

Grade Separation Program Update

January 7, 2021
Board of Directors
Item #14 (a)

