating pedestrian-scaled lighting, and adding street trees and landscaping. Walkability serves as the foundation for vibrant neighborhoods, thriving businesses, and accessible transit facilities.



### Bicycle Improvements

A desire for corridor-wide bicycle facilities, while acknowledging that right-of-way constraints at some pinch points may require use of parallel corridors. Building a connected bicycle network that facilitates both north-south travel on El Camino Real and east-west travel across El Camino Real was emphasized as an important priority. Consistent with DIB-94's guidance summarized in **Chapter 3**, bicycle improvements on El Camino Real should be physically separated from traffic to appeal to all ages and abilities.



### Transit Improvements

Transit improvements should be incorporated alongside pedestrian and bicycle improvements, targeting improvements at bus stops (e.g. bus bulbs and bus boarding islands), enhancing pedestrian and bicycle access to bus stop and BART/Caltrain stations, and improving travel times and reliability for SamTrans service. Bus lanes were discussed as a potential solution on the wider six lane segments of El Camino Real, which could be accomplished via converting a general purpose lane.



### On-Street Parking Tradeoffs

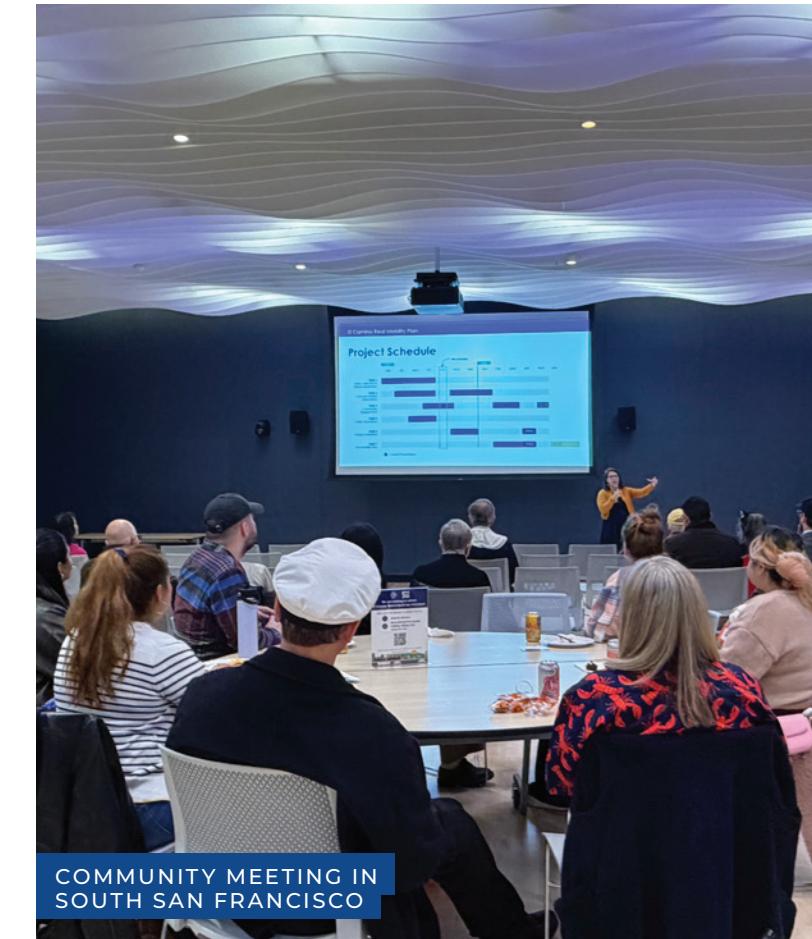
On-street parking presents tradeoffs given limited space for active transportation and transit improvements on the corridor. While on-street parking can play a key role for facilitating access to businesses on parts of the corridor, there was consensus that on-street parking has lower value than active transportation and transit improvements for addressing mobility and safety needs, and is not well utilized on much of the corridor given ample off-street parking.

## Evaluating Tradeoffs

Following the brainstorming of potential solutions, participants reviewed a series of potential cross-sections for El Camino Real that illustrated a universe of possibilities for the corridor. These cross-sections became the design alternatives shown in **Chapter 6**. A consensus emerged for design alternatives that incorporated bus lanes, separated bike lanes, and wider sidewalks to address mobility and safety needs. In contrast, there was limited interest in preserving the status quo that tends to prioritize traffic operations and on-street parking.

### Continuing Coordination Efforts

Concluding the Action Plan work program, the Task Force and Working Group reviewed the Action Plan document and weighed in on next steps in the Caltrans project development process and funding approach. The Task Force and Working Group will continue to serve as the forum for engaging across agencies, advocacy organizations, and business groups as work on the corridor continues.



## Community Outreach

### City-Led Outreach

Community outreach on El Camino Real is currently being led at the local level, with each city seeking input on their respective corridor studies (see **Chapter 3** for a summary of these studies). As of Fall 2025, community outreach is ongoing in South San Francisco, San Bruno, Millbrae, San Mateo, Belmont, and San Carlos, while outreach has been completed in Colma, Burlingame, Redwood City, and Atherton as part of recent studies. The GBI Action Plan has exercised care to avoid duplicating these efforts; corridor-wide input has been received via a synthesis of recently completed countywide outreach efforts and presentations at city council meetings. Preliminary findings suggest a shared interest throughout the corridor in advancing active transportation, transit, and safety improvements, and agreement that maintaining status quo on El Camino Real is generally unacceptable.



## Countywide Outreach Findings

GBI builds on public outreach findings from prior countywide planning studies including the SamTrans El Camino Real Bus Speed and Reliability Study, the C/CAG Local Roadway Safety Plan (LRSP), and the C/CAG Countywide Active Transportation Plan. Collectively, public input across all three studies emphasizes the importance of transformative transportation investments on El Camino Real to improve safety, connectivity, and access for people walking, biking, and taking transit.

### SamTrans Rider Outreach (2018-2024)

In 2018, SamTrans conducted an extensive on-board survey of Route ECR riders SamTrans to better understand travel behavior, rider demographics, and assess how the agency could improve Route ECR. Riders indicated that improving bus reliability and travel time should be the agency's top priority. These findings were echoed in public outreach for Reimagine SamTrans in 2020-2021 and SamTrans' 2024 Triennial Customer Survey.

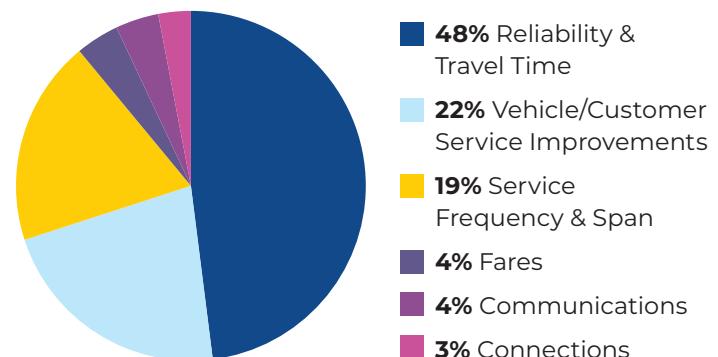
**Recent outreach efforts have found a desire for multimodal transportation improvements to improve conditions for walking, biking, and using transit on El Camino Real.**

**“**  
**Crossing El Camino Real to get to the bus stop is dangerous. Cars don't stop for pedestrians.**  
C/CAG LRSP

**“**  
**Route ECR is never on time and causes me to be late to work.**  
REIMAGINE SAMTRANS PHASE 1

**“**  
**People drive too fast down El Camino Real.**  
C/CAG LRSP

**Figure 4.1. SamTrans Rider Priority Improvements for Route ECR**



Source: SamTrans Rider Outreach Survey, 2018.

In 2022, SamTrans conducted outreach to riders to hear their priorities for specific bus improvements along Route ECR. Outreach materials focused on a multilingual project website, interactive map, pop-up events, and a virtual public hearing. Riders shared concerns about reliability issues, including inconsistent service frequencies and buses showing up late or not at all. Riders expressed strong support for bus lanes, reducing the number of stops, and improving bus stops.

### C/CAG Local Roadway Safety Plan (2024)

The C/CAG Local Road Safety Plan engaged the public through a mix of in-person events and an online survey to understand key community safety concerns on both a local and countywide scale. Key themes emerging from public engagement include a need to improve safety, enhance connectivity, pair safety and transit improvements, and address roadway conditions through targeted infrastructure improvements. Specific feedback related to El Camino Real included a need for safety improvements for people walking and biking, and a desire for lane or roadway narrowing.

- Safety:** Respondents expressed a countywide need to improve conditions for people walking and biking, with concerns about high vehicle speeds, traffic volumes, and unsafe driver behavior. Priority improvements should include new and widened sidewalks, safer crosswalks, pedestrian-scale lighting, accessible curb ramps, separated bicycle facilities (especially at intersections), and traffic calming measures. Respondents noted that there was a particular need for safety improvements for people walking and biking on El Camino Real.
- Connectivity:** Respondents stated a desire for a continuous pedestrian and bicycle network that provides strong connections to transit stations, schools, parks, and job centers, as well as improved first- and last-mile access.
- Transit:** Respondents expressed a desire for more reliable and frequent transit service, paired with safer and more convenient walking and biking connections to transit stations.
- Traffic Operations and Roadway Infrastructure:** Respondents cited concerns with congestion, vehicle conflicts at intersections, and pavement conditions. Priority roadway improvements should include barriers to separate two-way traffic, extended passing lanes, and high-occupancy vehicle lanes. Respondents also noted a desire for lane or roadway narrowing along El Camino Real.

### C/CAG Countywide Comprehensive Bicycle and Pedestrian Plan (2021)

The C/CAG Countywide Bicycle and Pedestrian Plan involved two advisory committees, virtual public events including two multilingual community workshops, and a project website and online interactive map. C/CAG received input on community members' top priorities and concerns, priority locations for improvements, as well as any key regional routes and destinations that should be included in the countywide bicycle and pedestrian networks. As part of the study, the public and stakeholders expressed interest in the following improvements:

- Connectivity improvements** including a more continuous countywide bikeway network, a comfortable north-south connection (including a backbone 'bicycle superhighway' on El Camino Real), continuous bicycle facilities across jurisdictional boundaries, and easy and safe access to key destinations.
- Safety improvements** including more separated bicycle facilities, traffic calming programs to address high motor vehicle speeds, and crosswalk improvements.
- Equity focused improvements** including implementing projects in lower income communities and developing projects that provide safe and comfortable travel conditions users of all ages and abilities.
- Process improvements** including aligning countywide and local plans and providing funding, programs, and policies to support maintenance and project delivery.



## GBI Task Force & Working Group Meetings



## GBI City Council Roadshow

**SamTrans**, with support from **SMCTA** and **Caltrans**, presented at city council and committee meetings in every city along El Camino Real in San Mateo County in the Fall of 2025. The purpose of the city council roadshow was to share updates on the Grand Boulevard Initiative, present initial findings from the GBI Action Plan, and provide an opportunity for councilmembers to provide feedback. City councils across the corridor expressed strong support for the Grand Boulevard Initiative and its vision to transform El Camino Real into a safer, more inviting street that serves people walking, biking, and taking transit. Councilmembers acknowledged that infrastructure improvements along El Camino Real have been challenging to implement at the city level, given the number of jurisdictions and agencies involved, and welcomed GBI's renewed regional framework and implementation focus. While supporting a shared regional framework, city councils noted that corridor alternatives should incorporate a context-sensitive approach that adapts the countywide vision to each community's conditions and priorities.

### ROADSHOW LEAD AGENCIES



### Next Steps for Community Engagement

Community engagement will continue through local corridor studies and via the Caltrans project development process described in **Chapters 5 and 7**.

## 5

# Goals & Actions

This chapter summarizes the vision, goals, and actions for El Camino Real, accompanied by target outcomes, key performance indicators, recommended improvement measures, and implementation guidance. The content of this chapter seeks to address the corridor needs and problem statements identified in Chapter 2 and builds upon the previous plans and policies summarized in Chapter 3 along with input from the Task Force and Working Group summarized in Chapter 4. This chapter provides the GBI Action Plan's policy framework and key recommendations to advance improvements on El Camino Real.

The Grand Boulevard Initiative Working Group helped develop the Vision Statement to articulate the desired form and function of El Camino Real:

## DEFINITIONS

A 'safe street' eliminates fatalities and serious injuries and provides safer outcomes for all users.

### VISION STATEMENT

**El Camino Real is a safe and vibrant street where people of all ages and abilities travel comfortably.**



A 'vibrant street' supports local businesses, accommodates new residents and jobs, strengthens a sense of community, and is a place where people want to spend time.

'All ages and abilities' means that everyone feels comfortable and safe while traveling, including youth, seniors, and people with disabilities.

## Goals & Actions

To realize the corridor-wide vision and address the needs, opportunities, and challenges described in **Chapters 2-4**, the GBI Action Plan identifies a series of Goals and Actions targeting specific topics related to street design on El Camino Real. The Goals and Actions intend to support broader state, regional, and countywide goals related to the reduction of greenhouse gas emissions and vehicle miles traveled, improved climate resiliency, and a more equitable transportation system. Goals and Actions are summarized in **Table 5.1** and described below.

**Key recommendations are highlighted under each Action.** Most of these measures can and should be pursued in tandem with any of the street design alternatives pursued on the corridor described in **Chapter 6**.

**Table 5.1. Goals and Actions**

TOPIC	PROBLEM STATEMENT	GOAL	ACTIONS
SAFETY	El Camino Real has an unusually high rate of fatal or serious injury crashes, particularly for people walking and biking.	Adopt an injury-prevention mindset for El Camino Real.	<p><b>1A:</b> Prioritize changes that improve safety for vulnerable roadway users.</p> <p><b>1B:</b> Manage conflicts to reduce the potential for crashes.</p> <p><b>1C:</b> Manage speeds to reduce the severity of crashes.</p>
MOBILITY	El Camino Real's highway-like design discourages walking, biking, and transit use.	Transform El Camino Real into a complete street.	<p><b>2A:</b> Advance corridor-wide bike and transit improvements to expand mobility choices</p> <p><b>2B:</b> Enhance walkability and amenities to support vibrant communities and a sense of place</p> <p><b>2C:</b> Incorporate a context-sensitive approach that adapts the countywide vision to local conditions</p>
PROCESS	It's too challenging for individual cities to develop, implement, and fund transportation projects on El Camino Real.	Create a framework for change aligning vision, process, and funding.	<p><b>3A:</b> Pursue a countywide project development process in partnership with Caltrans</p> <p><b>3B:</b> Maintain interagency collaboration through construction, operations, and maintenance activities</p> <p><b>3C:</b> Use the GBI Action Plan to guide decision-making</p>

## Goal 1

### Adopt an Injury-Prevention Mindset for El Camino Real



#### Problem Statement

El Camino Real has a high concentration of fatal or serious injury crashes, particularly for people walking and biking.

#### Goal

Adopt an injury-prevention mindset to eliminate fatal and serious injury crashes on El Camino Real.

#### Context

Caltrans has committed to prioritizing safety on state highways, including the elimination of fatal and serious injury crashes as well as race-, age-, ability- and mode-based disparities in road safety outcomes. Cities and C/CAG have each identified El Camino Real as a part of local and countywide high injury networks, which represent a disproportionate concentration of fatal and serious injury crashes. Adopting an injury prevention mindset means infusing every project on El Camino Real with measures to proactively reduce the likelihood and severity of injury collisions, especially for vulnerable roadway users.

#### Supporting Documents

- Caltrans Directors Policy 36 and 37 (DP-36 and DP-37)
- Caltrans Design Information Bulletin 89 and 94 (DIB-89 and DIB-94)
- Caltrans Intersection Safety and Operational Assessment Process (ISOAP)
- C/CAG Countywide Local Road Safety Plan
- C/CAG Sustainable Streets Master Plan
- City Local Road Safety Plans and Vision Zero Plans

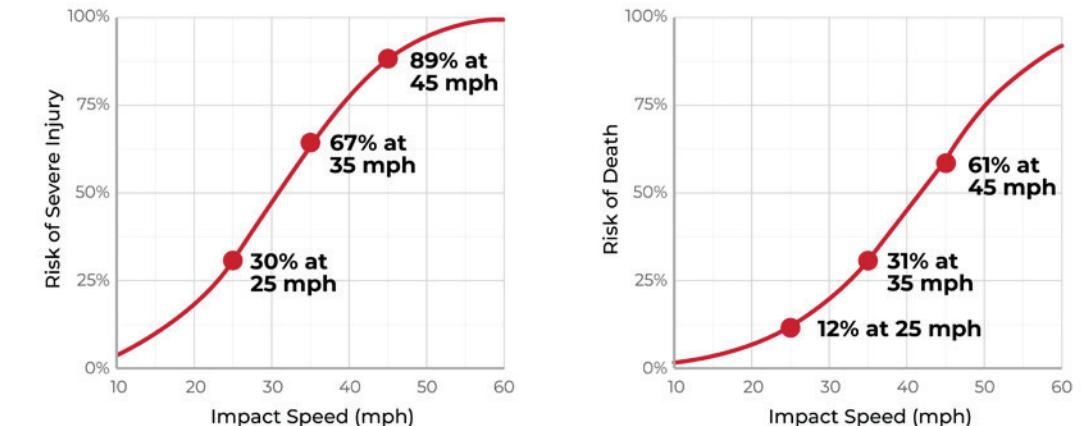
#### Actions

##### ACTION 1A: PRIORITIZE CHANGES THAT IMPROVE SAFETY FOR VULNERABLE ROADWAY USERS

Eliminating fatal and serious injury crashes starts with prioritizing vulnerable roadway users, namely pedestrians, bicyclists, and transit riders. Vulnerable users lack the physical protection of a motor vehicle and are therefore more susceptible to injury or death in traffic crashes. Pedestrians, including transit riders, are exposed to a range of stressful conditions when traveling on El Camino Real that contribute to a greater likelihood of fatal or serious injury collisions, including but not limited to unmarked or unsignalized crosswalks, poor lighting, long crosswalks, wide curb radii, sidewalk gaps, frequent driveways, constrained bus stops, and lack of separation from high-speed vehicle travel. Bicyclists encounter a similar set of issues, as El Camino Real has no separated bike lanes. **Prioritizing vulnerable users means advancing pedestrian, bicycle, and transit improvements even when it presents tradeoffs for traffic operations or parking.**

Specific recommendations for improvement measures are detailed further in Actions 2A-2B.

**Figure 5.1. Relationship of Vehicle Speed to Risk of Severe Injury and Death for Pedestrian Crashes**



Source: Limpert, R. (1994). Motor Vehicle Accident Reconstruction and Cause Analysis (4th ed.).

##### ACTION 1B: MANAGE CONFLICTS TO REDUCE POTENTIAL FOR CRASHES

El Camino Real experiences a high concentration of conflict points due to its density of uncontrolled driveways and intersections. Driveways are the most common source of uncontrolled conflicts between vehicles, pedestrians, and bicyclists, and can pose particular challenges when clustered together or near intersections, overlapping bus stops, and paired with uncontrolled left turns. Uncontrolled intersections often result in higher speed conflicts associated with left turning vehicles across oncoming vehicle traffic as well as people walking and biking. These conflict points are further exacerbated by the mixing of vehicles, buses, bicyclists, and pedestrians in limited street spaces, and lack of physical and temporal separation measures between these users.

**Conflict points should be minimized to the extent possible on El Camino Real, especially driveways and uncontrolled left turns.** Street improvements and development projects should aim to remove or consolidate driveways where feasible, and new driveways should be avoided. Uncontrolled left turns should be limited by closing gaps in medians, incorporating new traffic signals and protected left turn phases, or implementing turn restrictions.

**Where conflict points occur, users should be separated in space and time.** Physical separation measures should include separated bikeways, bus lanes, sidewalk gap closures, curb extensions, and medians. Temporal separation measures should include adding traffic signals, pedestrian hybrid beacons, and turn restrictions.

Specific recommendations for improvement measures are detailed further in Actions 2A-2B.

##### ACTION 1C: MANAGE SPEEDS TO REDUCE THE SEVERITY OF CRASHES

Risk of severe injury or death rises exponentially with vehicle speed: a pedestrian hit at 35 miles per hour is more than twice as likely to experience a severe injury or death compared to a pedestrian hit at 25 miles per hour as shown in **Figure 5.1**. El Camino Real generally has a posted speed limit of 35 miles per hour, and drivers often travel in excess of this speed limit.

**Changes to street design on El Camino Real should target operating speeds of 25 to 30 miles per hour.** Caltrans' DIB-94 suggests streets in urban communities (such as those served by El Camino Real) should target operating speeds of 25 to 30 miles per hour. Lowering speed limits and target operating speeds through roadway design and traffic calming reduces the severity of crashes to improve safety for all road users. Suggested design treatments are included in Caltrans' Traffic Calming Guide and the FHWA Safe System Speed Management Guide, and are further detailed under Actions 2A-2B.

**Geometric design changes should be reinforced by retiming signal progression and pursuing state legislation to implement speed enforcement cameras.** During late night hours when traffic volumes are low and visibility is poor, incorporating 'rest on red' signal timing should also be considered to help prevent speeding by setting traffic signals on red until vehicles approach. **Combined, these measures would holistically reduce vehicle operating speeds on El Camino Real.**

## Goal 2

### Transform El Camino Real into a Complete Street



#### Problem Statement

El Camino Real's highway-like design discourages walking, biking, and transit use.

#### Goal

Transform El Camino Real into a complete street that works for all users.

#### Context

El Camino Real's antiquated infrastructure no longer reflects the needs and objectives of the communities it serves. In coordination with various local corridor studies (summarized in [Chapter 4](#)), the GBI Action Plan identifies a universe of design alternatives that are possible across the corridor's varying sections to carry into the Project Initiation Document for further study and evaluation (see [Chapter 6](#)). Actions 2A-2C articulate countywide priorities voiced by the Task Force and Working Group to achieve a complete street consistent with countywide, regional, and state plans. A preferred alternative is not identified at this stage; these decisions will occur during the Project Approval & Environmental Document (PA&ED) phase of the Caltrans project development process.

#### Supporting Documents

- Caltrans DP-36, DP-37, and Draft Director's Transit Policy
- Caltrans District 4 Transit, Bicycle, and Pedestrian Plans
- C/CAG Countywide Bicycle and Pedestrian Master Plan
- C/CAG Countywide Local Road Safety Plan
- C/CAG Sustainable Streets Mater Plan
- SamTrans El Camino Real Bus Speed & Reliability Study
- Local Active Transportation Plans, Safety Plans, and Corridor Plans

#### Actions

##### ACTION 2A: ADVANCE CORRIDOR-WIDE BICYCLE AND TRANSIT IMPROVEMENTS TO EXPAND MOBILITY CHOICES

El Camino Real serves as a backbone for the countywide bicycle and transit networks. Consequently, people bicycling and riding buses should have a seamless, efficient, and comfortable experience using the corridor. A consistent and cohesive approach to bicycle and transit facilities is necessary to achieve countywide, regional, and state policy goals for the corridor.

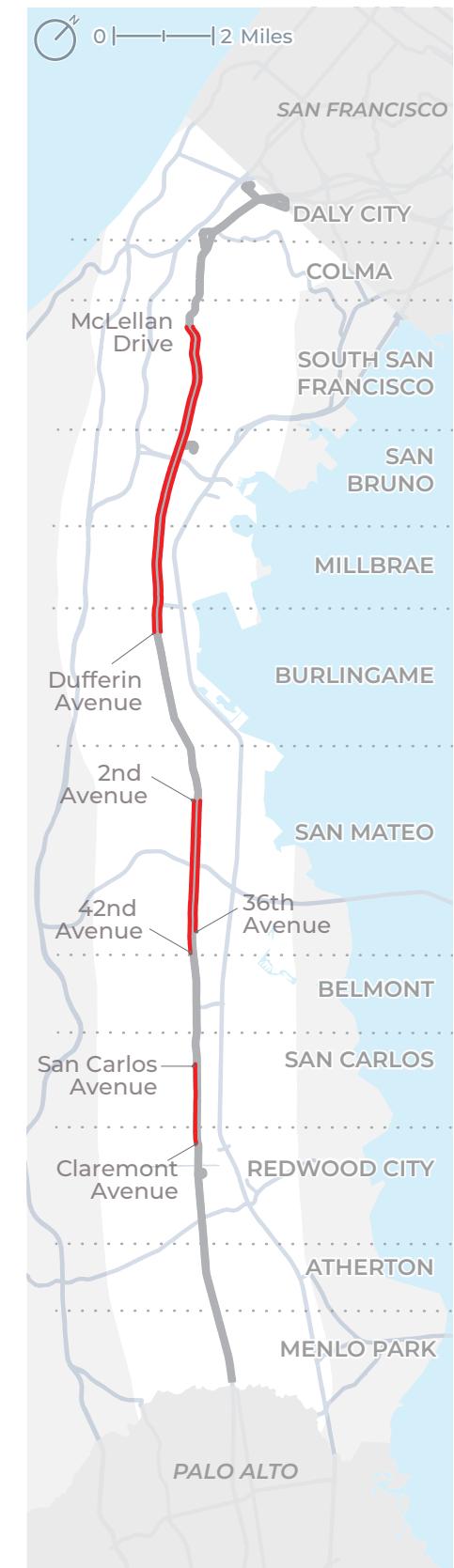
**El Camino Real (and/or parallel streets) should incorporate a continuous all ages and abilities bikeway.** An all ages and abilities bikeway would be accomplished either via advancing a Class IV separated bikeway or Class I bike path on El Camino Real or comparable facilities serving all ages and abilities on nearby parallel routes. A Class IV separated bikeway or Class I bike path on El Camino Real is preferred to provide direct connections between key destinations along the corridor. If such a facility is not provided on El Camino Real, improvements to parallel street(s) should be identified within roughly one half-mile of El Camino Real to achieve consistency with Caltrans, MTC, and C/CAG plans for a continuous backbone bikeway serving the corridor. Parallel street improvements should be fully funded prior to construction of corridor streetscape improvements on El Camino Real. In either case, El Camino Real should incorporate comfortable bicycle crossings for intersecting bike facilities to reduce barriers for biking.

**El Camino Real should feature transit improvements that reduce travel times, improve reliability, and enhance the user experience.** The El Camino Bus Speed & Reliability Study includes specific guidance on bus stop placement and suitable improvement measures, while SamTrans' Bus Stop Design Guidelines provide specifications for bus stop layout and bus shelters. Specific recommendations include the following:

- Bus bulbs** (curb extensions at bus stops) help buses drop off and pick up passengers without weaving in and out of traffic.
- Bus boarding islands** (bus bulbs with a separated bikeway bypass) provide the added benefit of separating bicyclists from buses.
- Far-side stops** (located after an intersection) typically minimize conflicts with vehicles and pedestrians, whereas near-side stops (located before an intersection) can result in conflicts with right-turning vehicles and limit pedestrian visibility.
- Transit signal priority** helps reduce delay for buses at traffic signals by extending green phases when buses are approaching.
- Bus shelters** facilitate more comfortable waiting environments for riders, providing protection from sun, rain, wind, and noise.

**Bus lanes should be prioritized where there are slow to moderate bus speeds and excess travel lanes.** Consistent with the El Camino Real Bus Speed & Reliability Study, curbside bus lanes are best suited to sections with three travel lanes per direction and potential for improved travel times ([Figure 5.2](#)). Such conditions occur along roughly one-third of the corridor, including in South San Francisco, San Bruno, Millbrae, and Burlingame (6.1 miles) and in San Mateo (2.6-3.1 miles), and San Carlos and northern Redwood City (1.5 miles). Bus lanes along these segments would help reduce bus travel times by 10 to 20 minutes while also serving emergency vehicles and right-turn movements.

Figure 5.2. Recommended Segments for Curbside Bus Lanes



Source: SamTrans.

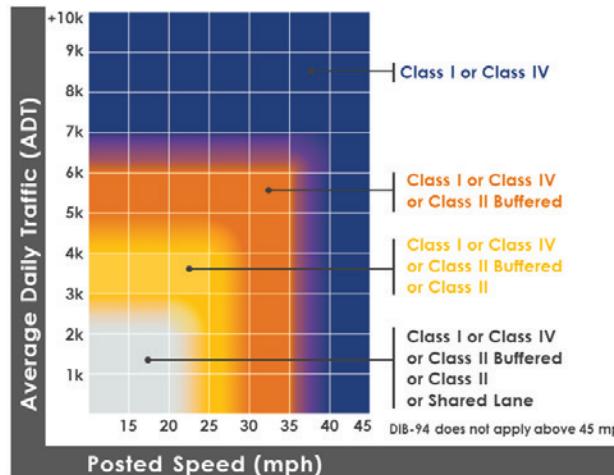


## What Bicycle Facility Types are Suitable for El Camino Real and Parallel Corridors?

Caltrans' Design Information Bulletin 94 (DIB-94) recommends bicycle facilities for different street types depending on posted speed and average daily traffic. As shown in **Figure 5.3**, Class IV separated bikeways or Class I bike paths are recommended for streets like El Camino Real that serve 20,000 to 50,000 vehicle per day with posted speeds of 35 to 40 MPH. Class IV separated bikeways and Class I bike paths provide the most separation from motorized vehicles and can achieve a low stress, all ages and abilities facility especially when paired with other traffic calming measures to reduce vehicle operating speeds. Caltrans' DIB-89 provides additional guidance around designing separated bikeways.

On parallel streets, a wider range of potential bikeway facilities may be suitable for all ages and abilities depending on traffic volumes and vehicle speeds, including shared facilities like class IIIB bicycle boulevards for low volume, low speed streets, and class II bike lanes or class IIB buffered bike lanes for low- to moderate-volume streets. Caltrans' DIB-89 provides bikeway design guidance.

**Figure 5.3. DIB-94 Recommendations for Bicycle Facilities by Posted Speed and Average Daily Traffic**



Source: Caltrans DIB-94, 2024.

## ACTION 2B: ENHANCE WALKABILITY AND AMENITIES TO SUPPORT VIBRANT COMMUNITIES AND A SENSE OF PLACE

Walkability is a function of a pedestrian's interactions with infrastructure, density and mix of land use, and variety of landscaping and amenities. On El Camino Real, the building blocks to improve walkability within the public realm include widening sidewalks, separating and buffering pedestrians from vehicles, reducing conflicts at intersections and driveways, and enhancing amenities, landscaping, and stormwater management features to support a more comfortable experience on foot.

**El Camino Real should incorporate pedestrian improvements everywhere to provide a seamless, connected, and inviting environment for walking.**

- Provide signals or pedestrian hybrid beacons at all marked crosswalks:** Uncontrolled marked crosswalks experience a disproportionately high rate of pedestrian KSI collisions; traffic signals or pedestrian hybrid beacons more effectively separate pedestrian movements from oncoming vehicles.
- Close gaps in sidewalks and crosswalks:** Continuous sidewalks along the entirety of El Camino Real and crosswalks at all legs of signalized intersections improves pedestrian safety accessibility while enhancing first/last mile connections to transit.
- Address long gaps between traffic signals:** New traffic signals and pedestrian hybrid beacons improve accessibility for pedestrians and bicyclists crossing El Camino Real and help manage traffic flows.
- Reduce wait times for pedestrians crossing El Camino Real:** Shorter wait times at traffic signals and pedestrian hybrid beacons reduce barriers to crossing El Camino Real and likelihood of pedestrians crossing during a "Don't Walk" phase due to avoid long waits.
- Provide curb extensions at intersections (i.e. bulbouts):** Curb extensions at intersections increase the visibility of pedestrians and reduce crosswalk distances, especially when accompanied with reductions in curb radii to reduce vehicle turning speeds. Curb extensions can be paired with landscaping and stormwater management features.

**Incorporate pedestrian-scaled lighting and high-visibility crosswalk striping:** Lighting oriented toward pedestrians helps improve visibility at night when pedestrian KSI collisions are more likely to occur, while high-visibility crosswalks help improve visibility of pedestrians crossing the street.

- Incorporate landscaping and stormwater management features with new sidewalks, bulbouts, and medians:** Street trees and other landscaping provides shade and buffers pedestrians from vehicles, while stormwater management reduces flooding and creates more resilient infrastructure.
- Repurpose excess street space for pedestrian plazas, parklets, and other public uses:** Seek placemaking opportunities to repurpose excess street space at oversized or skewed intersections. Wider sidewalks create the potential for wayfinding, public art, and other ways to highlight the history, cultural significance, and economic vitality of the corridor.

**New developments present the best opportunity to widen sidewalks and create a more vibrant pedestrian realm.** Developments present opportunities to incorporate easements and setbacks to provide additional space for wider sidewalks, street trees, stormwater management features, and amenities, as well as removing driveways and shifting vehicle access off of El Camino Real where possible. Ideally, sidewalks should be 15 feet wide (inclusive of a 5-foot planting strip buffer zone for landscaping and a 10-foot through zone), though 12 feet or less may be necessary in constrained areas. Local zoning codes, objective design standards, and transportation

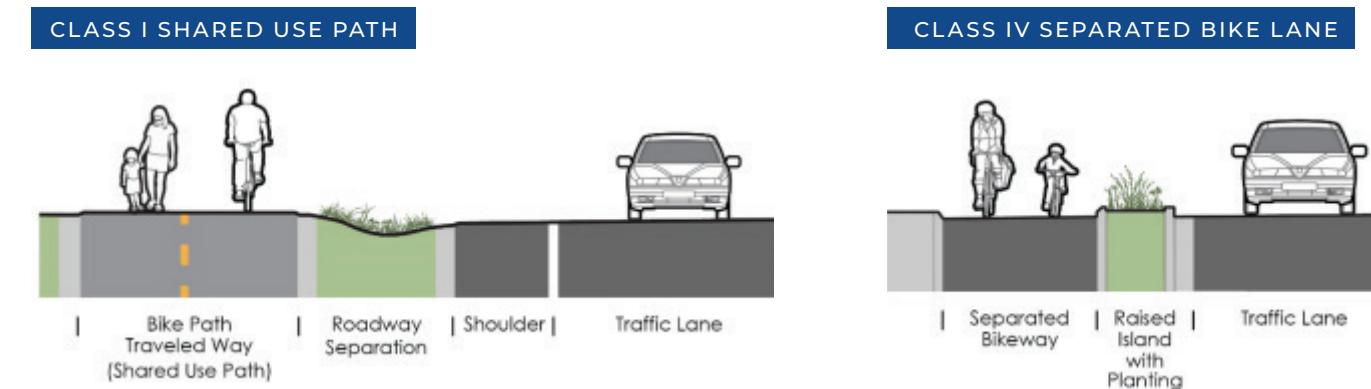
demand management ordinances should aim to advance walkable, transit-oriented development on El Camino Real, while development review processes should evaluate consistency of development projects with the GBI Action Plan's goals. It is generally preferable to preserve existing street right-of-way for bicycle and transit improvements in lieu of widening sidewalks. However, widening sidewalks within the existing street right-of-way may be suitable along segments where limited development is expected to occur, and it is infeasible to pursue sidewalk easements within existing sites.

## ACTION 2C: INCORPORATE A CONTEXT-SENSITIVE APPROACH THAT ADAPTS THE COUNTYWIDE VISION TO LOCAL CONDITIONS

GBI provides a countywide framework to advance safety, transit, and active transportation improvements across the 25-mile El Camino Real corridor. Within this framework, there is flexibility to tailor and customize local streetscape projects to address local transportation needs and incorporate design features such as lighting, landscaping, stormwater management, wayfinding signage, and other elements. Continued collaboration between countywide and local planning efforts will help realize a Grand Boulevard that reflects the unique contexts of the communities it serves.

A single one-size-fits-all cross-section is unlikely to emerge as a preferred alternative. **However, a unified approach to safety improvements should be present throughout the corridor to ensure consistency and minimize confusion when transitioning across cities.**

**Figure 5.4. DIB-94 Recommended Bicycle Facilities on El Camino Real**



Source: Caltrans DIB-94, 2024.

## Goal 3

### Create a Framework for Change



#### Problem Statement

It's too challenging for individual cities to develop, implement, and fund transportation projects on El Camino Real.

#### Goal

Create a framework for change, aligning vision, process, and funding under the leadership of SamTrans, SMCTA, and C/CAG.

#### Context

Advancing transportation projects on El Camino Real requires collaboration between cities, countywide and regional agencies, and Caltrans to identify the scope of improvements, navigate project approvals, and secure funding. In the past, this process has been further complicated by a misalignment of processes, policy, design standards, and funding criteria across agencies. However, by working together, a countywide project development process led by SamTrans and SMCTA presents the opportunity to pool resources and technical expertise. Moreover, the recent adoption of Caltrans DP-36, DP-37, and DIB-94, along with the pending approval of Caltrans' Transit Policy and SB-960 streamlining, has equipped Caltrans and cities with the tools necessary to work together more efficiently.

#### Supporting Documents

- Caltrans DP-36, DP-37, and Draft Director's Transit Policy
- Caltrans Design Information Bulletin 94 (DIB-94)
- Caltrans Intersection Safety and Operational Assessment Process (ISOAP)
- Senate Bill 960

#### Actions

##### ACTION 3A: PURSUE A COUNTYWIDE PROJECT DEVELOPMENT PROCESS IN PARTNERSHIP WITH CALTRANS

Historically, cities were individually responsible for implementing projects on El Camino Real, including managing, planning, designing, funding, and Caltrans approvals. This required significant time and resources from both cities and Caltrans, and extended the timeline for project development. Consequently, very few projects have been constructed on El Camino Real over the past two decades. Feedback from cities and Caltrans suggests that a coordinated process will help alleviate local challenges and better address shared countywide needs across El Camino Real.

The Caltrans project development process consists of three main phases: the Project Initiation Document (PID), Project Approval and Environmental Document (PA&ED), and Plans, Specifications, and Estimates (PS&E). **SamTrans and SMCTA will coordinate the Caltrans project development process at a countywide level, including a comprehensive strategy for implementation, phasing, and funding.** Jointly, SamTrans and SMCTA will consider sponsoring the future phases of work following approval by cities to minimize costs needed from local jurisdictions to implement the large-scale project.

##### ACTION 3B: MAINTAIN INTERAGENCY COLLABORATION THROUGH CONSTRUCTION, OPERATIONS, AND MAINTENANCE ACTIVITIES

Transforming El Camino Real will be one of the largest transportation projects pursued in San Mateo County in recent memory. The scale and complexity of this challenge is greater than any individual agency and will necessitate continued involvement and collaboration throughout the process. **GBI will remain a forum to facilitate collaboration from planning and design through construction, operations, and maintenance activities on the corridor.** This ongoing collaboration will help resolve key questions such as roles and responsibilities during construction, approaches to optimizing traffic operations while enhancing transit and active transportation, and developing standard maintenance agreements that agencies can use to advance transportation projects more easily in partnership with Caltrans.

##### ACTION 3C: USE THE GBI ACTION PLAN TO GUIDE DECISION-MAKING

The GBI Action Plan should be used to evaluate tradeoffs and guide challenging decisions on El Camino Real to ensure a seamless and cohesive corridor. The Action Plan builds upon a wide range of adopted plans and policies at the city, county, regional, and state levels that aim to achieve a safer street that supports more walking, biking, and transit use (see **Chapter 3**). **SamTrans, SMCTA, C/CAG, MTC, and Caltrans will use the GBI Action Plan to help plan, design, and fund improvements to El Camino Real.**

# Target Outcomes & Key Performance Indicators

The GBI Action Plan identifies four target outcomes associated with advancing the plans' goals and actions: a walkable pedestrian environment, a continuous all ages and abilities bikeway, an efficient and comfortable transit corridor, and the elimination of fatalities and serious injuries. Each target outcome has several key performance indicators to help evaluate progress toward implementation.

**Table 5.2. Target Outcomes and Key Performance Indicators**

TARGET OUTCOME	KEY PERFORMANCE INDICATOR	EXISTING CONDITIONS (2025)
A walkable pedestrian environment	– Mileage without sidewalks on both sides of the street	3.5 miles
	– Number of marked crosswalks without signals or pedestrian hybrid beacons	15 marked crosswalks
	– Number of intersections without marked crosswalks on all legs	63 intersections
	+ Mileage of sidewalks greater than 15 feet wide (inclusive of planting strips)	<1 mile
	– Mileage missing medians	6 miles
A continuous all ages and abilities bikeway	+ Mileage of Class IV or Class I bikeway on El Camino Real	0 miles
	+ Mileage of designated bikeways on parallel streets within $\frac{1}{2}$ mile of El Camino Real with a level of traffic stress 1 or 2 designation	9 miles
An efficient and comfortable transit corridor	One-way bus travel times reliably under 100 minutes throughout the day	115 to 145 minutes
	On-time performance >85% at all time points	63%
	+ Percentage of stops located far-side and in-lane	27%
	+ Miles of bus lanes	0 miles
	+ Percentage of stops with bus shelters	34%
Elimination of fatalities and serious injuries	– Number fatalities or serious injuries on El Camino Real	81 (2019-2023)
	+ Mileage of 25 MPH posted speed limits <sup>1</sup>	0 miles (entire corridor is signed at 35 to 40 MPH)

<sup>1</sup>Changes to posted speed limits would be advanced through updated roadway design and signal timing consistent with DIB-94 recommendations for urban communities.

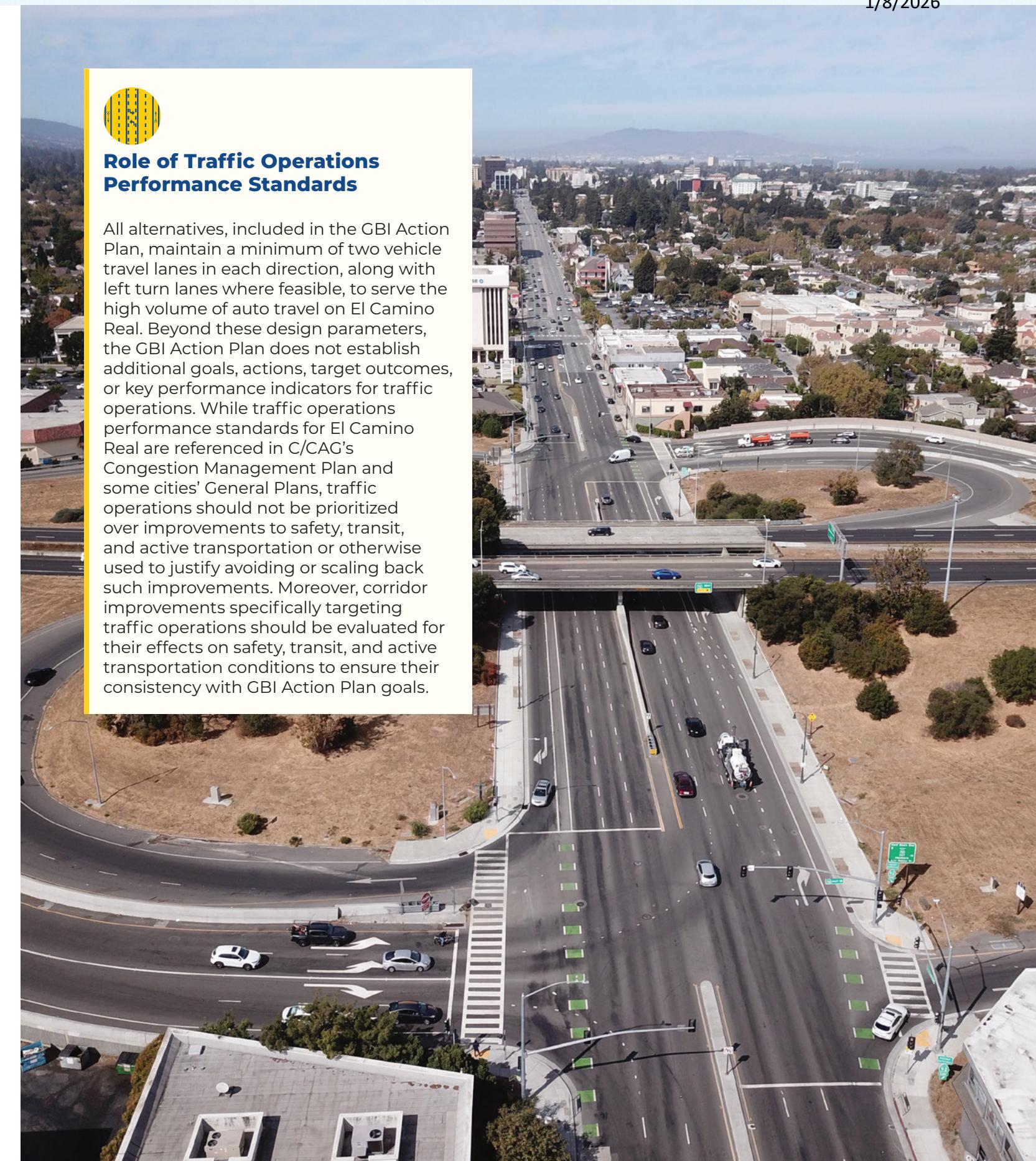
## KEY

- + KPI aims to increase
- KPI aims to decrease



## Role of Traffic Operations Performance Standards

All alternatives, included in the GBI Action Plan, maintain a minimum of two vehicle travel lanes in each direction, along with left turn lanes where feasible, to serve the high volume of auto travel on El Camino Real. Beyond these design parameters, the GBI Action Plan does not establish additional goals, actions, target outcomes, or key performance indicators for traffic operations. While traffic operations performance standards for El Camino Real are referenced in C/CAG's Congestion Management Plan and some cities' General Plans, traffic operations should not be prioritized over improvements to safety, transit, and active transportation or otherwise used to justify avoiding or scaling back such improvements. Moreover, corridor improvements specifically targeting traffic operations should be evaluated for their effects on safety, transit, and active transportation conditions to ensure their consistency with GBI Action Plan goals.



# Design Alternatives

The GBI Action Plan represents the first step toward redesigning El Camino Real, a process that is advancing alongside local corridor studies and a coordinated Caltrans project development process. This chapter defines the universe of design alternatives that are possible across the corridor's varying sections, including concepts discussed in adopted plans and ongoing corridor studies. This chapter also compares these alternatives against countywide priorities voiced by the Task Force, and makes recommendations to ensure countywide consistency in accordance with Actions 2A-2C.

## Existing Conditions

El Camino Real has four- and six-lane sections that are as narrow as 60 feet (in Burlingame) and as wide as 140 feet (in Millbrae). Most sections are somewhere in between, and have sidewalks up to 10 feet wide, on-street parking, left turn lanes, and medians, although the presence of these features vary from city to city.

### Existing Typical 4 Lane Section



### Existing Typical 6 Lane Section



Figure 6.1. Number of Through Lanes by Direction

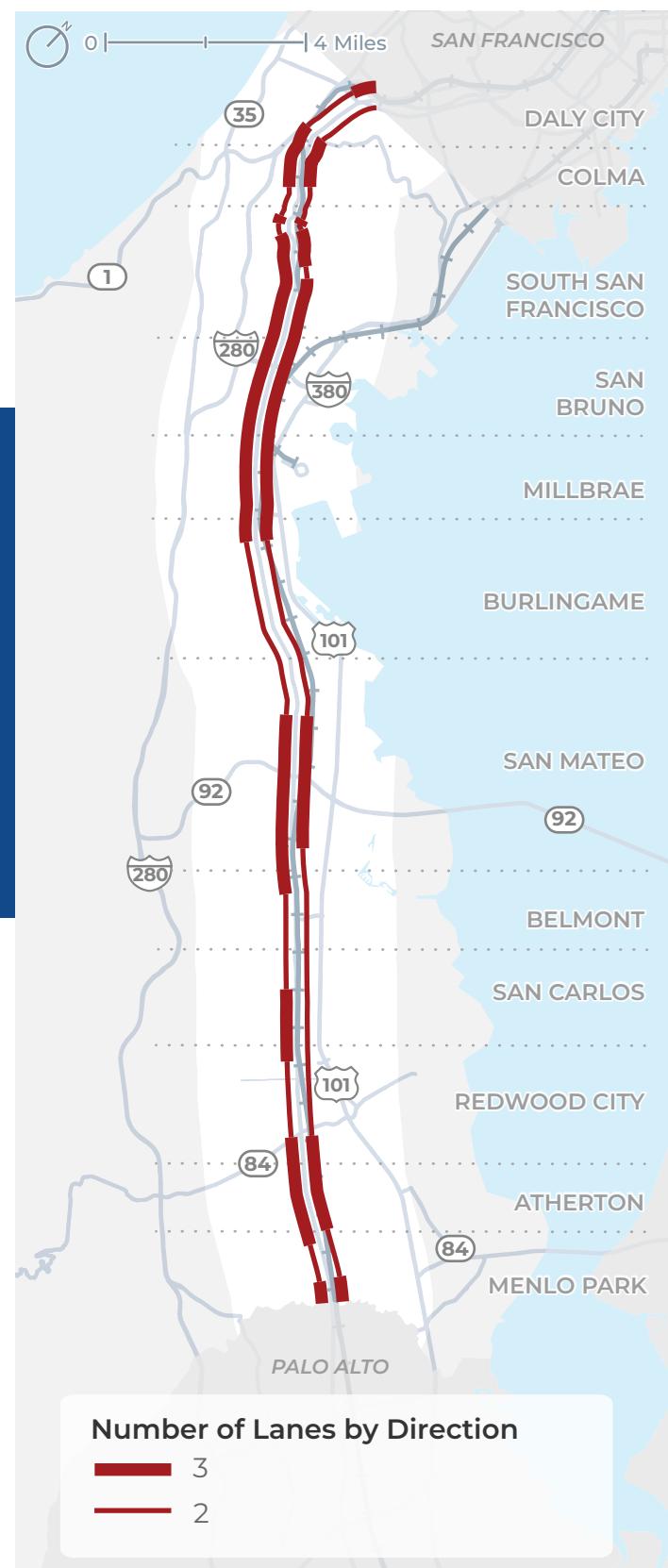
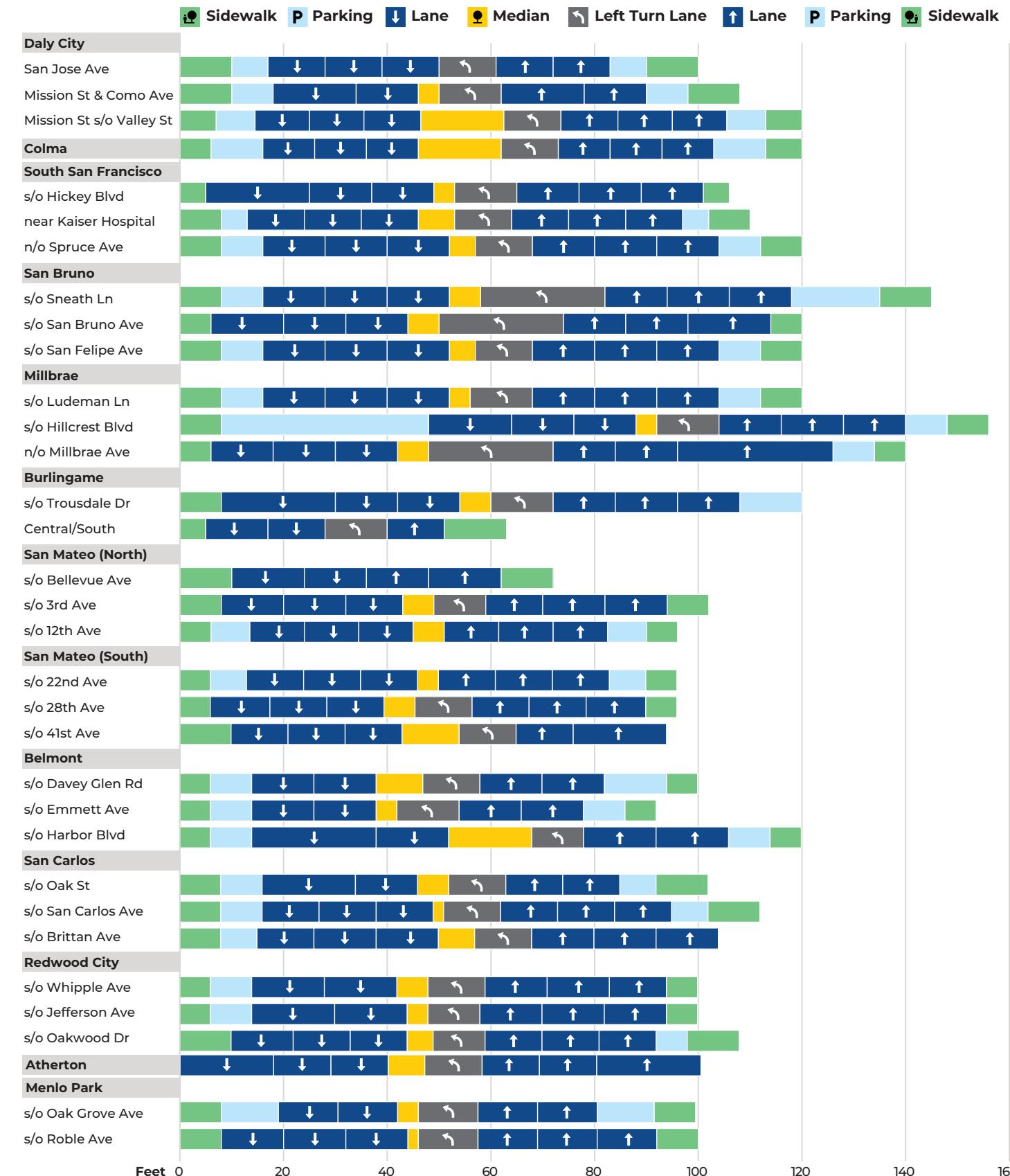


Figure 6.2. Sample Cross-Sections by City



## Definition of Alternatives

The GBI Action Plan identifies cross-section alternatives – generalized representations of how street space could be reallocated – that could fit on either the four- or six-lane sections on the corridor. The alternatives include the number of general purpose travel lanes (including lane reductions or conversions) and compatibility with different approaches to curb space presently under study in various local complete streets studies. Each alternative incorporates the following baseline design parameters:

- Maintains a minimum cross-section of four travel lanes (two lanes in each direction) to serve existing and future traffic volumes, which are expected to remain relatively high (20,000 to 40,000 across most of the corridor); where excess travel lanes are present, alternatives for a lane

conversion (bus lanes) or lane reduction (road diet) are considered.

- Provides sidewalks and a median with a left turn lane (where feasible within the right-of-way).
- Preserves flexibility to be paired with various curb space uses, including on-street parking or loading, wider sidewalks, or separated bike lanes where space permits; however, there is often not enough right-of-way on these sections to incorporate more than one curb space use.
- Incorporates programmatic changes to intersections, curb space, parking, transit, and active transportation facilities consistent with Actions 1A-1C and 2A-2C.

Four alternatives are presented below (Figure 6.3). For planning purposes, each alternative is defined by the layout of travel lanes, with options

to pair those layouts alongside changes to curb space uses (i.e., maintaining on-street parking, adding separated bike lanes, or widening sidewalks) pending the outcomes of local corridor studies. These alternatives represent a generalization of the possibilities across the 25-mile El Camino Real corridor; however, each city has unique characteristics that may result in some variation across these alternatives.<sup>1</sup>

<sup>1</sup> While the alternatives strive to capture the range of conditions on El Camino Real, there are some notable outliers. For example, Burlingame has a very constrained cross-section without left turn lanes or parking, while Daly City has extra space that provide more flexibility to accommodate widening sidewalks or adding separated bicycle lanes while maintaining on-street parking.



Source: NACTO

Figure 6.3. Alternatives for Further Evaluation

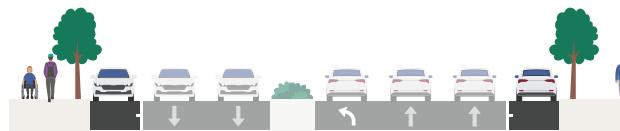
### Four-Lane Sections

#### MAINTAIN 4 LANES

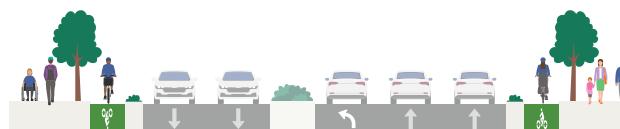
##### Alternative 1. Maintain 4 Lanes



##### 1-A. 4 Lanes + Parking



##### 1-B. 4 Lanes + Separated Bike Lanes



##### 1-C. 4 Lanes + Wider Sidewalks



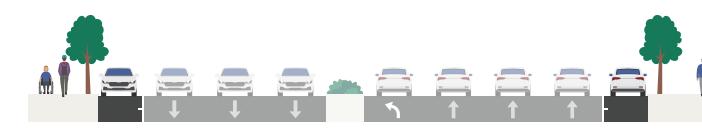
### Six-Lane Sections

#### MAINTAIN 6 LANES

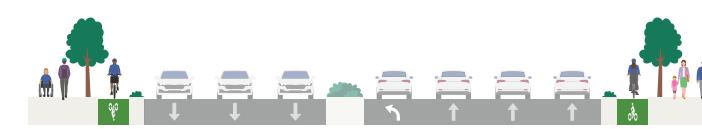
##### Alternative 2. Maintain 6 Lanes



##### 2-A. 6 Lanes + Parking



##### 2-B. 6 Lanes + Separated Bike Lanes



##### 2-C. 6 Lanes + Wider Sidewalks



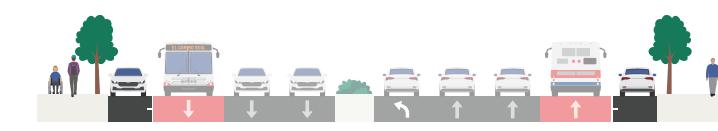
Figure 6.3. Alternatives for Further Evaluation (cont.)

### BUS LANE CONVERSION

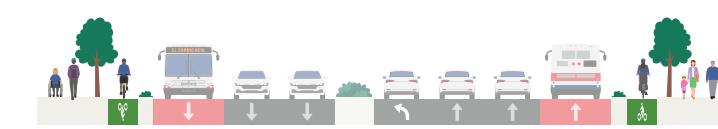
##### Alternative 3. Bus Lane Conversion



##### 3-A. Bus Lanes + Parking



##### 3-B. Bus Lanes + Separated Bike Lanes



##### 3-C. Bus Lanes + Wider Sidewalks



### ROAD DIET

##### Alternative 4. Road Diet



##### 4-A. Road Diet + Wider Sidewalks + Parking



##### 4-B. Road Diet + Wider Sidewalks + Separated Bike Lanes



##### 4-C. Road Diet + Parking + Separated Bike Lanes



## Four-Lane Sections

Four-lane cross-sections represent the most constrained segments of El Camino Real where limited changes are under consideration. One design alternative is under consideration for four-lane sections along with three curbspace options.

### ALTERNATIVE 1: MAINTAIN 4 LANES

#### Options: Maintain parking, add separated bike lanes, or widen sidewalks

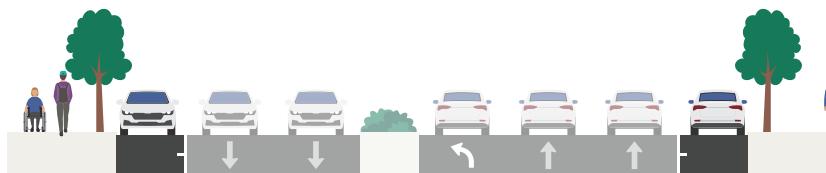
Alternative 1 maintains four travel lanes and a median/left turn lane on the narrowest sections of El Camino Real. Depending on available right-of-way and the outcome of local planning studies, Alternative 1 can be paired with maintaining parking, adding separated bicycle lanes, or widening sidewalks. This alternative would also incorporate programmatic changes to intersections, curb space, parking, transit, and active transportation facilities consistent with Actions 1A-1C and 2A-2C.

Figure 6.4. Four-Lane Sections, Alternative 1

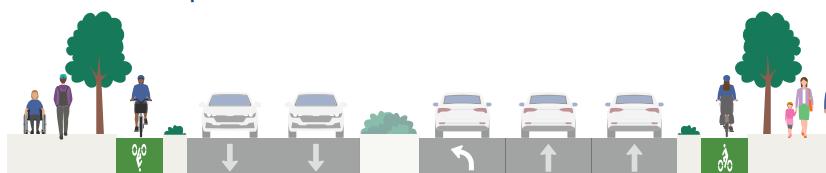
#### Alternative 1. Maintain 4 Lanes



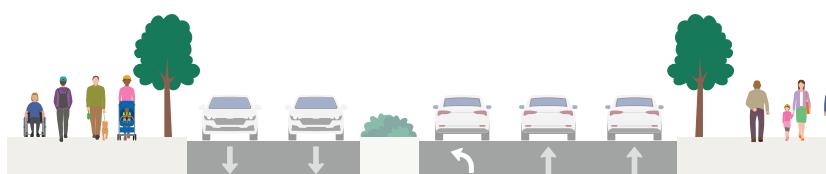
#### 1-A. 4 Lanes + Parking



#### 1-B. 4 Lanes + Separated Bike Lanes



#### 1-C. 4 Lanes + Wider Sidewalks



## On-Street Parking Tradeoffs

A key choice in redesigning El Camino Real is whether or not to maintain on-street parking. On-street parking is present along roughly two-thirds of the corridor, but utilization varies widely. Utilization tends to be higher when on-street parking serves high-turnover businesses that lack their own parking lots, and lower when ample off-street parking is present to serve local businesses.

Across all alternatives, maintaining on-street parking usually comes at the expense of providing separated bike lanes or widening sidewalks. In contrast to active transportation, transit, and safety policies identified in [Chapter 3](#), there are no countywide, regional, or state policy commitments pertaining to on-street parking on El Camino Real. Consequently, the GBI Task Force concluded that on-street parking provides lower value to achieve corridor-wide mobility and safety goals.

Nonetheless, a curbspace management strategy will be necessary along some segments to address parking and loading needs of local businesses. Decisions to maintain parking should weigh these access tradeoffs against countywide goals and policies. Even where on-street parking is maintained, spot improvement measures such as bulbouts and bus bulbs should be prioritized.



## Sidewalk Widening Considerations

Many sidewalks on El Camino Real are too narrow to facilitate a walkable pedestrian environment. Most sidewalks are 10 feet wide or less, whereas 15 feet is a typical minimum for multimodal boulevards. Ideally, sidewalk widening would occur within easements and setbacks of new developments in order to preserve existing right-of-way for bicycle and transit improvements (see Action 2B). Widening sidewalks within existing right-of-way constraints can limit options for bicycle and transit improvements and is better suited in built-out areas unlikely to experience infill development.

## Six-Lane Sections

Six lane cross-sections provide more flexibility to consider lane conversions (bus lanes) or lane reductions (road diets). Three design alternatives are under consideration for six-lane sections along with three curb space options.

### ALTERNATIVE 2: MAINTAIN 6 TRAVEL LANES

#### Options: Maintain parking, add separated bike lanes, or widen sidewalks

Alternative 2 maintains six travel lanes and a median/left turn lane. Depending on available right-of-way and the outcome of local planning studies, Alternative 2 can be paired with maintaining parking, adding separated bicycle lanes, or widening sidewalks. This alternative would also incorporate programmatic changes to intersections, curb space, parking, transit, and active transportation facilities consistent with Actions 1A-1C and 2A-2C. Alternative 2 is best suited for segments of the corridor with exceptionally high traffic volumes where a lane conversion or reduction may be operationally challenging.

Figure 6.5. Six-Lane Sections, Alternative 2

#### Alternative 2. Maintain 6 Lanes



#### 2-A. 6 Lanes + Parking



#### 2-B. 6 Lanes + Separated Bike Lanes



#### 2-C. 6 Lanes + Wider Sidewalks



ALTERNATIVE 3:  
BUS LANE CONVERSION

Figure 6.6. Six-Lane Sections, Alternative 3

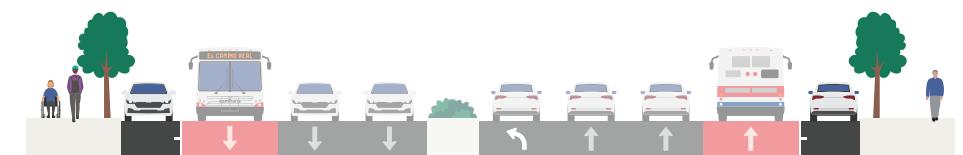
## Alternative 3. Bus Lane Conversion

## Options: Maintain parking, add separated bike lanes, or widen sidewalks

Alternative 3 converts the outside lanes to bus lanes while maintaining two travel lanes and a median/left turn lane. Depending on available right-of-way and the outcome of local planning studies, Alternative 3 can be paired with maintaining parking, adding separated bicycle lanes, or widening sidewalks. This would also incorporate programmatic changes to intersections, curb space, parking, transit, and active transportation facilities consistent with Actions 1A-1C and 2A-2C.



## 3-A. Bus Lanes + Parking



## 3-B. Bus Lanes + Separated Bike Lanes



## 3-C. Bus Lanes + Wider Sidewalks



## Recommended Bus Lane Segments

Bus lanes are among the most transformative and cost-effective transit prioritization strategies to benefit the nearly 10,000 existing daily bus riders on El Camino Real and make transit more appealing for new riders. Bus lane extents on El Camino Real would be consistent with recommendations identified in the El Camino Real Bus Speed and Reliability Study, which prioritized segments that would provide the greatest benefits to bus speeds, reliability, and overall ridership (Figure 5.2). These segments include:

## South San Francisco to northern Burlingame via San Bruno and Millbrae (McLellan Drive to Dufferin Avenue), 6.1 miles

**San Mateo** (northbound 36th Avenue to 2nd Avenue; southbound 2nd Avenue to 42nd Avenue), 2.6 miles northbound, 3.1 miles southbound

**San Carlos/Redwood City** (San Carlos Avenue to Claremont Avenue, southbound only), 1.5 miles

Curbside bus lanes are recommended for these segments, dedicating the rightmost lane to buses while accommodating local business access and right-turning vehicles. Bus lanes are compatible with on-street parking, separated bike lanes, or wider sidewalks.

Bus lanes present an opportunity to reduce bus travel times by 10 to 20 minutes and maintain more reliable operations, based on a review of Route ECR data and comparable corridors. Bus lanes also provide traffic calming, improve safety, and help reduce vehicle miles traveled, while maintaining a clear path of travel for emergency vehicles.



## Road Diet Tradeoffs

A road diet presents an opportunity to provide traffic calming and repurpose additional roadway space for a combination of two of the following: widening sidewalks, preserving parking, or adding separated bike lanes. However, road diets that funnel buses into mixed traffic flow can risk increasing bus travel times and reducing reliability. In segments with higher traffic volumes that are more susceptible to increased congestion, 10 miles of road diets on El Camino Real could increase bus travel times by 20 to 40 minutes and worsen overall reliability, reducing mobility for bus passengers and increasing overall bus operating expenses. Consequently, road diets are usually best suited to segments with lower traffic volumes and limited traffic congestion, such as Colma or Atherton.

ALTERNATIVE 4:  
ROAD DIET/LANE REDUCTION

## Options: Maintain parking + add separated bike lanes, maintain parking + widen sidewalks OR Add separated bike lanes + widen sidewalks

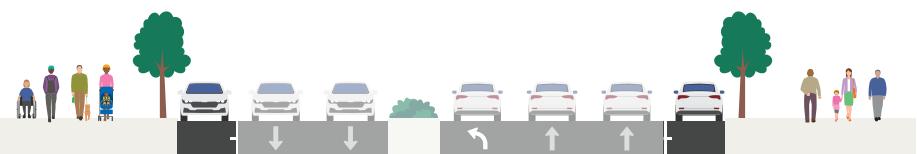
Alternative 4 reduces the number of travel lanes on El Camino Real from six to four lanes, commonly known as a road diet. A road diet provides additional space for a combination of curb space uses, such as maintaining parking and adding separated bike lanes, maintaining parking and widening sidewalks, or adding separated bike lanes and widening sidewalks. This alternative would also incorporate programmatic changes to intersections, curb space, parking, transit, and active transportation facilities consistent with Actions 1A-1C and 2A-2C. Alternative 4 is best suited to segments with low traffic volumes and limited traffic congestion, as lane reductions could result in a substantial increase in traffic congestion and bus travel times elsewhere.

Figure 6.7. Six-Lane Sections, Alternative 4

## Alternative 4. Road Diet



## 4-A. Road Diet + Wider Sidewalks + Parking



## 4-B. Road Diet + Wider Sidewalks + Separated Bike Lanes



## 4-C. Road Diet + Parking + Separated Bike Lanes



## Alternatives Comparison

While all alternatives intend to incorporate unifying elements associated with safety, active transportation, and transit improvements, some alternatives are better suited to advance these goals than others. The GBI Task Force contributed to a comparison of alternatives to assess how they address target outcomes for the corridor. The alternatives evaluation is presented in **Table 6.1**.

For six lane sections, **Alternatives 3B** (Bus Lanes + Separated Bike Lanes) and **3C** (Bus Lanes + Wider Sidewalks) ranked highest among Task Force participants for responsiveness to corridor-wide goals, while **3A** (Bus Lanes + Parking) and **4B** (Road Diet + Wider Sidewalks + Separated Bike Lanes) were raised as potentially suitable for some segments.

Among four-lane segments, **Alternative 1B** (4 Lanes + Separated Bike Lanes) and **1C** (4 Lanes + Wider Sidewalks) were identified as most responsive to corridor-wide goals, recognizing that potential options on these segments are more limited.

### ALTERNATIVES KEY

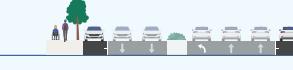
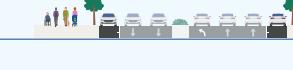
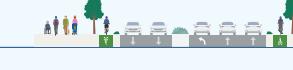
**Excellent:** Likely to achieve the target outcome.

**Good:** May help achieve the target outcome with some adjustments (e.g. widening sidewalks into development setbacks or incorporating bus bulbs and transit signal priority).

**Fair:** While improvements are possible, the alternative requires some compromises to achieve the target outcome (e.g. investing in parallel bike corridors, accepting some level of existing transit delay, or a lower likelihood of achieving an operating speed of 25 MPH).

**Poor:** A regression relative to existing conditions (e.g. transit travel times would increase relative to existing conditions).

**Figure 6.1. Alternatives Comparison**

ALTERNATIVE	VARIANT	EXPECTED PERFORMANCE AGAINST TARGET OUTCOMES				GBI TASK FORCE - OVERALL ASSESSMENT	
		WALKABLE PEDESTRIAN ENVIRONMENT	CONTINUOUS LOW-STRESS BIKEWAY	EFFICIENT TRANSIT CORRIDOR	CONTEXT-SENSITIVE OPERATING SPEEDS		
1: Maintain 4 Lanes	1A: 4 Lanes + Parking		Good	Fair	Fair	Excellent	Fair
	1B: 4 Lanes + Separated Bike Lanes		Good	Excellent	Fair	Excellent	Good
	1C: 4 Lanes + Wider Sidewalks		Excellent	Fair	Fair	Excellent	Good
2: Maintain 6 Lanes	2A: 6 Lanes + Parking		Good	Fair	Good	Fair	Fair
	2B: 6 Lanes + Separated Bike Lanes		Good	Excellent	Good	Fair	Fair
	2C: 6 Lanes + Wider Sidewalks		Excellent	Fair	Good	Fair	Fair
3: Bus Lane Conversion	3A: Bus Lanes + Parking		Good	Fair	Excellent	Excellent	Good
	3B: Bus Lanes + Separated Bike Lanes		Good	Excellent	Excellent	Excellent	Excellent
	3C: Bus Lanes + Wider Sidewalks		Excellent	Fair	Excellent	Excellent	Excellent
4. Road Diet	4A: Road Diet + Wider Sidewalks + Parking		Excellent	Fair	Poor	Excellent	Fair
	4B: Road Diet + Wider Sidewalks + Separated Bike Lanes		Excellent	Excellent	Poor	Excellent	Good
	4C: Road Diet + Parking + Separated Bike Lanes		Good	Excellent	Poor	Excellent	Fair

## Alternatives Selection & Recommendations

Over the next two years, SamTrans and SMCTA will work with Caltrans, C/CAG, MTC, and cities to develop and evaluate corridor designs consistent with these design alternatives. The GBI Action Plan does not identify a preferred alternative, and a single one-size-fits-all cross-section is unlikely to emerge as a preferred alternative. The selection of a preferred alternative for each segment will occur during the PA&ED phase of the Caltrans project development process, and local corridor studies are concurrently identifying and evaluating how these alternatives fit within different community contexts.

Consistent with Actions 2A-2C, the GBI Action Plan recommends that **unifying elements associated with safety, active transportation, and transit improvements should be present throughout the corridor to ensure consistency and minimize confusion when transitioning across cities.**

Specifically, key recommendations include:

- El Camino Real (and/or parallel corridors) should incorporate a corridor-wide all ages and abilities bikeway.
- El Camino Real should feature transit improvements that reduce travel times, improve reliability, and enhance the user experience.
- Bus lanes should be prioritized where there are slow to moderate bus speeds and excess travel lanes.
- El Camino Real should incorporate pedestrian improvements everywhere to provide a seamless, connected, and inviting environment for walking.
- New developments present the best opportunity to widen sidewalks and create a more vibrant pedestrian realm.

The Caltrans project development process and its relationship to alternatives evaluation and selection of a preferred alternative is described in the following section.

# Funding & Implementation

## Funding Approach

Though the scope of changes to El Camino Real is yet to be determined, a corridor-wide redesign will be one of the largest transportation projects in San Mateo County. Based on costs of comparable projects, redesigning El Camino Real is expected to cost up to \$1 billion. Projects of this size involve a range of funding sources and usually are split into phases and segments; SamTrans and SMCTA will refine an implementation and phasing approach as the project development process moves forward. The following funding sources are expected to play a role in funding projects on El Camino Real.

### Countywide & Regional Funding Sources

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 50 percent of total project costs. SMCTA's Highway Call for Projects is expected to be the primary funding source for major streetscape projects, while the agency's Pedestrian & Bicycle Program, Transportation Demand Management Program, and Regional Transit Connections Program are possible funding sources for smaller scale, more focused

projects. SMCTA intends to update policies related to the Measure A and W to only fund projects consistent with the Action Plan on El Camino Real.

The Metropolitan Transportation Commission distributes capital improvement grants via various programs that distribute state and federal funding sources in addition to revenue from the Bay Area's bridge tolls. Many of these funding sources are administered by C/CAG in San Mateo County. These MTC programs include One Bay Area Grants (OBAG), the Lifeline Transportation Program, Bus Accelerated Infrastructure Delivery (BusAID), and the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Program:

- **OBAG** is a program that directs federal transportation funding toward projects and programs in the Bay Area. The program consists of two components: a regional fund administered by MTC targeting projects that align with Plan Bay Area; and a county fund where C/CAG and other Bay Area county transportation agencies nominate local projects for selection by MTC.
- **MTC's Lifeline Transportation Program** uses federal and state funding to finance transportation projects in Equity Priority Communities across the Bay Area. The program, administered by C/CAG in San Mateo County, prioritizes projects identified in the community-based transportation planning process.

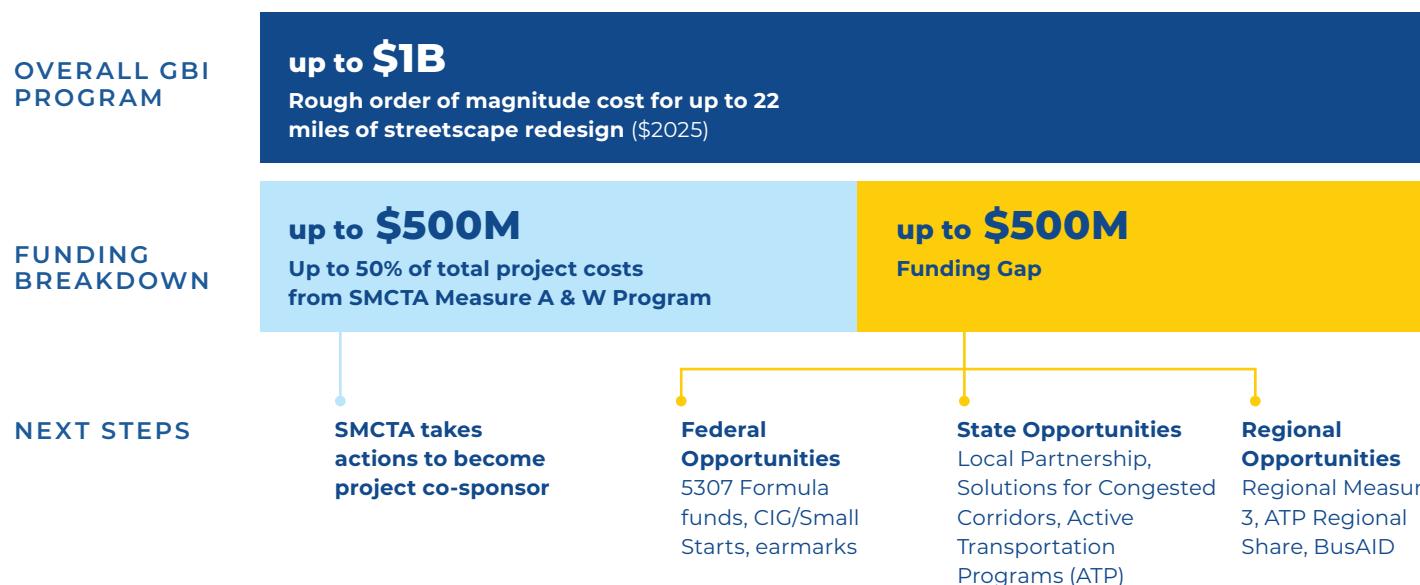
• **BusAID** provides funding toward lower-cost capital improvements that improve transit reliability and travel times. The program funds a variety of infrastructure projects including transit lanes, signal priority, stop relocations, and bus stop speed improvements.

• **TDA** is a state program that uses revenue from fuel taxes to fund transportation improvements. Article 3 of the TDA allows up to two percent of these revenues to be distributed to cities and counties for local transportation projects. MTC reviews project applications for TDA 3 funding in the Bay Area and C/CAG solicits projects from San Mateo County's cities.

The **Bay Area Air Quality Management District (BAAQMD)** also distributes funding from car vehicle registration fees in the Bay Area toward sustainable transportation projects. Of this funding, which is collected from a \$4 surcharge on Bay Area vehicle registration fees, 40 percent of revenue is distributed to county transportation agencies for local transportation and clean air vehicle projects. C/CAG administers these funds in San Mateo County.

**SMCTA and C/CAG** are also exploring future funding mechanisms that can be used to mitigate environmental impacts associated with increasing vehicle miles traveled (VMT) from development projects and highway expansions. A possible VMT bank, exchange, or similar VMT mitigation program for transportation and land use projects may fund improvements to El Camino Real, for example, and would not be included in the 50 percent funding cap for SMCTA funds.

Figure 7.1. Funding Strategy



# Where We Go From Here

## State Funding Sources

The State of California administers various funding programs for complete streets and transit improvements on El Camino Real. Caltrans funding sources include a portion of the State Transportation Improvement Program (STIP). STIP is a joint federal and state funding source that includes two sub programs: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). Caltrans manages the ITIP program, which accounts for 25 percent of STIP funding. MTC, in cooperation with county congestion management agencies like C/CAG, manages the remaining 75 percent through the RTIP program.

Caltrans also administers the SHOPP program, which mostly focuses on repair and resurfacing projects on state highways. SHOPP projects must be initiated by Caltrans, meaning that locally prepared PIDs are not eligible for SHOPP funding, but SHOPP projects can incorporate pedestrian, bicycle, and transit improvements. The Proactive Safety and Reactive Safety programs are subprograms of SHOPP and fund safety improvements targeting specific intersections or segments with a high risk or recent history of collisions.

The California Transportation Commission (CTC) administers multiple programs applicable to El Camino Real, including the bicycle- and pedestrian-focused Active Transportation Program (ATP), the congestion reduction focused Solutions for Congested Corridors Program (SCCP), and the Local Partnership Program (LPP) which provides funding toward various transportation improvements.

The California State Transportation Agency (CalSTA) administers several grant programs, including the Transit and Intercity Rail Capital Program (TIRCP) which funds capital improvements that reduce greenhouse gas emissions and increase transit ridership and is best suited to transformative projects such as bus lanes and transit center access improvements.

## Federal Funding Sources

In addition to the federal funding distributed by MTC, the U.S. Department of Transportation administers various grant programs funded by the Infrastructure Investment and Jobs Act, such as the Better Utilizing Investments to Leverage Development (BUILD) grants, which target regionally significant infrastructure projects, and the Safe Streets and Roads for All program, which provides grants focused on safety improvements. The Federal Transit Administration administers the Small Starts program and Core Capacity program, each of which can fund bus rapid transit projects. Federal funding programs are expected to evolve with the next transportation bill, as the Infrastructure Investment and Jobs Act will expire at the end of 2026.

## Local Funding Sources

Cities may require development impact fees, environmental impact mitigations, or community benefit contributions associated with new development projects on or near El Camino Real. Cities may also designate community facilities districts (also known as Mello-Roos districts) to levy special property taxes within specific areas to fund streetscape projects. Public-private partnerships represent a potential ongoing funding source for streetscape maintenance, either conditioned on specific development projects or as a business improvement district where maintenance costs are shared across various entities.

The GBI Action Plan represents the first step toward analyzing, evaluating, designing, and constructing streetscape projects on El Camino Real. The GBI Action Plan, alongside local corridor studies discussed in **Chapter 4**, provides a framework to assess corridor-wide needs and identify project alternatives.<sup>1</sup> Following the GBI Action Plan, SamTrans will begin a Project Initiation Document (PID) in 2026 that formally kicks off the Caltrans project development process, establishing the scope, analysis methodology, schedule, and rough order of magnitude costs

of a complete streets project on El Camino Real in San Mateo County. After the PID, the Project Approval and Environmental Document (PA&ED) phase will advance another round of public engagement and identify a preferred alternative (estimated to occur in 2027 to 2028). The Project Specifications and Estimates (PS&E) phase will carry forward the final design and engineering of the preferred alternative (around 2028 to 2029). Depending on funding, construction could begin in the early 2030s. **Figure 7.1 and 7.2** summarize this process and the proposed GBI approach.

**Figure 7.2. Caltrans Project Development Process Timeline**



**Figure 7.3. Caltrans Process Approach**

### Project Initiation Document (PID)

The PID is a planning level document that establishes the scale and purpose of planned improvements to Caltrans' right-of-way. The document includes the project's purpose and need statement, a preliminary scope of improvements, and the proposed analysis methodology. The PID usually includes multiple project alternatives to appropriately capture the potential range of changes under consideration.

#### Proposed GBI Approach by SamTrans and SMCTA

SamTrans will lead the development of a countywide PID building upon the GBI Action Plan along El Camino Real. A countywide PID presents an opportunity to streamline and accelerate scoping and analysis while maintaining flexibility to continue advancing local planning efforts. All cities along El Camino with recent or ongoing corridor planning studies would be included in the PID. By participating in the countywide PID process, cities will not need to pursue their own overlapping project development process within the study area.



### Project Approval & Environmental Document

The PA&ED phase provides a more detailed analysis of project alternatives, such as traffic operations, safety, and environmental analysis. A preferred alternative is selected during the PA&ED phase.

#### Proposed GBI Approach by SamTrans and SMCTA

The level of effort necessary to complete the PA&ED and PS&E phases is uncertain. Depending on the phasing and funding strategy, the PA&ED and PS&E phases may be led by SamTrans/SMCTA or by individual cities.



### Project Specifications & Engineering

The PS&E phase involves final design and engineering of the preferred alternative.



### SB 960 and Potential Effects on Caltrans Approval Process

Senate Bill 960 (SB 960), approved in 2024, supports the implementation of transit priority and complete streets projects on state highways like El Camino Real. SB 960 requires Caltrans to adopt a new transit policy to guide the implementation of transit priority measures on the state highway system. The draft policy was released for review in July 2025. The bill also requires Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities sponsored by a local jurisdiction or a transit agency, with the intent of streamlining such projects. El Camino Real represents a strong candidate to demonstrate how Caltrans' transit policy and review process can expedite project approvals.

The Grand Boulevard Initiative Task Force and Working Group will continue to collaborate through this process, including during the selection of a preferred alternative for each segment of El Camino Real. Selection of a preferred alternative will involve public engagement as well as collaboration between SamTrans, SMCTA, C/CAG, cities, and Caltrans to advance the shared corridor-wide vision and goals identified in the GBI Action Plan while tailoring design approaches to local contexts. The Working Group will also provide input in project delivery approaches.

In parallel, Caltrans, SamTrans, and cities will continue to fund and implement spot improvements advancing the GBI Action Plan goals, such as changes to intersections, pedestrian facilities, bus stops, or traffic calming. These improvements are typically advanced through SHOPP projects, grants from SMCTA, C/CAG or MTC, or development projects; however, they are usually smaller-scale and lack resources to fully redesign multi-block segments of the corridor.



## Tracking Progress & Staying in Touch

The Grand Boulevard Initiative will track project designs progress, facilitate public engagement, and advance key performance indicators. For more information and updates on the Grand Boulevard Initiative, please visit [www.Samtrans.com/GBI](http://www.Samtrans.com/GBI).

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Emily Beach, Chief Communications Officer

Subject: **Adopt 2026 Legislative Program**

**Action**

Staff proposes the Board of Directors (Board):

1. Receive the attached 2026 Legislative Program for the San Mateo County Transportation Authority.

**Significance**

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2026 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2026 calendar year, including the second half of the 2025-2026 State Legislative Session and second session of the 119th Congress.

The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments. The program is in alignment with existing Board-adopted policies and procedures. Expansion of the program beyond those adopted policies and procedures would require Board approval.

**Objectives**

The 2026 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's projects, programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and

- Reinforce and expand programs that build and incentivize public transportation ridership and improve safe and quality transportation choices.

## **Issues**

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Project Requests and Needs
- Regulatory, Legislative, and Administrative Actions

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

## **Advocacy Process**

Staff will indicate on each monthly legislative update to the Board recommended positions for pending bills or policy initiatives. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entities (such as the bill author, relevant legislative committees, agencies, or stakeholders). If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position. In rare circumstances, should a position on a bill or legislation fall outside the scope of the Board's adopted Legislative Program and be needed in advance of a Board meeting, staff will confer with the Board Chair.

## **Public Engagement Strategies**

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2026 Legislative Program, including:

### **Direct Engagement**

Engage policymakers, sponsor or support legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.

### **Coalition-based Engagement**

Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the Legislative Program.

**Media Engagement**

Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and using social media.

**Budget Impact**

There is no impact on the budget.

Prepared By: Jessica Epstein	Government and Community Affairs Director	650-400-6451
Amy C. Linehan	Government and Community Affairs Officer	650-418-0095

## **San Mateo County Transportation Authority 2026 Legislative Program**

### **Purpose**

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2026 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2026 calendar year, including the second half of the 2025-26 State Legislative Session and second session of the 119th Congress.

The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments. The program is in alignment with existing Board-adopted policies and procedures. Expansion of the program beyond those adopted policies and procedures would require Board approval.

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The 2026 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's projects, programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership and improve safe and quality transportation choices.

### **Issues**

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
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Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

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Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2026 Legislative Program, including:

- Direct Engagement  
Engage policymakers, sponsor or support legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement  
Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the Legislative Program.
- Media Engagement  
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and using social media.

The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.

## **State and Regional**

### **Budget and Transportation Funding Opportunities**

- Work with agency legislative delegation, state and regional agencies, transit systems, transportation authorities and associations to identify and advance opportunities for funding supporting the Agency's transportation priorities.
- Advocate for full funding of all state programs supporting Agency initiatives and sponsored projects.
- Champion efforts to secure additional funds for transit operations and capital projects.

- Work to ensure committed funds are appropriated and available in a timely manner and not withheld or diverted for other purposes.
- Advocate for flexible funding mechanisms that can adapt to changing transportation demands.
- Support local and regional funding options that preserve and enhance funding for the Agency and sister agencies.
- Support efforts to reduce barriers to transportation funding for voter-approved ballot measures, legislation, and other funding mechanisms.
- Assess and participate in the development of transportation-related ballot measures relevant to the Agency's interests.
- Work to ensure the Agency's projects and Agency-sponsored programs are competitive for all applicable Cap-and-Invest programs, including discretionary funding.
- Advocate for additional funding and policies to support grade separation projects.
- Advocate against efforts to impose unjustified and/or overly burdensome financial regulations and requirements on granting funding impacting Agency initiatives and sponsored projects.
- Evaluate efforts to replace or supplement the gas tax with other funding mechanisms and advocate for maintaining current levels of funding dedicated to transportation operations, projects and programs.

## **Transportation Project Requests and Needs**

- Collaborate with regional transportation authorities, transit agencies, business, community, transportation and other stakeholders to enhance, support and advocate for equitable transportation access and mobility in the Bay Area.
- Champion policies and projects to improve safety and encourage the use and development of public transit, first/last mile and other multimodal transportation options and infrastructure throughout San Mateo County and the region.
- Advocate for regional and state policies that improve bus stops, bus speed and reliability, bike and pedestrian safety and accessibility on streets in San Mateo County, including El Camino Real.
- Advocate for the Agency to be able to develop its property in the manner most beneficial to Agency needs and goals.

- Engage with state or regional efforts that directly link transportation funding and/or policies to housing and provide for higher density housing projects near transit stations.
- Support policies that encourage the use of transportation demand management (TDM) and efforts that provide more TDM tools and funding opportunities.
- Work to ensure state and regional policies support the Agency's employee recruitment and retention goals.
- Champion efforts to prioritize San Mateo County projects in regional plans such as Plan Bay Area.
- Advocate for a regulatory and legislative environment that supports the efficient delivery of funded and approved managed and express lane projects.
- Support legislation, regulations and programs that complement the San Mateo County Express Lanes Joint Powers Authority goals.

### **Legislative, Regulatory, and Administrative Actions**

- Advocate for regional and state policies that remove barriers and promote effective implementation and delivery of transportation projects.
- Engage with the Metropolitan Transportation Commission (MTC) and other regional bodies, the Legislature, sister agencies, and stakeholders on policies related to regional coordination to enhance the transportation experience in the Bay Area.
- Evaluate and engage in efforts to modernize the California Environmental Quality Act (CEQA) to expedite delivery of Agency initiatives and sponsored projects.
- Work to ensure state regulations related to greenhouse gas emissions (GHG) reduction and Climate Plan for Transportation Infrastructure (CAPTI) implementation align with the goals of the Agency.
- Evaluate and engage with legislation that makes additional changes to the Brown Act. Support changes that clarify application of Senate Bill 707 (2025) and promote government efficiency while continuing to provide flexibility for Board and non-elected advisory/oversight committee members participating in meetings remotely, and increase participation in public meetings.

- Evaluate state and regional efforts to update implementation of Sustainable Communities Strategies and work to ensure Agency initiatives and sponsored projects remain eligible for funding.
- Support legislation, regulations and programs that complement the San Mateo County Express Lanes Joint Powers Authority operations and assist the Board in its decision-making process.
- Advocate against efforts to impose unjustified and/or overly burdensome regulations or restrictions impacting Agency initiatives and sponsored projects.

## **Federal**

### **Budget and Transportation Funding Opportunities**

- Work with the Agency's federal legislative delegation, members of the administration, federal departments, national organizations, and other associations to identify and advance opportunities for funding or legislative policies supporting the Agency's transportation priorities.
- Identify, pursue and support federal funding opportunities, including but not limited to Community Project Funding/Congressionally Directed Spending requests and discretionary programs for agency or agency- supported projects.
- Work to ensure the Agency remains competitive and eligible for all applicable federal discretionary funding programs.
- Advocate for flexible funding mechanisms that can adapt to changing transportation needs and demands in San Mateo County.
- Advocate for the preservation of previously awarded funding for transportation projects in San Mateo County.
- Support efforts to ensure tax provisions that benefit Agency priorities are included in any tax or finance proposal.
- Advocate against efforts to impose unfunded mandates, unjustified and/or overly burdensome financial regulations and requirements on granting funding impacting Agency initiatives and sponsored projects.

### **Legislative, Regulatory and Administrative Actions**

- Advocate for programs and policies in the Surface Transportation Reauthorization bill and any other applicable Federal policy or regulatory initiative that are beneficial to the Agency's goals.

- Support a regulatory environment that will help transportation projects in San Mateo County move through the different stages of planning, environmental, and construction phases.
- Support opportunities to improve the ability of the Agency to conduct and oversee efficient transportation project administration, planning and project delivery.
- Advocate for the Agency to be able to develop its property in the manner most beneficial to Agency needs and goals.
- Collaborate with local, regional, state and national transportation advocacy groups to coordinate funding advocacy that support regulations that maximize benefits for transportation programs, services and users.
- Evaluate and engage in efforts to modernize the National Environmental Protection Act (NEPA) to expedite delivery of Agency sponsored and funded projects.
- Advocate against efforts to impose unjustified and/or overly burdensome regulations or restrictions impacting Agency initiatives and sponsored projects.
- Support policies that will allow for effective public private partnerships and alternative project delivery methods.



CARLOS ROMERO, CHAIR  
JULIA MATES, VICE CHAIR  
NOELIA CORZO  
ANDERS FUNG  
RICO E. MEDINA  
MARK NAGALES  
JACKIE SPEIER

APRIL CHAN  
EXECUTIVE DIRECTOR

## Memorandum

**Date:** December 30, 2025  
**To:** TA Board of Directors  
**From:** April Chan, Executive Director  
**Subject:** Report of the Executive Director

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### **2026 Measure A and W Calls for Projects Look Ahead**

San Mateo County Transportation Authority (TA) staff is looking forward to 2026 as we will have another joint Transportation Demand Management and Bicycle and Pedestrian Programs Call for Projects (CFP). In total, we plan to make \$27 million available for transportation projects that improve how people choose to move throughout San Mateo County. To help local jurisdictions prepare and budget for the upcoming opportunities, an announcement will also be sent to all eligible sponsors and interested parties regarding these funding programs in early-January 2026.

To view the full 2026 Measure A and W CFP Look Ahead and read about project funding availability, please visit the Call for Project webpage at <https://www.smcta.com/whats-happening/call-projects>.

### **South County Multimodal Strategy Public Review Draft Release**

The TA envisions US 101 as a connected corridor supporting all modes of travel in San Mateo County. To advance this vision, the TA developed the 101 Corridor Connect Multimodal Strategy, which looks at the one-mile area on either side of the highway to identify and prioritize important but currently unfunded transportation projects and improvements. These projects will be considered for inclusion in the strategy to prioritize future funding efforts.

The South County Multimodal Strategy, which addresses the southern portion of the corridor, includes the cities of Redwood City, Menlo Park, Atherton, East Palo Alto, and portions of unincorporated San Mateo County. This is the third and final plan completed under this effort and was developed in partnership with a working group of the local jurisdictions. The strategy incorporates an analysis of current conditions, a list of proposed projects, feedback from community outreach, a scoring and prioritization framework, and an implementation roadmap that highlights potential funding sources along with a detailed set of priority projects.

The South County Multimodal Strategy public review draft will be available for a four-week public comment period from Wednesday, December 17, 2025 through Friday, January 16, 2026. After the close of the public review period, staff will bring the revised draft to the TA Board in February 2026 with adoption anticipated in March 2026.

<https://smcta.konveio.com/draft-us-101-south-county-multimodal-strategy-public-review>

**Pacifica Esplanade/Palmetto Ave Pedestrian/Bike Improvements Project Completion**

In August 2025, the City of Pacifica completed the Esplanade and Palmetto Bicycle and Pedestrian Improvement Project. The project received \$583,504 in Measure W Pedestrian and Bicycle Program Cycle 6 funding, awarded in December 2022. Improvements included roadway resurfacing, installation of Class II, IIB, III, and IIIB bicycle facilities, Rapid Rectangular Flashing Beacons (RRFB), pedestrian bulbouts/painted safety zones, curb ramps, enhanced pavement striping, and updated crosswalks along Palmetto Avenue and Esplanade Avenue. The total Measure W expenditure for the project was \$583,499.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

From: April Chan, Executive Director

Subject: **Consider Amending the \$10,000,000 Allocation in Original Measure A Funds to the San Mateo County Transit District for Fiscal Years 2026 and 2027 Member Agency Contributions to Caltrain to Remove Conditions**

**Action**

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board):

1. Consider Caltrain's request to remove conditions from the Board's November 6, 2025 action to allocate \$10 million to the San Mateo County Transit District (District) for San Mateo County's share of local match in support of the Peninsula Corridor Joint Powers Board's (JPB or Caltrain) Fiscal Years (FY) 2026 and 2027 Capital Budget; and
2. Authorize the Executive Director or designee to execute any necessary agreements or other documents, or take any other actions necessary, to give effect to this action.

**Significance**

At its November 6, 2025 meeting, the Board programmed and allocated \$10 million for the San Mateo County share of local match for the JPB's FY26 and FY27 capital budget. Immediately prior to the Board meeting, San Mateo County Transportation Authority (TA) staff was informed that the City and County of San Francisco (CCSF) would be withholding its commitment for FY26 and FY27 Caltrain capital contributions. In recognition of the JPB member agencies' contractual responsibility to equally share in Caltrain's systemwide capital expenses, the TA Board conditioned its \$10 million contribution to require that funds not be released to the JPB until such time as the other two member agencies, CCSF and the Santa Clara Valley Transportation Authority (VTA), allocate and make available their equal capital contributions.

After the TA Board's November 6, 2025, meeting, VTA signed a funding agreement with JPB to commit its \$10 million FY26 and FY27 capital contribution, without conditions. In addition, JPB staff recently shared with TA staff a cashflow projection for Caltrain's Guadalupe Bridge Replacement Project (Project) indicating an immediate need for \$40 million in FY26 to maintain the current construction schedule to avoid a two-year delay and associated cost increase of \$50 million if funding is not received by May 2026. Based on this new information, Caltrain staff has submitted a letter requesting the TA Board reconsider the conditions included in its November 6 action. The JPB's letter also describes how Caltrain intends to close the remaining Project funding gap should the funding from San Francisco continue to lag.

Removing the conditions from the November 6 action would allow TA to sign a funding agreement, helping the JPB fund the Project budget and avoid the Project delay and associated cost, which may ultimately need to be shared by all three member agencies (with TA likely bearing San Mateo County's share).

### **Budget Impact**

There is no budget impact as the funding was previously allocated through Resolution No. 2025-22.

### **Background**

The TA's Strategic Plan 2025-2029, approved by the Board in December 2024, provides a policy framework to guide TA's programming and allocation related to funding from the Measure A Caltrain Program. The 1988 Original Measure A Expenditure Plan indicates the "Caltrain Improvements – Upgrade and Extension" category funds must be spent on capital projects including eligible systemwide components from San Jose to downtown San Francisco. The subject allocation is consistent with TA's current Strategic Plan.

Prepared By: Peter Skinner Chief Officer, Transportation Authority 650-622-7818

**Resolution No. 2026-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Removing Conditions from the \$10,000,000 Allocation of Original Measure  
A Funds for the San Mateo County Transit District's Contribution to Caltrain's  
Fiscal Years 2026 and 2027 Capital Budget**

**Whereas**, on June 7, 1988, the voters of San Mateo County approved the ballot measure known as "Measure A" (Original Measure A), which increased the local sales tax in San Mateo County by one-half percent with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

**Whereas**, the Original Measure A Caltrain Category was created to fund the San Mateo County Transit District's (District) required member agency contributions to the Peninsula Corridor Joint Powers Board ("JPB" or "Caltrain"); and

**Whereas**, the District's member agency contributions are combined with equal contributions from the Santa Clara Valley Transportation Authority (VTA) and the City and County of San Francisco (CCSF) (all three together, the "Member Agencies") to support systemwide improvements and state-of-good-repair work in the JPB's annual Caltrain Capital Program and to leverage additional federal and state funding; and

**Whereas**, on November 6, 2025, pursuant to Resolution No. 2025-22, the San Mateo County Transportation Authority (TA) Board of Directors (Board) programmed and allocated \$10 million in Original Measure A funds to the District for its share of local match for the Caltrain Capital Program for Fiscal Years (FY) 2026 and 2027, with the condition that this allocation will not be released to the JPB until the other two JPB Member Agencies, CCSF and

VTA, allocate and make available their equal contributions as required under the JPB's Joint Powers Agreement; and

**Whereas**, after the November 6, 2025 TA Board meeting, VTA allocated and signed an agreement committing its share of the FY26 and FY27 Caltrain capital contribution; and

**Whereas**, in response to an immediate funding need for Caltrain's Guadalupe Bridge Replacement Project (Project), which requires \$40 million in FY26, JPB staff has submitted a request for the TA Board to remove the condition on the release of San Mateo County's FY26 and FY27 capital contribution, which would help the JPB avoid Project delays and cash flow issues, and thereby decrease the likelihood and potential magnitude of Project cost increases which would likely require additional funds from all three Member Agencies; and

**Whereas**, staff recommends that the TA remove the conditions included in Resolution No. 2025-22 and, instead, authorize release of the \$10 million allocation now, with the understanding that TA will not grant any further JPB systemwide capital or operating contribution requests on behalf of San Mateo County until CCSF commits its \$10 million contribution(s) for FY26 and FY27.

**Now, Therefore, Be it Resolved** that the Board of Directors of the San Mateo County Transportation Authority removes the condition on release of the \$10 million allocation for the Caltrain FY26 and FY27 Capital Budget as set forth in Resolution No. 2025-22 and, instead, authorizes release of the allocation now, with the understanding that TA will not grant any further JPB systemwide capital or operating contribution requests on behalf of San Mateo County until the City and County of San Francisco commits its \$10 million capital contribution(s) for FY26 and FY27.

**Be It Further Resolved** that the Board hereby authorizes the Executive Director or designee to execute any necessary agreements or other documents, or take any other actions necessary, to give effect to this resolution.

Regularly passed and adopted this 8th day of January, 2026 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary



BOARD OF DIRECTORS 2025

STEVE HEMINGER, CHAIR  
RICO E. MEDINA, VICE CHAIR  
MARGARET ABE-KOGA  
PAT BURT  
DAVID CANEPA  
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MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

December 23, 2025

April Chan, Executive Director  
San Mateo County Transportation Authority (SMCTA)  
1250 San Carlos Avenue  
San Carlos, CA 94070

Subject: Urgent Funding Request for the Guadalupe River Bridge Replacement Project

Dear Ms. Chan,

On behalf of Caltrain, I am writing to request the SMCTA Board reconsider the "conditional" status of the \$10 million funding award for the Guadalupe River Bridge Replacement Project. As this is a safety-critical project, ensuring an uninterrupted delivery schedule is paramount to avoiding further project delays and additional construction cost increases. The urgency of the requested \$10 million cannot be overstated. Without the funding, Caltrain risks a two-year schedule delay and a cost increase of more than \$50 million.

**Current Funding Status and Urgency:**

To close the funding gap due to the last round of project delays and cost overruns, Caltrain staff have worked closely with all member agencies over the last several months. At the staff level, a conceptual framework was developed, subject to approval by each of the respective Boards, to fully close the \$40 million funding gap as follows:

- SFCTA: \$2.5 million annually between FY26 and FY29 (representing half of their \$5 million annual systemwide contribution)
- VTA: \$10 million (systemwide contributions for FY26-FY27)
- SMCTA: \$10 million (systemwide contributions for FY26-FY27)
- Consideration of a future allocation of \$10 million from SMCTA, for FY28 and FY29, pending equal systemwide capital commitments from VTA and SFCTA for the same period

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
1250 San Carlos Avenue  
San Carlos, CA 94070      (650) 508-6200

Following the November 2025 SMCTA Board meeting, which approved the funding allocation contingent upon SFCTA and VTA participation, VTA executed a funding amendment on November 19 to fully commit its \$10 million contribution.

Without the funds from SMCTA and SFCTA, Caltrain's existing capital funds for this project are projected to be exhausted by May 2026. While we understand SMCTA's position regarding the conditional approval of the FY26 and FY27 allocation due to the SFCTA delay, we respectfully request that the Board remove this condition to allow for the immediate release of these funds.

**Remaining Funding Needs and Next Steps:**

With your approval of the \$10 million allocation, Caltrain staff will continue to work diligently with SFCTA to unlock their expected \$10 million contribution at the earliest possible date. We will also continue working to secure the formal commitment for FY28 and FY29 systemwide funding from all three member agencies. We look forward to coordinating with SMCTA staff on the next steps to allocate those future contributions to the Guadalupe River Bridge Replacement Project.

If the SFCTA funding issue is not resolved in time to meet cash flow needs, Caltrain will be forced to utilize a line of credit to bridge the gap. While we are prepared to incur interest costs to maintain momentum, this is not an optimal use of limited public funds. A timely allocation from our member agencies is essential to avoiding these unnecessary costs.

On behalf of Caltrain, I appreciate your partnership in ensuring this vital infrastructure remains on track. Please contact me directly if you require additional details or wish to discuss this timeline further.

Sincerely,



Michelle Bouchard  
Executive Director

cc: Peter Skinner  
Patrick Gilster  
Li Zhang  
Michelle Stewart

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Programming and Allocating \$189,934,617 in Measure A and Measure W Highway Program Funds for 17 Highway Projects; Supporting Requests for \$1,516,000 in Local Project Partnership Programs funds for City of Half Moon Bay's Highway 1: Main Street to Kehoe Avenue Project and \$3,000,000 in Regional Measure 3 Funds for City of San Mateo's Fashion Island/19th Avenue Separated Bikeway Project**

**Action**

Staff proposes the Board of Directors (Board):

- Program and allocate \$189,934,617 in Measure A and Measure W Highway Program funds to projects listed in Exhibit A and described in Exhibit B.
- Request the California Transportation Commission (CTC) program and allocate \$1,516,000 of the San Mateo County Transportation Authority's (TA) share of Local Partnership Program (LPP) formula funds to the City of Half Moon Bay's Highway 1: Main Street to Kehoe Avenue Project.
- Direct staff to prepare a request to the Metropolitan Transportation Commission (MTC) for \$3 million in Regional Measure 3 (RM3) funds for the City of San Mateo's Fashion Island/19th Avenue Separated Bikeway Project.
- Conditionally allocate Final Design (PS&E) phase funding for the City of East Palo Alto's Woodland Street Improvements Project and require a third-party best practice design review during preliminary engineering, before the release of Final Design funds, to ensure congestion management elements and multimodal safety are better addressed.
- Conditionally allocate the full construction funding request for the United States (U.S.) 101/Holly Street Interchange Improvements and Overcrossing Project, subject to a requirement that the City of San Carlos applies for the next LPP discretionary program and One Bay Area Grant (OBAG) program in 2026, and authorize staff to release only the amount needed to complete construction after accounting for any LPP and OBAG grant awards.

- Authorize the Executive Director or designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

### **Significance**

As previously reported to the Board in December 2025, the TA released the 2025 Highway Program Call for Projects (CFP) in July 2025, making up to \$200 million in Measure A and Measure W funding available for projects ready to start work within one year of a funding award. Seventeen applications were received from 11 sponsors at the close of the CFP on September 12, requesting a total of \$188.05 million in funding.

TA formed a Project Selection Committee (Committee) to evaluate and score the applications. The Committee was composed of TA Planning and Fund Management staff, along with representatives from Caltrans District 4 Project Management and Multimodal Systems Planning, the City/County Association of Governments of San Mateo County and planning staff from the San Mateo County Transit District.

The Committee met on November 6, 2025, agreed on the overall scoring and ranking of the 17 proposed projects, and reached consensus on a funding recommendation. The Committee, with staff concurrence, recommends awarding all 17 projects.

Based on the Board's support for the draft recommendations at the December 4, 2025 meeting, the final program of projects recommends fully funding all requests and includes the following considerations and/or conditions:

- East Palo Alto – Woodland Street Improvements Project: Conditionally allocate funds for the Final Design (PS&E) phase, subject to completion of a third-party best practice design review during preliminary engineering, before the release of Final Design funds, to ensure congestion management elements and multimodal safety are better addressed. TA may also consider providing further technical assistance, if needed.
- City of San Carlos – U.S. 101/Holly Street Interchange Improvements and Overcrossing Project (Long-term): Conditionally allocate the full construction funding request only if the City of San Carlos applies for the next LPP discretionary program and OBAG program in 2026 and is not successful. Otherwise, the allocation will be reduced by the amount of LPP and OBAG grant awards.
- Half Moon Bay – Highway 1: Main Street to Kehoe Avenue: Fully fund the requested additional costs to cover Caltrans-related delays by applying for and allocating \$1,516,000 in LPP formula funds and allocating the remaining \$10,184,000 from the TA Measure A/W Highway Program.

- City of San Mateo - Fashion Island/19th Avenue Separated Bikeway: Close the remaining funding gap by requesting \$3 million from MTC's \$50 million RM3 fund for projects addressing deficiencies around the U.S. 101/State Route 92 interchange. Staff will return to the Board for further actions, as needed, to receive and encumber these funds.

This report also includes the following attachments:

Exhibit A: 2025 Highway Program Scores and Recommendation

Exhibit B: 2025 Highway Program Project Descriptions

### **Budget Impact**

There is sufficient budget authority in Fiscal Year 2026 and prior year budgets to support the staff recommendations.

### **Background**

In 1988, San Mateo County voters passed the original Measure A sales tax, which included funding for specific highway projects listed in the 1988 Transportation Expenditure Plan (TEP). In 2004, the voters of San Mateo County reauthorized the Measure A Program and approved an extension of the existing half-cent transportation sales tax for 25 years from 2009 through 2033. The 2004 TEP dedicates 27.5 percent of the sales tax revenue to the Highway Program, with 17.3 percent committed to projects on state highways known as Key Congested Areas and 10.2 percent to Supplemental Roadways projects on highways and other roadways.

In 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019, and expires June 30, 2049. The Measure W Congestion Relief Plan dedicates twenty-two and one-half percent of Measure W revenues to highway congestion improvements.

With the adoption of the Strategic Plan 2025-2029 in December 2024, TA received new policy direction from the Board of Directors to modernize and expand the Highway Program to be more inclusive of complete streets projects. The project evaluation criteria now prioritize safety and equity more than in previous cycles and create new geographic funding distribution targets to help spread funding across the county. The TA Board also instructed staff to update the Measure A Supplemental Roadways candidate project list. A call for nominations was held in Spring 2025 and, in June 2025, the new, expanded candidate project list was adopted to include 58 new complete street and multimodal safety projects.

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the LPP. The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies for which voters have approved fees or taxes dedicated solely to transportation improvements, such as Measure A and Measure W. The LPP funds are distributed through a 40 percent statewide competitive component and a 60 percent formulaic component to the eligible agencies, including TA because of San Mateo County's approved sales tax measures. The LPP formula funds can be provided to projects at the discretion of TA but must be programmed and allocated by the California Transportation Commission.

Bay Area voters approved RM3 on June 5, 2018, including an Expenditure Plan for funding a range of transportation projects in the San Francisco Bay Area. As part of the RM3 Expenditure Plan, \$50 million is dedicated to improvements to the U.S. 101/State Route 92 Interchange. To date, TA has received allocations of \$23.9 million between the U.S. 101/State Route 92 Area Improvements and Direct Connector projects.

Prepared By: Patrick Gilster

Director, Planning and Fund  
Management

650-622-7853

**Resolution No. 2026-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Programming and Allocating \$189,938,617 in Measure A and Measure W Highway Program  
Funds for 17 Highway Projects, and Supporting Requests for \$1,516,000 in Local Project  
Partnership Program Funds for the City of Half Moon Bay's Highway 1: Main Street to Kehoe  
Avenue Project and \$3,000,000 in Regional Measure 3 Funds for the City of San Mateo's  
Fashion Island Boulevard/19th Avenue Separated Bikeway Project**

**Whereas**, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow for the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

**Whereas**, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the TA of the New Measure A half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

**Whereas**, the 2004 Transportation Expenditure Plan dedicates 17.3 percent of the New Measure A revenue to fund Highway Program projects in Key Congested Areas and 10.2 percent of the New Measure A revenue to fund Supplemental Roadway projects under the Highway Program; and

**Whereas**, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by a

half-cent, and the TA was tasked with administering four of the five transportation program categories presented to the voters in the Congestion Relief Plan; and

**Whereas**, the Measure W Congestion Relief Plan dedicates 22.5 percent of Measure W revenues to fund highway projects throughout the County; and

**Whereas**, the TA issued a competitive Call for Projects (CFP) with \$200 million in advertised Measure A and Measure W Highway Program funds for projects ready to start work within one year of receiving a funding award, resulting in proposals for funding of 17 projects; and

**Whereas**, a project selection committee evaluated, scored and ranked the proposals, and developed funding options for staff and Board of Directors (Board) consideration; and

**Whereas**, staff recommends the Board program and allocate a total of \$189,938,617 in Highway Program funds to fund all 17 projects submitted through the CFP, using \$6,932,832 in Original Measure A funds, \$9,351,168 in New Measure A Key Congested Areas funds, \$86,459,617 in New Measure A Supplemental Roadways funds, and \$87,191,000 in Measure W Highway Program category funds, as detailed in Exhibit A and described in Exhibit B, attached hereto; and

**Whereas**, staff further recommends the Board support the TA's request for:

- \$1,516,000 in Senate Bill 1 Local Partnership Program (LPP) formula funds for the City of Half Moon Bay's Highway 1: Main Street to Kehoe Avenue Project; and
- \$3,000,000 in Metropolitan Transportation Commission Regional Measure 3 funds for improvements at the United States (U.S.) 101/State Route 92 Interchange

through the City of San Mateo's Fashion Island Boulevard/19th Avenue Separated Bikeway Project; and

**Whereas**, staff further recommends the Board:

- Conditionally allocate the Final Design (PS&E) phase funding for the City of East Palo Alto's Woodland Street Improvements Project, subject to completion of a third-party best practice design review during preliminary engineering, before the release of Final Design funds, to ensure congestion management elements and multimodal safety are better addressed; and
- Conditionally allocate the full request for construction funding for the U.S. 101/Holly Street Interchange Improvements and Overcrossing Project, contingent on the City of San Carlos applying for the next available LPP discretionary program and One Bay Area Grant (OBAG) program in 2026, and authorize staff to release only the remaining amount needed to complete construction after accounting for any LPP and OBAG grant awards.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation hereby:

1. Programs and allocates \$189,938,617 in Measure A and Measure W Highway Program funds to projects listed in Exhibit A and described in Exhibit B;
2. Requests the California Transportation Commission program and allocate \$1,516,000 of the San Mateo County Transportation Authority's share of Local Partnership Program formula funds to the City of Half Moon Bay's Highway 1: Main Street to Kehoe Avenue Project;

3. Directs staff to prepare a request to the Metropolitan Transportation Commission for \$3 million in Regional Measure 3 funds for the City of San Mateo's Fashion Island Boulevard/19th Avenue Separated Bikeway Project;
4. Conditionally allocates the Final Design (PS&E) phase funding for the City of East Palo Alto's Woodland Street Improvements Project, subject to completion of a third-party best practice design review during preliminary engineering, before the release of Final Design funds, to ensure congestion management elements and multimodal safety are better addressed;
5. Conditionally allocates the full construction funding request for the U.S. 101/Holly Street Interchange Improvements and Overcrossing Project, subject to a requirement that the City of San Carlos applies for the next LPP discretionary program and One Bay Area Grant (OBAG) program in 2026, and authorizes staff to release only the amount needed to complete construction after accounting for any LPP and OBAG grant awards.
6. Authorizes the Executive Director or designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

Regularly passed and adopted this 8th day of January, 2026 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary

Exhibit A. 2025 Final Highway Program Funding Recommendation

Project Rank	Project Name	Sponsor	Sponsor Request	Total Score (Out of 100)	Matching Funds	Measure A/W Request	Total Request & Match	Match Percent	Technical Assistance <sup>1</sup>	Measure A/W Funding Recommendation	Measure A/W Allocations			Additional Allocations		
											Original Measure A	New Measure A (KCA)	New Measure A (SR)	Local Partnership Program Formula	Regional Measure 3 Funds	Measure W
1	Willow Road Class IV Bikeway and Pedestrian Project	Menlo Park	PS&E (\$550K)	80.25	\$1,450,000	\$1,150,000	\$2,600,000	56%		\$1,150,000		\$1,150,000				
2	Peninsula Corridor Multi-Modal Complete Streets	San Mateo and Burlingame	PLAN (\$743.3K), PAED (\$381.8K)	78.27	\$375,000	\$1,125,000	\$1,500,000	25%	\$570,000	\$1,695,000		\$1,695,000				
3	Fashion Island Blvd/19th Avenue Multimodal Improvement Project	San Mateo	CON (\$16.4M)	77.60	\$9,492,783	\$16,357,217	\$25,850,000	37%	\$100,000	\$16,457,217		\$16,457,217				\$3,000,000
4	US 101 / Produce Avenue Off-Ramp Improvements - Phase 1 of the Utah Avenue Overcrossing Project	South San Francisco	CON (\$6.2M)	70.67	\$2,763,000	\$6,237,000	\$9,000,000	31%		\$6,237,000		\$6,237,000				
5	U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Long-Term) <sup>3</sup>	San Carlos	PAED (\$2.6M), PS&E (\$4.2M), CON (\$76M)	70.50	\$28,785,000	\$82,901,000	\$111,686,000	26%	\$1,290,000	\$84,191,000			\$84,191,000			
6	Jefferson Avenue Traffic Safety Improvement	Redwood City	PS&E (\$220K), CON (\$3.78M)	68.25	\$4,900,000	\$4,500,000	\$9,400,000	52%		\$4,500,000		\$4,500,000				
7	El Camino Real/Selby Lane Traffic Signal Safety and Mobility Improvements	Atherton	PS&E (\$490K), CON (\$2.5M)	67.50	\$1,000,000	\$3,000,000	\$4,000,000	25%		\$3,000,000				\$3,000,000		
8	Moss Beach SR-1 Congestion & Safety Improvements Project	San Mateo County	PS&E (\$6.6M)	66.20	\$750,000.00	\$6,750,000.00	\$7,500,000	10%	\$230,000	\$6,980,000		\$6,980,000				
9	Highway 1: Main Street to Kehoe Avenue	Half Moon Bay	CON (\$11.7M)	64.25	\$1,300,000	\$11,700,000	\$13,000,000	10%		\$10,184,000	\$6,932,832	\$3,251,168			\$1,516,000	
10	The El Camino Real Bicycle and Pedestrian Improvement Project	Colma	PS&E (\$6.75M), ROW (\$8.55M)	63.75	\$1,700,000	\$15,300,000	\$17,000,000	10%		\$15,300,000			\$15,300,000			
11	Old Bayshore Highway Complete Street	Burlingame	PAED (\$400K), PS&E (\$1.6M), CON (\$17.2)	63.20	\$4,800,000	\$19,200,000	\$24,000,000	20%		\$19,200,000			\$19,200,000			
12	U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Mid-Term)	San Carlos	PLAN (\$503K), PAED (\$36K), PS&E (\$1M), CON (\$5.6M)	60.25	\$790,600	\$7,115,400	\$7,906,000	10%	\$880,000	\$7,995,400			\$7,995,400			
13	East Side Streetscape Master Plan (Industrial Road Components Only)	San Carlos	PLAN (\$1.3M)	60.00	\$143,333	\$1,290,000	\$1,433,333	10%		\$1,290,000			\$1,290,000			
14	Alameda de las Pulgas Traffic and Safety Improvements	Atherton	CON (\$1M)	57.50	\$3,283,000	\$1,000,000	\$4,283,000	77%		\$1,000,000			\$1,000,000			
15	Alpine Road Corridor Improvement Project	San Mateo County	PAED (\$4.9M)	55.84	\$550,000.00	\$4,950,000.00	\$5,500,000	10%	\$330,000	\$5,280,000			\$5,280,000			
16	Manor Drive Overcrossing Project	Pacifica	PS&E (\$4.95M)	51.00	\$550,000	\$4,950,000	\$5,500,000	10%		\$4,950,000		\$4,950,000				
17	Woodland Street Improvements <sup>2</sup>	East Palo Alto	PAED (\$112.5K), PS&E (\$412.5K)	47.70	\$175,000	\$525,000	\$700,000	25%		\$525,000		\$525,000				
<b>Subtotal</b>					<b>\$62,807,716</b>	<b>\$188,050,617</b>	<b>\$250,858,333</b>	<b>25%</b>	<b>\$3,400,000</b>	<b>\$189,934,617</b>	<b>\$6,932,832</b>	<b>\$9,351,168</b>	<b>\$86,459,617</b>	<b>\$87,191,000</b>	<b>\$1,516,000</b>	<b>\$3,000,000</b>
<b>Total Measure A &amp; W Funds to be Awarded</b>																

Notes

1 Technical Assistance Budgets by Phase(s):  
 Peninsula Corridor - \$350,000 (PLAN), \$220,000 (PAED)  
 Fashion Island/19th - \$100,000 (CON)  
 Holly Long-Term - \$310,000 (PAED), \$350,000 (PS&E), \$630,000 (CON)  
 Moss Beach - \$230,000 (PS&E)  
 Holly Mid-Term - \$200,000 (PAED), \$350,000 (PS&E), \$330,000 (CON)  
 Alpine - \$330,000 (PAED)

2 Conditionally allocate PS&E funding upon third party best practice review completion and approval of Director of Planning & Management that project includes congestion management and multimodal operations/safety enhancements

3 Conditionally allocate the full CON request only if the City applies for the next Local Partnership Program and One Bay Area Grant programs in 2026 and is not successful. Otherwise the allocation will be reduced by the additional outstanding grant awarded amounts.



## Exhibit B: 2025 Measure A & Measure W Highway Program Call for Projects Application Submittals

### Summary List of Project Descriptions: Ranked List

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2025 Highway Call for Projects and includes the recommended funding awards supported by the Project Selection Committee. The SMCTA Board will consider the recommended funding awards at the December 2025 meeting and be asked to adopt the final funding program at its January 2026 meeting.

#### 1. Willow Road Class IV Bikeway and Pedestrian Project

**Request:** \$1,150,000- PS&E

**Sponsor:** Menlo Park

**Recommended Funding Award:** \$1,150,000

**Scope:** Design (PS&E) funding to support pedestrian and bicycle enhancements along Willow Road between O'Keefe Street and Bayfront Expressway. The project includes installing raised Class IV Separated Bikeways and bicycle detection, narrowing roadway lanes, tightening curb radii, upgrading curb ramps, constructing median refuge islands, striping new high visibility crosswalks, new additional pedestrian crossings and signals, and modification of existing signals at signalized intersections. The project will also include in-lane bus stops and bus islands along Willow Road for SamTrans and Dumbarton Express lines.

**Benefit:** The proposed improvements will provide a low stress, all ages and abilities connection for people biking on Willow Road between Class IV Separated Bikeways between O'Keefe Street and the San Francisco Bay Trail at the Bayfront Expressway. The project will increase safety and accessibility for pedestrians. The improvements are intended to increase mobility and access to employment centers, schools, and housing. Improvements to bus stops will allow for in-lane stops that will reduce transit delays and eliminate the need for buses to re-merge into traffic.

#### 2. Peninsula Avenue Multi-Modal Corridor Study

**Request:** \$1,125,000- PLAN (\$743.3K), PAED (\$381.8K)

**Sponsor:** Cities of San Mateo and Burlingame

**Recommended Funding Award:** \$1,125,000

**Scope:** Planning and PAED funding for the Peninsula Avenue Multi-Modal Corridor Study, which includes robust community engagement, the creation of an Executive Steering Committee to guide the project, completion of an alternatives analysis with conceptual designs, and preliminary design and permitting for the selected preferred alternative. Peninsula

**Summary List of Projects Descriptions: Ranked List**

Avenue has split right-of-way between San Mateo and Burlingame, requiring close coordination between the two cities' Public Works Departments to jointly conduct the study and ultimately construct improvements. The Corridor Study will evaluate the segment from the Peninsula Avenue / El Camino Real intersection across U.S. Highway 101 to Coyote Point Road, supporting active transportation connectivity to nearby recreational spaces and the Bay Trail for residents in a Metropolitan Transportation Commission (MTC) Equity Priority Community.

**Benefit:** The Corridor Study aims to identify improvements that will enhance safety for all users, reduce vehicle delays through modernized traffic operations, and expand equitable access to sustainable transportation options. The improvements will strengthen regional connectivity by linking neighborhoods and multifamily complexes to five SamTrans stops, San Mateo High School, Washington Elementary School, businesses, and the Bay Trail. The project also supports climate and public health goals by creating increased opportunities for walking, biking, and transit use.

### 3. Fashion Island Boulevard/19th Avenue Separated Bikeway

**Request:** \$16,357,217 - CON

**Sponsor:** San Mateo

**Recommended Funding Award:** \$16,357,217 (Measure A/W), \$3,000,000 (RM3)

**Scope:** Construction (CON) funding for congestion relief improvements surrounding 19th Ave and Fashion Island Blvd. The project will construct a Class IV separated bikeway along the length of the corridor connecting directly with the Hayward Park Caltrain Station and future proposed SamTrans Mobility Hub at the existing Caltrans Park and Ride lot. This project supports the broader goals of the 101/92 Mobility Hub and Smart Corridor Concept Plan. Once completed, it will be one of the City's first major separated bikeway corridors, offering safe, low-stress travel for all users.

**Benefit:** The bikeway improvements are intended to improve conditions near the freeway on-/off-ramps, develop protected intersections, and fill in gaps in the existing bike network. Additionally, new pedestrian walkways will be installed to fill the missing gaps thereby improving travel times and removing barriers for people walking along the corridor. These efforts support the multimodal improvement of the corridor, relieving congestion in a key corridor connection San Mateo, Foster City, and the County.

## Summary List of Projects Descriptions: Ranked List

#### 4. US 101 / Produce Avenue Off-Ramp Improvements - Phase 1 of the Utah Avenue Overcrossing Project

**Request:** \$6,237,000 - CON

**Sponsor:** South San Francisco

**Recommended Funding Award:** \$6,237,000

**Scope:** Construction (CON) funding to implement Phase 1 of the US 101/Produce Avenue Off-Ramp Improvements Project, which includes improvements to the US 101 southbound (SB) off-ramp and two associated intersections, at the off-ramp and Produce Avenue and at San Mateo Avenue/S. Airport Boulevard and Produce Avenue. The project also includes new sidewalks, new Class II bike lanes and Class IV 2-way multi-use path traversing under US 101, directional ADA-compliant curb ramps, and signalized crosswalks. Future Phase 2 of the Utah Avenue Overcrossing Project will construct a new local overcrossing extending from the Utah Avenue/S. Airport Boulevard intersection to San Mateo Avenue as well as several more existing intersections will be reconstructed. No SMCTA funding is being sought for any Phase 2 future development activities.

**Benefit:** The Phase I project aims to reduce US 101 SB exit ramp queuing. Traffic modeling and analysis indicates the project will not induce significant vehicles miles traveled (VMT) but will close gaps in bicycle and pedestrian facilities while increasing vehicular safety by reducing mainline queue spillback onto the highway. The new overcrossing in Phase 2 will provide a local east-west connection across US 101 for the southern area of the City of South San Francisco.

#### 5. U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Long-Term)

**Request:** \$82,901,000 - PAED (\$2.6M), PS&E (\$4.2M), CON (\$76M)

**Sponsor:** San Carlos

**Recommended Funding Award:** \$82,901,000

**Scope:** Environmental compliance (PAED), design (PS&E), and construction (CON) funding to improve the safety of the major highway interchange on U.S. 101 at Holly Street. The improvements include two major components – the modification of the existing U.S. 101 interchange to promote safer on-and-off ramps, as well as a pedestrian overcrossing to reduce conflicts for non-motorized travelers who cross over the U.S. 101. The existing interchange features a full cloverleaf interchange for drivers traveling onto, off, or overpassing U.S. 101 on the Holly Street overcrossing. The Holly St. overcrossing is four-to-six lanes wide, with minimal space and facilities for pedestrians and cyclists crossing over U.S. 101.

**Summary List of Projects Descriptions: Ranked List**

**Benefit:** The project will improve safety and will create a more comfortable experience crossing the U.S. 101 through redesigning ramps, improving turning movements, and upgrading pedestrian and bicycle facilities. The Holly Street overcrossing currently requires pedestrians and cyclists to cross high-speed U.S. 101 ramps, creating serious safety risks that has contributed to 14 inquiry crashes between 2018–2022, followed by a cyclist fatality in 2024 and another severe injury in 2025.

## 6. Jefferson Avenue Traffic Safety Improvement

**Request:** \$ 4,500,000 - PS&E (\$220K), CON (\$4.28M)

**Sponsor:** Redwood City

**Recommended Funding Award:** \$4,500,000

**Scope:** Design (PS&E) and construction (CON) funding to address congestion at uncontrolled crossings and improve bicycle and pedestrian facilities along Jefferson Road from El Camino Real to Farm Hill Boulevard. Improvements include a new traffic signal, two pedestrian hybrid beacons, enhanced crosswalks, roadway reconfiguration to add bicycle facilities, curb extensions, ADA-compliant curb ramp upgrades, a two-way bicycle and pedestrian path along the Orion School frontage, and pavement rehabilitation.

**Benefit:** The project was identified as a priority safety project for the Redwood City community that benefits school students, seniors, transit users, and the overall community. Jefferson Avenue is an arterial road in Redwood City that carries more than 18,000 vehicles on a daily basis. The corridor, however, is surrounded by residential neighborhoods and major community destinations including 6 schools (Orion, McKinley, North Star, Redeemer, Our Lady of Mt Carmel, and Sequoia High School) serving nearly 4,000 TK-12 students, Red Morton Park and sport facilities, Veterans Memorial Senior Center, YMCA (in future), and several shopping destinations.

## 7. El Camino Real/Selby Lane Traffic Signal Safety and Mobility Improvements

**Request:** \$3,000,000 - PS&E (\$490K), CON (\$2.510M)

**Sponsor:** Atherton

**Recommended Funding Award:** \$3,000,000

**Scope:** Design (PS&E) and construction (CON) funding to improve the El Camino Real/Selby Lane intersection. The project includes installing intersection controls (either High-Intensity Activated Crosswalk beacons or full signalization), constructing ADA-compliant pedestrian ramps with detectable warning surfaces, and adding median modifications and refuges to create controlled, accessible crossings. It also includes stormwater infrastructure to eliminate seasonal ponding at the intersection. The roadway configuration would remain

**Summary List of Projects Descriptions: Ranked List**

unchanged, preserving flexibility for future bicycle and pedestrian improvements identified in the El Camino Real Complete Streets Study.

**Benefit:** The project enhances safety and circulation by providing a controlled crossing of El Camino Real, improving conditions for pedestrians, cyclists, students, and drivers. Intersection controls and median refuges reduce conflicts between vehicles and active transportation users. Stormwater upgrades address chronic flooding, improving operational reliability during the rainy season. The project also supports long-term planning efforts by maintaining compatibility with future multimodal improvements envisioned in the El Camino Real Complete Streets Gap Closure Study and the Grand Boulevard Initiative.

## 8. Moss Beach SR-1 Congestion and Safety Improvements

**Request:** \$ 6,750,000- PS&E

**Sponsor:** San Mateo County

**Recommended Funding Award:** \$6,750,000

**Scope:** Design (PS&E) funding to advance the SR-1 safety and mobility project in unincorporated Moss Beach from 16th Street to Marine Boulevard. This phase includes design studies; detailed plans, specifications, and cost estimates; permit preparation; and interagency coordination needed for bid advertisement and award. Planned improvements include new controlled intersections (roundabouts or signals) at 16th Street, California Avenue, and Cypress Avenue; dedicated turn lanes; raised medians; high-visibility crosswalks; a new west-side sidewalk or pathway between California Avenue and Cypress Avenue; bus stop upgrades for SamTrans Route 117; Class II bike lanes; and a Class I bicycle/pedestrian path on the east side of SR-1 from Marine Boulevard to Etheldore/Vallemar Street.

**Benefit:** The project addresses long-standing safety issues on SR-1 and improves corridor operations by creating more predictable traffic gaps, reducing congestion, and calming vehicle speeds. Multimodal enhancements include safer crossings, continuous pathways, and improved transit stops which will expand access for pedestrians, bicyclists, and transit users on both sides of SR-1. These upgrades strengthen neighborhood and regional connectivity, support a shift toward active and transit modes, and contribute to regional environmental and sustainability goals.

**Summary List of Projects Descriptions: Ranked List****9. Highway 1: Main Street to Kehoe Avenue****Request:** \$11,700,000 - CON**Sponsor:** Half Moon Bay**Recommended Funding Award:** \$10,184,000 (Measure A/W), \$1,156,000 (SB-1 LPP)

**Scope:** Construction (CON) funding to improve Highway 1 operations between Silver Avenue and Grandview Boulevard. The project extends the two northbound through-lanes from Silver Avenue to approximately 600 feet north of Terrace Avenue, where they taper to one lane at Grandview Boulevard. In the southbound direction, a second lane will be added from Grandview Boulevard, with minor reconstruction between Terrace Avenue and North Main Street. The project eliminates left-turn access to Belleville Boulevard, converting it to a right-in/right-out "T" intersection. Grandview Boulevard will be closed and reconnected to the new west frontage road, which will tie into a new signalized intersection at SR-1/Terrace Avenue. Additional improvements include modifications to the existing multi-use path, construction of a Class I path along the east side of SR-1 from North Main Street to Spindrift Way (including retaining walls as needed), upgraded bus turnouts, new landscaped medians, and signal interconnection with adjacent intersections to improve traffic flow. All improvements are within existing State right-of-way.

**Benefit:** The overall project addresses significant traffic congestion and safety issues along a critical segment of Highway 1 in Half Moon Bay. Extending merge lanes, restricting turning movements, and signalizing the SR-1/Terrace Avenue intersection will reduce bottlenecks and improve vehicular flow. The new Class I path will provide safe multimodal access for pedestrians and bicyclists from three large neighborhoods east of SR-1 to schools, shopping areas, beaches, and transit stops. The combined improvements will enhance corridor efficiency, reduce crash risks, and support the City's broader vision for Highway 1 as a multimodal "Town Boulevard" that balances local mobility needs with regional travel demands.

**10. El Camino Real Bicycle and Pedestrian Improvement Project****Request:** \$15,300,000 - PS&E (\$6.75M), ROW (\$8.55M)**Sponsor:** Town of Colma**Recommended Funding Award:** \$15,300,000

**Scope:** The project is divided into three segments: Segment A from Albert M. Teglia Boulevard to Mission Road, Segment B from Mission Road to Arlington Drive in the Town of Colma, and Segment C from Arlington Drive to Hickey Boulevard in the City of South San Francisco. This funding request will fund the design (PS&E) phase for Segments A and C, and the ROW phase for all three Segments A, B, and C. The project will transform the corridor into a Complete Street facility, including protected bikeways, continuous ADA- , compliant

**Summary List of Projects Descriptions: Ranked List**

sidewalks, intersection safety enhancements, transit stop upgrades, street lighting, , landscaping, stormwater treatment, and new traffic signals.

**Benefit:** The Project aims to enhance safety and mobility for people who walk and bike along El Camino Real by providing continuous sidewalks and protected bicycle lanes along approximately 1.5 miles of El Camino Real. This will increase multimodal accessibility and improve connectivity to public transit, and support economic growth, providing more efficient and less-delayed travel for all modes of transportation.

## 11. Old Bayshore Highway Complete Street

**Request:** \$19,200,000 - PAED (\$400K), PS&E (\$1.6M), CON (\$17.2)

**Sponsor:** Burlingame

**Recommended Funding Award:** \$19,200,000

**Scope:** Environmental (PA&ED) phase, design (PS&E) phase, and construction funding for the Old Bayshore Highway Complete Streets Project, which includes preparing environmental documentation in compliance with CEQA, conducting technical studies, and advancing the full design of complete street improvements along the Old Bayshore Highway corridor. These improvements will include Class IV protected bikeways, widened ADA-compliant sidewalks, stormwater upgrades, new pedestrian-scale lighting, transit stop enhancements, and intersection safety treatments.

**Benefit:** The Old Bayshore Highway corridor is a critical regional connector located adjacent to San Francisco International Airport, regional hotel districts, and US-101. The roadway currently lacks adequate pedestrian and bicycle facilities, is prone to flooding, and has a history of vehicle collisions. This project will enhance multimodal access for residents, hotel employees, visitors, and travelers, improve stormwater management and resilience to sea level rise, and support regional economic activity and environmental goals. The project also addresses safety needs identified on the Countywide High Injury Network and aligns with the City's adopted Climate Action Plan and Transportation Master Plan.

## 12. U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Mid-Term)

**Request:** \$ 7,115,400- PLAN (\$503K), PAED (\$36K), PS&E (\$1M), CON (\$5.6M)

**Sponsor:** San Carlos

**Recommended Funding Award:** \$7,115,400

**Scope:** Planning, environmental compliance (PAED), design (PS&E), and construction (CON) funding to implement mid-term safety improvements on U.S. 101 at Holly Street. The project installs RRFBs at the on- and off-ramps and redesigns the bikeway to stay along

**Summary List of Projects Descriptions: Ranked List**

the curb until ramp crossings, significantly reducing conflict zones. It delivers Class IV separated bikeways west of Shoreway Road and Class II lanes to the east, while retaining existing lane widths to streamline Caltrans approval. Improvements include flexible delineators, concrete islands for added bicyclist protection, and a curb extension at Shoreway Road to shorten pedestrian crossings and slow turning vehicles.

**Benefit:** The project will improve safety and will create a more comfortable experience crossing the U.S. 101 through redesigning ramps, improving turning movements, and upgrading pedestrian and bicycle facilities. The Holly Street overcrossing currently requires pedestrians and cyclists to cross high-speed U.S. 101 ramps, creating serious safety risks that has contributed to 14 inquiry crashes between 2018–2022, followed by a cyclist fatality in 2024 and another severe injury in 2025. The project will reduce the interaction between motor vehicles and non-motorists crossing over US 101 while the City plans and implements the long-term solutions identified in the U.S. 101/Holly Interchange Improvements and Overcrossing Project.

### 13. East Side Streetscape Master Plan (Industrial Road Only)

**Request:** \$ 1,290,000- PLAN

**Sponsor** San Carlos

**Recommended Funding Award:** \$1,290,000

**Scope:** Planning funds will support the East Side Streetscape Master Plan for the area between U.S. 101, Old County Road, and the San Carlos city limits. The plan includes traffic analysis, streetscape concepts for major corridors, public outreach, environmental clearance, and prototypes for local connectors. This funding expands the scope to include civil survey work on Industrial Road, enhanced outreach, a comprehensive traffic study, and advancing Industrial Road's preferred design to 35%. The project will evaluate benefits and tradeoffs of proposed redesigns and identify solutions to improve multimodal safety, circulation, and connectivity between neighborhoods, commercial districts, downtown, Caltrain, and surrounding jurisdictions. The project aims to create a complete, multimodal street network.

**Benefit:** San Carlos' east side is rapidly transforming, with over 2.5 million square feet of commercial development underway and the potential for up to 1,890 new homes and 4.5 million square feet of additional R&D, office, and industrial uses under the forthcoming Northeast Area Specific Plan. Old County Road and Industrial Road are key corridors parallel to Highway 101 and El Camino Real, making them critical for regional mobility. The East Side Streetscape Master Plan will help manage growth-related traffic by creating safe, multimodal streets that improve access, connectivity, and circulation. This work aligns with the City's CIP, supports a parallel TMA effort and TDM ordinance update, and

**Summary List of Projects Descriptions: Ranked List**

advances the goals of the TA's Active 101 Crossings Improvement Plan, providing a coordinated model for safer, more sustainable corridors countywide.

#### **14. Alameda de las Pulgas Traffic and Safety Improvements**

**Request:** \$1,000,000 – CON

**Sponsor:** Atherton

**Recommended Funding Award:** \$1,000,000

**Scope:** Construction funding (CON) for traffic and safety improvements along Alameda de las Pulgas from Mills Avenue to Stockbridge Avenue. The project will include installation of a roundabout at the Atherton Avenue intersection (currently 4-way stop controlled), removal of a pedestrian activated mid-block traffic signal (between Camino al Lago and Mills Avenue), installation of a traffic signal at the Camino al Lago intersection, including associated curb ramps and sidewalk repairs. The project includes restriping of the roadway to provide buffered bicycle lanes in each direction and required green infrastructure improvements.

**Benefit:** The project will improve mobility and safety for all users, reducing delay at Atherton Avenue (4-way stop controlled), which exceeds 3 minutes during peak hours, from LOS from F to B. The roundabout, with accommodations for bicycles and pedestrians, will significantly improve mobility for all users. Replacing the mid-block crossing with a traffic signal at Camino al Lago (currently 2-way stop controlled) will better manage vehicular traffic and manage and improve safety for pedestrian traffic entering Las Lomitas Elementary School. Buffering bike lanes on ADLP will improve the safety of cyclists.

#### **15. Alpine Road Corridor Improvement Project**

**Request:** \$4,950,000 – PAED

**Sponsor:** County of San Mateo

**Recommended Funding Award:** \$4,950,000 –

**Scope:** PAED funding to advance Alpine Road Corridor improvements from the Menlo Park to Portola Valley boundaries. The project includes intersection controls at key intersections, new turn and acceleration lanes, access consolidation and driveway closures, high-visibility crosswalks, sidewalks/paths, Class II bike lanes, RRFBs, and potential parking at the Stanford Dish Trail.

**Benefit:** The project will implement improvements that are specifically designed to increase the visibility of bicyclists and pedestrians, reduce conflict points, and slow vehicular speeds.

**Summary List of Projects Descriptions: Ranked List****16. Highway 1 / Manor Dr Overcrossing Project****Request:** \$4,950,000 – PS&E**Sponsor:** Pacifica**Recommended Funding Award:** \$4,950,000**Scope:** Design (PS&E) for widening the Manor Drive SR 1 overcrossing between Palmetto Avenue and Oceana Boulevard, flare the Manor Drive overcrossing curb returns and install traffic signals at the Manor Drive intersections with Palmetto Avenue and Oceana Boulevard.**Benefit:** The widening of the existing overcrossing and increase in turning radii at the corners will better accommodate all modes of traffic, providing additional space for buses and trucks as well as cyclists. Replacement of the existing four-way stop signs at the Palmetto and Oceana intersections with traffic signals will improve local traffic flow and enhance pedestrian and bicycle safety through the corridor.**17. Woodland Street Improvements****Request:** \$525,000 – PAED (\$112.5K), PS&E (\$412.5K)**Sponsor:** East Palo Alto**Recommended Funding Award:** \$112.5K – The requested funding does not meet the TA's 2025 Highway Program guidelines to begin work within one year of an award. The applicant is able to start PAED but does not have a developed enough project description to start PS&E.**Scope:** Environmental (PA & ED) and Design (PS&E) funding for pedestrian and bicycle enhancements along Woodland Avenue between University Avenue and Newell Road. The project will investigate the installation of sidewalks, upgraded bike lanes, improved roadway infrastructure, traffic calming measures, stormwater improvements, and signage and striping improvements.**Benefit:** The proposed improvements aim to increase safety for pedestrians, cyclists, and drivers and to encourage mode shift to decrease the number of vehicles on the road. Implementing safety measures will reduce the number of conflict points between the different users, reducing delays due to collisions. Additionally, the project will investigate different intersection measures that improve safety while also improving traffic flow.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Proposed Updates to the Grade Separation Program Policies and Near-Term Funding Strategy**

**Action**

No action is required. This item is presented to the Board of Directors (Board) for information only.

**Significance**

The purposes of the San Mateo County Transportation Authority (TA) Grade Separation Program are to improve safety at at-grade railroad crossings and relieve traffic congestion. Available Measure A and Measure W revenues for the Grade Separation Program total approximately \$306 million through 2049. With construction cost estimates for grade separations more than doubling, the Board Chair convened a Grade Separation Ad Hoc Advisory Committee (Committee), including Directors Carlos Romero, Rico E. Medina and Noelia Corzo, to examine potential changes to the Grade Separation Program's existing guiding principles, which were last updated in 2016. The Committee developed a recommended five-year funding strategy to concentrate limited Measure A and W resources on a single project through construction, while also refining funding allocation requirements for current and future phases of active projects. Highlights of the Committee's policy recommendation include:

1. Five-Year Funding Strategy
  - a. Focus remaining Measure A and W Grade Separation Program funds on the Broadway Grade Separation Project
  - b. Reserve funds to advance the South Linden Avenue-Scott Street Grade Separation Project through final design
  - c. Remove the Grade Separation Program funding set-aside for planning of new grade separation projects
  - d. Pause programming and allocation of additional Measure A and W funding to Menlo Park's Ravenswood Project for the next five years (as the project has been inactive since 2019)

2. Funding Allocation Requirements by Phase

- a. Design: Require an independent cost estimate, or cost-benefit analysis, and a funding strategy before allocating additional design funds
- b. Right-of-way (ROW capital) and Construction: Require a realistic funding plan before allocating Measure A or W funds

3. Contribution Limits and Match Expectations for Previously Funded Work

- a. Limit Grade Separation Program allocations to 50 percent for additional funds requested to complete a previously funded phase of work
- b. For the remaining 50 percent of funds needed to complete previously funded work, 25 percent of the funds could be allocated from the Measure A Caltrain Category with a 25 percent match from the relevant local jurisdiction(s)

Staff will return in February to request Board adoption of the policy, incorporating the feedback received on this item. Additional information will be provided via PowerPoint.

**Budget Impact**

There is no budget impact associated with this item.

**Background**

The TA Grade Separation Program provides funding for the development of new grade separations and upgrades to existing grade separations along the Caltrain and Dumbarton rail lines to improve safety and relieve traffic congestion. The Board adopted Grade Separation Program Guiding Principles in 2013 and updated them in 2016. The Guiding Principles call for funds to be awarded on a first-come, first-served basis and allow the TA to fund up to 50 percent of a grade separation project's total cost. The Guiding Principles also set the framework to establish a "pipeline" of grade separation projects that would be eligible for funding, including Broadway Avenue in Burlingame, South Linden Avenue-Scott Street in the cities of South San Francisco and San Bruno, and Ravenswood Avenue in Menlo Park. As part of the Guiding Principles, up to \$5 million in Measure A funding is available for planning other grade separations in San Mateo County that are not included in the project pipeline. To date, only the City of Redwood City has requested planning funding to examine the potential grade separation of its remaining at-grade crossings: Whipple Avenue, Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Avenue.

After receiving a Grade Separation Program update at its March 2025 meeting, the Board recommended revisiting the program guidelines, and the Chair formed the Committee to work with staff to develop new policies. The Committee met five times since March 2025, and a survey was distributed to the full Board in July and August to gather feedback on criteria for evaluating various funding approaches.

Fifteen percent of Measure A (2009 – 2033) sales tax receipts are dedicated to the Grade Separation Program, which currently has a \$95 million balance available for programming and allocation. TA staff estimates another \$124 million will be collected through the end of Measure A in 2033. Measure W (2019 – 2049) commits 2.5 percent of the half-cent sales tax revenue to the Grade Separation Program and has an estimated \$19 million in funding available. Staff anticipates another \$68 million to be received by 2049.

Prepared By:	Jessica Manzi	Director, Project Delivery	650-508-6476
	Patrick Gilster, AICP	Director, Planning and Fund Management	650-622-7853

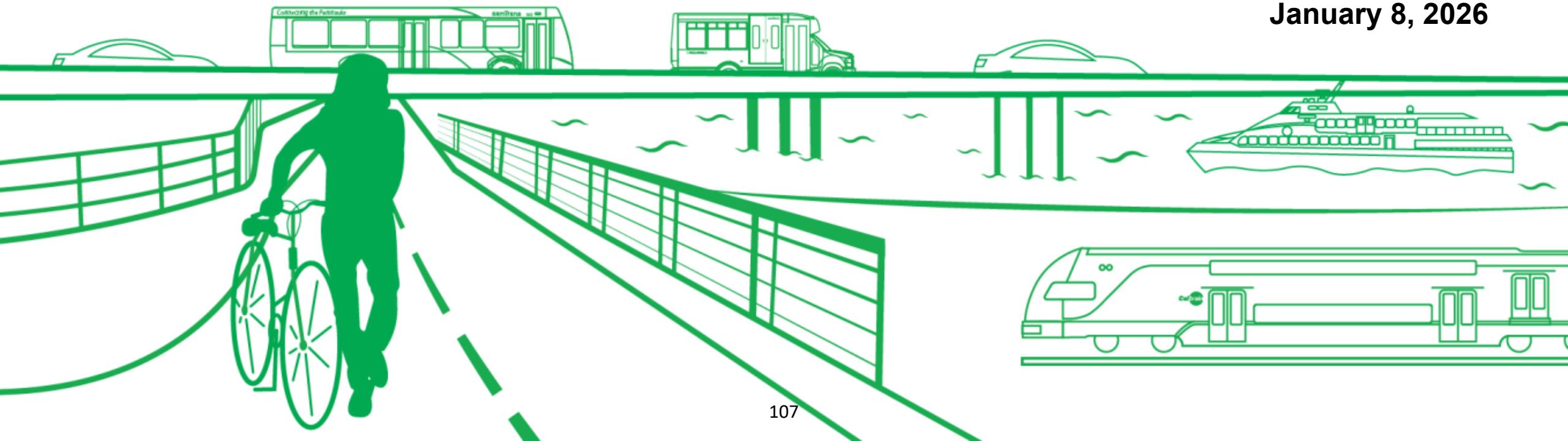


SAN MATEO COUNTY  
**Transportation  
Authority**

# *Grade Separation Program Update*

SMCTA Board of Directors

January 8, 2026



# Agenda

- Grade Separation Program Overview
- Ad Hoc Committee Meetings
- Feedback
- Policy Development Process
- Policy Recommendation



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# Grade Separation Program Overview

- Improve safety and relieve traffic congestion
- Measure A Guiding Principles established “Pipeline Projects”
  - Measure funds are limited – can’t deliver all grade separations
  - Focus resources to maximize impact
  - Advance projects that have political will and momentum
  - Delivering projects demonstrates accountability
- Remaining Pipeline Projects
  - Broadway (Burlingame)
  - Linden-Scott (South San Francisco - San Bruno)
  - Ravenswood (Menlo Park)



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# Existing Measure Funding Availability

Measure	Available Now	Estimated Future Revenue	Estimated Total Revenue through end of Measures
Measure A (15%)	\$77M	\$142M (through 2034)	\$219M
Measure W (2.5%)	\$16M	\$71M (through 2049)	\$87M
<b>Total Measure A+W</b>	<b>\$93M</b>	<b>\$213M</b> (through 2049)	<b>\$306M</b> (through 2049)

## Assumptions:

- Amounts in 2025 \$
- Future year revenues do not assume any growth (or decline)

# Funding History & Need\* for Pipeline Projects

Project (Current Phase)	Ballpark Total Project Cost *	Measure A Contributions to Date	Maximum Funding Eligibility (50%)
Broadway (Final Design)	\$600M	\$26.7M	\$300M
South Linden-Scott (Preliminary Design)	\$400M	\$5.6M	\$200M
Ravenswood (Inactive)	\$800M	\$.75M	\$400M
<b>Total Costs</b>	<b>\$1,800M</b>	<b>\$33.1M</b>	<b>\$900M</b>

\* High-level, ballpark estimate in 2025 dollars. Values ARE NOT based on a detailed estimates, they will change.

**Only \$306 million in Measure Funding Available Through 2049**



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# Related Efforts

- At-Grade Crossing Improvements
  - Not eligible for Grade Separation Program funding
  - Eligible for Caltrain (local San Mateo County) Program funding
- Corridor Crossings Strategy
  - Led by Caltrain
  - Collaborative effort with cities and transportation authorities
  - Includes safety enhancement and “elimination” programs
  - Prioritizes crossings in each program

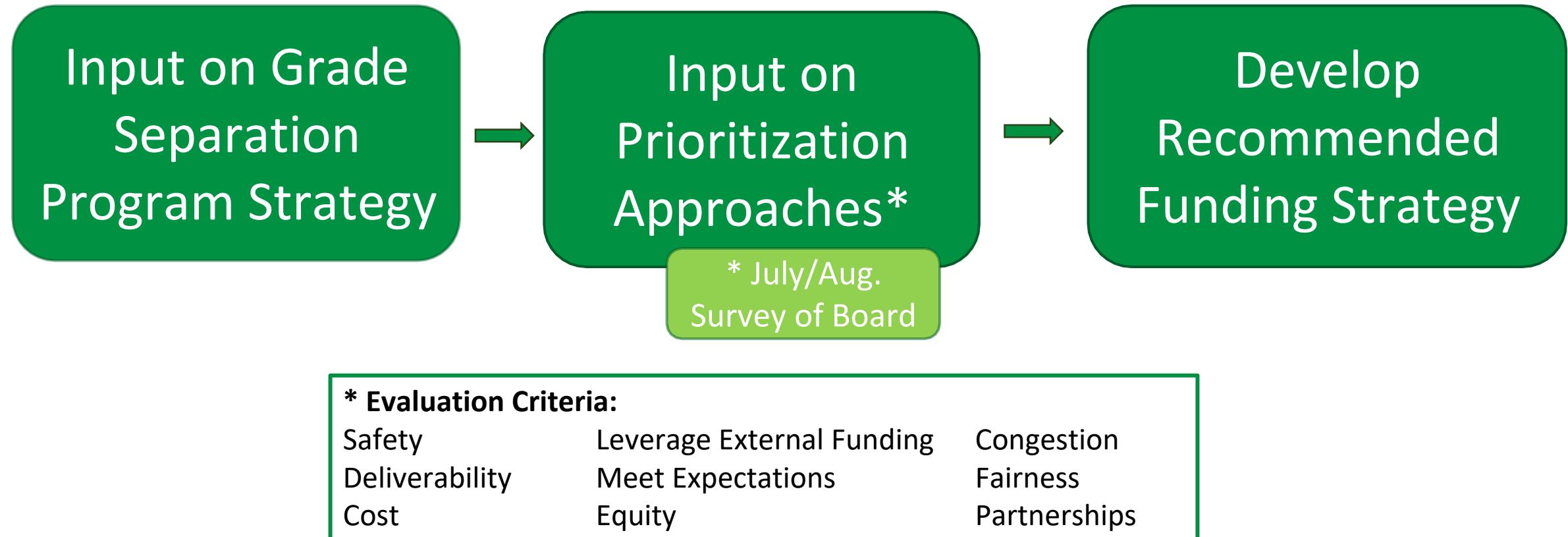


# Ad Hoc Committee Meetings

Meeting Date	Background Material	Policy Discussions
April 7	Previously Funded Grade Crossings Remaining Grade Crossings	Funding for ROW Phase Match for Previously Funded Work Use of Measure A Caltrain Category Funds
May 12	Caltrain Corridor Crossings Strategy Other Rankings	Selling SMCTA Property Approach for Long-term Funding Policy
June 6	Planning/Feasibility Study Costs	Transfer/Sale of Property to Caltrain Long-term Funding Approach
September 10	Measure A/W Funding Availability Funding History & Need	Interest in Grade Crossing Closures Board Survey Results Evaluation Criteria
November 3	State & Federal Funding Landscape	Proposed Prioritization Approach



# Policy Development Process



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# Policy Considerations

- Insufficient funding to complete pipeline projects
- Limited city funding to close funding gaps
- Limited external grant funding available
- Costs continue to escalate far above historical levels
- Measure A reauthorization could change funding availability



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# Policy Framework

- **5-year time horizon** – Uncertainty of additional funds until reauthorization of Measure A
- **Focus on active pipeline projects** – Even with reauthorization SMCTA could only support enough funding to complete one to two projects
- **Broadway is buildable** if all resources are focused on it



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# Recommended Funding Strategy

## 5-year Horizon

- **Focus remaining funds on Broadway**
  - Remaining Grade Separation Program balances will maximize funding competitiveness (limited to next 5 years)
- **Set aside funding for Linden/Scott final design**
- **Remove planning set-aside for new projects**
- **No additional funding for Ravenswood for the next 5 years**
  - Project inactive since 2019



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# Recommended Funding Strategy

Pros	Cons
Prioritizes crossing with the <b>worst safety rating in CA</b>	Unfunded crossings also have safety needs
Advances <b>multiple crossings and projects</b>	Although currently inactive, Menlo Park would not receive funding for Ravenswood in next 5 years
Strong <b>equity</b> performance	Some unfunded crossings have high equity scores
Competitive for <b>external funding</b>	<b>Total project costs are very high</b> , likely have <b>some redo work</b> for Linden-Scott
<b>Focuses funding</b> on most competitive/highest need crossings	If construction is not fully funded, <b>Measure money is tied up</b> without visible progress to the public
Have not constructed a grade separation in <b>Burlingame</b>	San Bruno and South San Francisco had <b>other grade separation projects</b> funded



# Recommended Modifications to Program Guidelines

- **Funding allocation requirements**
  - Design – independent cost estimate or cost-benefit analysis, funding strategy
  - ROW, Construction – realistic funding plan
- **Limit Measure A/W contributions toward *previously funded work / cost increases***
  - Maximum 50% Measure A contribution\*
  - Grade Separation Program: 25% from Caltrain, 25% from local jurisdiction(s)
- **Remove overall cap on Measure contributions to a project**

\* Recommend applying this policy component to all program categories



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# Next Steps

- Board action in February 2026 based on feedback
- Caltrain category allocation for at-grade crossing improvements in Spring/Summer 2026
- Projects Level Allocations
  - Linden-Scott Grade Separation additional funding request to complete current phase – Spring 2026
  - Broadway Grade Separation
    - Developing new funding strategy with City
    - Additional funding request for 100% design in mid-to-late 2026



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# Questions?

- Do you have questions about how the policy was developed or about specific recommendations?
- Do you have concerns with any of the recommendations?



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Emily Beach, Chief Communications Officer

Subject: **Legislative Update**

**Action**

Staff proposes the San Mateo County Transportation Authority (TA) Board of Directors (Board) receive the attached Federal and State legislative updates.

**Significance**

The 2026 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our federal and state advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board and specifies those bills on which staff proposes that the TA take a formal position.

Prepared By: Amy Linehan      Government and Community Affairs Officer      650-418-0095

## Kadesh & Associates, LLC

### Federal Update San Mateo County Transportation Authority Reported: December 15, 2025

#### Capitol Hill

Congress is in the home stretch of completing work for the first session of the 119<sup>th</sup> Congress. The current Continuing Resolution (CR) runs through January 30. Recall, the first CR passed on November 12 -- after a 43-day government shutdown -- and included just three of the annual appropriations bills covering Congressional funding, USDA, and the VA. There are nine more FY 2026 appropriations bills awaiting consideration.

The next package of bills – commonly referred to as a minibus – is set to contain FY 2026 bills covering the Departments of: Defense, Labor, Health and Human Services, Commerce, Justice, Transportation, Housing, Interior and the Environmental Protection Agency. Negotiations on the top-line spending numbers for this package have been on again/off again for several weeks.

This is an ongoing effort and, since FY 2026 funding for the Department of Transportation is likely to be part of the minibus, we will work closely with TA staff to keep them apprised of new developments. The goal is to have the five-bill minibus completed by the January 30 deadline.

In other Congressional news, the usual “end of session” bills are being considered. The House passed the annual defense authorization bill last week and the Senate is poised to pass it this week. The defense authorization bill, also referred to as NDAA, is typically one of the last large pieces of authorization legislation to pass every year. We also expect a large nominations package to pass this week as the last vote of the session.

#### Administration

On November 26, the Department of Transportation published opened its BUILD grant program for applications. The BUILD (Better Utilizing Investments to Leverage Development) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact.

The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs. \$1.5 billion is available and no grant may be larger than \$25 million. Applications are due February 24, 2026.

Lastly, we continue our efforts to free up the grant for the 101/84 Reimagined Project. While we continue to work with our partners, we have also reached out to leadership within DOT and Senator Padilla’s office directly. Clearly, this is a sensitive situation, and we will continue to move forward carefully.



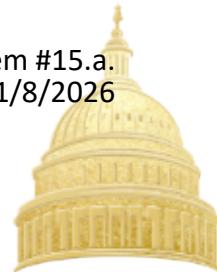
# KADESH & ASSOCIATES

Federal Update  
January 2026



# Current status

- Operating under a continuing resolution – commonly called a CR – passed in November to keep the government funded to January 30.
- Only 3 of the annual appropriations bills have been enacted.
- Next minibus is in the works. This bill will fund: Defense, Labor/HHS, Transportation/HUD, Commerce/Justice, and Interior/EPA. (Five bills)
- Ongoing and difficult negotiations; H/S versions of these bills are \$46 billion-\$48 billion apart.
- Partial shutdown on January 31 is possible.
- Primary season starts in March (AR, IL, MS, NC, TX; CA on 6/2).



# FY26 Appropriations (in billions)

	FY25	FY26 Request	House	Senate
Ag	\$26.7	\$20.7	\$25.5	\$27.1
CJS	\$75.5	\$62.2	\$79.7	\$82.6
Defense	\$841.9	\$830.2	\$831.5	\$851.9
E&W	\$59.7	\$52.6	\$57.3	\$57.4
FSGG	\$18.5	\$7.6	\$23.1	\$27.1
Homeland	\$65.1	\$63.6	\$66.4	TBA
Interior	\$40.5	\$28.8	\$37.9	\$38.6
LH	\$221.4	\$161.9	\$184.5	\$197.0
Leg Branch	TBA	\$7.9	\$6.7	\$7.1
MilCon	\$147.0	\$153.6	\$152.1	\$153.5
State/FO	TBA	\$9.4	\$46.2	TBA
THUD	\$114.4	\$58.5	\$89.9	\$100.2

Admin request: \$1.45t

House: \$1.600T

Senate: TBD

# San Mateo County earmarks included in FY26 THUD appropriations

- Redwood City 84/101 Reimagined Project - \$850,000
- San Carlos 101/Holly Street Interchange and Overcrossing - \$500,000
- Millbrae Trail to Bay Connections - \$250,000
- Burlingame/Broadway Grade Separation Project - \$3,150,000
- All sponsored by Rep. Mullin





# 101/84 Reimagined Project

- \$105 million awarded in August 2024 from the INFRA program
- \$25 million in FY25; \$80 million in FY26
- Release of the funding has been frozen due to continued DOT review; DOT has frozen nearly 3,200 DOT grants for review
- SMCTA working with local stakeholders
- Also working directly with Sec. Duff's Office and Senate offices on funding release
- Will continue to be a high priority as construction timeline approaches



# Surface Transportation Reauthorization

- Current bill – IIJA – expires on September 30
- House and Senate Committees are already working on reauthorization
- New bill will be traditional reauthorization and will not include IIJA funding levels or programs
- Overall funding level – topline – will drive floor consideration and is usually the biggest – but, not only – sticking point
- None of the previous surface transportation bills have been completed on time.



# TA Surface Priorities

- Rail Crossing Elimination Program – need far exceeds funding
- Support reauthorization and increased funding for the program
- NEPA streamlining
- Highway Trust Fund spending at highest supportable levels
- Support continued funding for INFRA, MEGA, and other DOT discretionary accounts



December 12, 2025

To: Board of Directors, San Mateo County Transportation Authority

From: Chris Lee, Partner, Politico Group  
Kiana Valentine, Partner, Politico Group

Re: **STATE LEGISLATIVE UPDATE – January 2026**

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***General Update***

The Legislature will reconvene on January 5, 2026 for the start of the second year of the two-year session. Any two-year bills introduced in 2025 that are still in their first house (House of Origin) will need to be heard in policy committees by January 16, 2026, and passed out of their House of Origin by January 31, 2026. For bills newly introduced in 2026, the last day to submit bill requests to the Office of Legislative Counsel is January 23, 2026, and the deadline for bill introductions is February 20, 2026.

December around the state capital provided a preview of 2026's election year politics, as new entrants to the Gubernatorial race and Proposition 50's successful overhaul of California's Congressional districts set off games of political musical chairs around the state. Former Senate President pro Tem McGuire has declared his candidacy in a redrawn district that combines his Sonoma County base with far-flung northeastern California, while Congressman Eric Swalwell's entrance into the Governor's race has elected officials jockeying for his Congressional seat in the East Bay. Closer to San Mateo County, Senator Wiener has filed to run for former Speaker Pelosi's congressional district, which, if successful, would set-off a special election halfway through the four-year state senate term for his San Francisco and northern San Mateo County district—a seat already coveted by Christine Pelosi and Assemblymember Matt Haney.

On the Legislative front, capitol observers expect Senate President pro Tempore Monique Limón (D-Santa Barbara), to announce members of her leadership team and Senate committee chairs in December. The new Pro Tem's appointments will quickly have an impact in 2026, as policy committees in both houses must hear two-year bills still in their house of origin by January 31.

**Legislative Analyst Forecasts Dreary State Budget Outlook**

The LAO released its annual [Fiscal Outlook](#) in late November, cautioning lawmakers that recent positive revenue news would be insufficient to mitigate the state's budget deficit, which the LAO now estimates at \$18 billion. The LAO's forecast indicates the same stronger than anticipated revenues; however, they suggest that any increased revenues will be dedicated primarily to constitutional obligations of Proposition 98 (K-14 school funding) and Proposition 2 (Rainy Day Fund), leaving little to address the state's budget shortfall. Further, costs have consistently exceeded budget estimates, which the LAO suggests will total around \$6 billion.

The LAO also notes that the "exuberance" about Artificial Intelligence (AI) technology is fueling much of the market's gains during 2025 and suggests that AI is responsible for an overheated market. Legislators, therefore, should not rely on these revenues on an ongoing basis.

Accordingly, the LAO recommends that state lawmakers make ongoing budget reductions and/or enact revenue increases to address the state's budget challenges. They note that, despite increasing state revenues, the state continues to face ongoing structural budget deficits. In addition, revenue estimates to date do not consider a potential economic recession nor do they consider the impacts of H.R. 1 on the state budget beyond the 2026-27 budget year. Finally, the LAO points out that the state has utilized most of its budget resiliency tools to address prior deficits and difficult decisions lay ahead.

While most transportation funding is constitutionally protected from being diverted to other uses, the projected budget shortfall could lead to the Legislature looking to special funds to make up for General Fund shortfalls, especially the Cap-and-Invest program's Greenhouse Gas Reduction Fund.

#### **Transit Transformation Taskforce Report Released**

The California State Transportation Agency (CalSTA) publicly released the Transit Transformation Task Force Report required by SB 125 (Committee on Budget, 2023) on December 9. Among other topics, the report was required to include recommendations on reforming the Transportation Development Act (TDA), the California law that determines how a large share of state funding is distributed to public transit operators. In addition to TDA reform and funding-related topics, the report includes several recommended strategies relevant to the TA, including infrastructure improvements to prioritize transit, permitting and approval process changes to expedite capital project delivery, and improving first- and last-mile access to transit.

Despite recognizing the “mounting fiscal pressures” on transit operators, the report stopped short of recommending increased funding through new revenues. Instead, the strategies focus on supporting regional efforts to raise revenue or shift funding from federal highway programs to transit, and promoting opportunities to capture value from roadway pricing, tax increment financing, and development on transit agency property.

The report also punted on TDA reform. While it recommends scrapping the percentage of operating expenses covered by fares as the primary transit performance metric under the state law (i.e. “farebox recovery”), there were no specific recommendations on what performance metrics could replace it. Instead, the report recommends a further working group effort in addition to strategies to provide greater funding certainty, align incentives across state funding programs, and simplify reporting.

Many of the report’s subject areas have already been the subject of legislation approved or considered in the 2025-26 session, including safety, transit-oriented development, and permit streamlining. With the current COVID-era flexibilities in TDA law expiring at the end of June, however, there will be significant pressure to extend or modify the framework for transit funding as part of the FY 2026-27 budget process, despite the lack of specific recommendations in the CalSTA report.

#### ***Bills of Interest***

##### **AB 810 (Irwin) Local Government Websites and Email Addresses – Watch**

Assembly Bill 810 would require special districts, joint powers authorities, and other political subdivision to have internet websites and employee email addresses which use a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2031. Because AB 810 is still in its house of origin, it must be approved by the Appropriations Committee and the full Assembly by January 31.

Assemblymember Irwin, who has a professional background in information technology, is passionate about the issue due to her concerns about misinformation and fraud online, including by perpetrators who may seek to defraud Californians by posing as government officials or entities. She successfully passed legislation in 2023 to impose similar requirements on cities and counties.

## SMCTA Bill Matrix – January 2026

Measure	Status	Bill Summary	Recommended Position
<a href="#"><b>SB 239</b></a> <a href="#"><b>Arreguín (D)</b></a>  Brown Act: Remote Meetings: Advisory Bodies	6/5/25  Failed deadline on Senate floor. Two-year bill	As amended on April 7, this bill authorizes subsidiary bodies created by a legislative body to utilize remote participation in meetings that are subject to the Brown Act until January 1, 2030. Specifically, SB 239 would allow advisory body members to participate in meetings remotely without posting their home address or making it available to the public.	<b>Watch</b>
<a href="#"><b>AB 23</b></a> <a href="#"><b>DeMaio (R)</b></a>  Fuel Taxes and Fees	3/26/25  Failed deadline in Assembly Utilities and Energy. Two-year bill	As amended on March 25, this bill requires the Energy Commission and the Public Utilities Commission to calculate and post online dashboards comparing gasoline, natural gas electricity prices in California as compared to national averages and provide consumer rebates at specified price levels. The bill would also suspend the state's cap-and-trade program and redirect auction proceeds to support rebates when specified energy prices are reached and preclude the Public Utilities Commission and publicly owned utilities from imposing new fixed costs.	<b>Watch</b>
<a href="#"><b>AB 33</b></a> <a href="#"><b>Aguiar-Curry (D)</b></a>  Autonomous Vehicles	9/9/25  Ordered to Senate inactive file. Two-year bill	As amended on June 30, this bill would prohibit the delivery of commercial goods directly to a residence or to a business by an autonomous vehicle (AV) without a human operator on any highway within the state and create a civil penalty of \$10,000 for an initial violation and \$25,000 for subsequent violations. The bill also requires the Department of Motor Vehicles to consult with the Highway Patrol, Caltrans, the Air Resources Board, and the Labor and Workforce Development Agency to submit a report to the Legislature on the impact of AVs on safety, jobs, infrastructure, and other matters by 2031 or after 5 years of testing. The report must include a recommendation to the Legislature on whether to retain or modify the requirement for a safety driver in AVs delivering commercial goods.	<b>Watch</b>
<a href="#"><b>AB 259</b></a> <a href="#"><b>Rubio (D)</b></a>  Brown Act: Remote Participation	7/17/25  Failed deadline in Senate Judiciary. Two-year bill.	As amended on April 21, this bill would extend until 2030 the sunset date from AB 2449 (Rubio, 2022), which allows the legislative bodies of local agencies to meet via teleconference provided that a quorum of the body is present in person and other requirements are met. The bill also extends until 2030 the authority for remote meetings during emergency circumstances and for allowing a member of a legislative body to participate remotely without providing at least 72 hours of advance notice due to emergency circumstances.	<b>Supported June</b>

## SMCTA Bill Matrix – January 2026

Measure	Status	Bill Summary	Recommended Position
<a href="#"><b>AB 778</b></a> <a href="#"><b>Chen (R)</b></a>  Local Agency Public Construction Act: website posting	5/23/25  Failed deadline in Assembly Local Government. Two-year bill	As introduced on February 18, this bill would require local agencies to post specified information on their website within 10 days of making a payment on a construction contract. Specifically, agencies must post the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made, the payment application number or other identifying information, and the amount of the payment.	<b>Watch</b>
<a href="#"><b>AB 810</b></a> <a href="#"><b>Irwin (D)</b></a>  Internet Websites: Local Government	5/23/25  Failed deadline in Assembly Appropriations. Two-year bill	As amended on April 10, this bill would require a special district, joint powers authority, or other political subdivision to ensure that its internet website and employee email addresses use a ".gov" top-level domain or a ".ca.gov" second-level domain no later than January 1, 2031.	<b>Watch</b>
<a href="#"><b>AB 954</b></a> <a href="#"><b>Bennett (D)</b></a>  Interregional Transportation: Bicycle Highways	7/9/25  Ordered to Senate inactive file. Two-year bill	As amended on June 30, this bill requires Caltrans assess incorporating bicycle highways into the interregional transportation strategic plan, to the extent feasible. These provisions replace the bill's prior requirement for Caltrans to develop and fund a pilot program in two major metropolitan areas to establish a branded network of bicycle highways.	<b>Watch</b>
<a href="#"><b>AB 1244</b></a> <a href="#"><b>Wicks (D)</b></a>  CEQA: Transportation Impact Mitigation	7/17/25  Failed deadline in Senate Environmental Quality. Two-year bill	As amended on April 23, this bill would allow project applicants to satisfy vehicle miles travelled (VMT) mitigation requirements under CEQA by electing to contribute to the Department of Housing and Community Development's (HCD's) Transit-Oriented Development Implementation Program, which funds affordable housing development near qualifying transit stations. The April 23 amendments require HCD to confirm and report VMT reductions attributed to the projects and claimed by donor projects and require the Governor's Office of Land Use and Climate Innovation to determine appropriate mitigation funding amounts and update them at least every three years.	<b>Watch</b>

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Joan Cassman, Legal Counsel

Peter Skinner, Chief Officer, Transportation Authority

Subject: **Establishing Community Advisory Committee Appointment Procedures**

**Action**

Staff recommends the Board of Directors (Board) adopt San Mateo County Transportation Authority (TA) Community Advisory Committee (CAC) Appointment Procedures (Procedures).

**Significance**

Legal Counsel and TA staff have developed draft Procedures, included as Attachment A, for the Board's consideration.

Adoption of the Procedures would:

- Establish the desired size of the CAC at 11-13 members, which is a reduction from the current 15 seats, given that stable membership at any given time in recent years has hovered at around 12 CAC members;
- Establish the categories to be used for consideration of geographic and interest diversity;
- Define the respective roles of staff and the Board in CAC member recruitment, screening, interviews and selection;
- Ensure advertisement of open CAC positions;
- Describe components of the CAC application process; and
- Create a potential "Eligibility List" for future appointments to the CAC.

**Budget Impact**

There is no budget impact associated with this item.

**Background**

The CAC was created by original Measure A, adopted by the voters of San Mateo County in 1988. However, neither the 1988 nor the 2004 Measure A delineated how many members would be on the CAC, established membership requirements, or set forth appointment procedures. Additionally, the Board does not currently have an adopted set of procedures to use in select the process or appointment of members to the CAC.

Prepared By: Peter Skinner      Chief Officer, Transportation Authority    650-622-7818

**Gap Resolution No. 2026-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

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**Establishing Community Advisory Committee Appointment Procedures**

**Whereas**, on June 7, 1988, the voters of San Mateo County approved the ballot measure known as "Measure A" (Original Measure A), which increased the local sales tax in San Mateo County by one-half percent with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

**Whereas**, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the Measure A (New Measure A) half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

**Whereas**, Original Measure A provided that the TA "shall establish an Advisory Committee to advise the of Authority on the administration of the Transportation Expenditure Plan" and that such Committee "will reflect a broad spectrum of interests and geographic areas of the County;" and

**Whereas**, New Measure A provided that "[t]he Citizens Advisory Committee established under the original Measure A...." "shall continue to advise the Transportation Authority on the administration of the Transportation Expenditure Plan;" and

**Whereas**, pursuant to the advisory committee's Rules of Procedure, amended most recently by the Board of Directors (Board) on February 6, 2025, by Resolution No. 2025-04, the

Citizens Advisory Committee is now referred to as the “Community Advisory Committee” (CAC) and its members serve “at the pleasure of the Authority Board” for three-year, staggered terms; and

**Whereas**, the Board now desires to adopt procedures to guide appointment and reappointment of members to the CAC, including to:

- Establish the desired size of the CAC and categories to be used for consideration of geographic and interest diversity;
- Define the respective roles of staff and the Board in CAC member recruitment, screening, interviews and selection;
- Ensure advertisement of open CAC positions;
- Describe components of the CAC application process; and
- Create a potential “Eligibility List” for future appointments to the CAC.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby adopts the attached Community Advisory Committee Appointment Procedures.

Regularly passed and adopted this 8th day of January, 2026 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary

## **Community Advisory Committee Appointment Policy**

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This document establishes the process by which the San Mateo County Transportation Authority (TA) Board of Directors (Board) will recruit, interview, and appoint individuals to the Community Advisory Committee (CAC).

### **1. Committee Size and Composition**

The CAC shall consist of a minimum of 11 and a maximum of 13 members from the following geographic and stakeholder representation within San Mateo County:

#### Geographic Representation

- North County
- Central County
- South County
- Coastside
- No more than two at-large representatives

#### Stakeholder Representation

- Bicycle or pedestrian advocate
- Business community
- Labor community
- Environmental advocate
- Transit rider
- Youth or Safe Routes to School representative
- Older adult or disability representative

### **2. Selection Committee**

The Board Chair may establish an ad-hoc Selection Committee composed of three Board members, including either the Chair or Vice Chair, for the limited purpose of reviewing applications, interviewing applicants, and recommending candidates for appointment to the Board, as needed to fill vacancies. The recommendations of the Selection Committee will be advisory in nature and not binding on the Board; all appointments must be made by the Board. The Selection Committee will convene on a temporary basis and will automatically dissolve when the vacancies are filled.

### **3. Recruitment Advertisement**

At a minimum, there will be one recruitment advertisement per year to solicit applications to fill current or anticipated vacancies. Additional advertisements will be scheduled as needed if there are multiple vacancies. Recruitments will be posted on the TA's website, on social media, and through other communication channels available to TA staff.

### **4. Application Process**

Applications will be submitted through an online application form. Applications may be accepted year-round, but only those received prior to any stated deadlines will be considered for that cycle. The application shall include:

- Contact and residency information
- Statement of interest and relevant experience
- A statement demonstrating understanding of the role of the TA in the community
- Stakeholder or geographic affiliation
- Disclosure of potential conflicts of interest
- Disclosure of service on other advisory bodies or commissions

All applicants seeking to represent a stakeholder category should provide a letter of recommendation or endorsement from the organization with which they are affiliated. Applicants for geographic or at-large positions must have an endorsement from a member of the TA Board representing the geographic area they seek to serve.

### **5. Screening**

TA staff will review applications for completeness, eligibility, and alignment with membership categories. Staff will prepare a summary of all eligible applicants for the Selection Committee. Staff will provide applicants with the opportunity to clarify or supplement information if an application is incomplete.

### **6. Applicant Interviews**

Eligible incumbents seeking reappointment and new applicants screened by staff may be invited to a virtual interview with the Selection Committee. Interviews will be scheduled based on the number of vacancies and the applicant pool, generally aligning with the annual recruitment cycle.

While the TA does not impose a formal limit on the number of other public boards, commissions, or advisory bodies on which a committee member may serve, the

Selection Committee may consider the number and nature of such commitments when evaluating applicants to ensure that candidates can meet the time and engagement expectations of the CAC.

For incumbent members seeking reappointment, the Selection Committee may consider the members' attendance, adherence to the CAC Rules of Procedure, and their interactions with staff, consultants, and other committee members as well as members of the TA Board.

## **7. Recommendation and Appointment**

Following interviews, the Selection Committee may recommend a slate of candidates to the full Board. Recommendations will be documented in a staff report that includes:

- A summary of the recruitment process
- Number of applicants received
- A brief biography of each recommended candidate
- A brief analysis of the applicant alignment with geographic and stakeholder categories

## **8. Eligibility List**

In the event there are more qualified applicants than vacancies, the TA shall establish an eligibility list to draw from provided those candidates have been interviewed and recommended for placement on the eligibility list by the Selection Committee. The eligibility list shall remain valid until the next recruitment cycle. The Board may give priority to applicants who have not previously served on the Committee to provide all interested community members an opportunity to serve on the Committee.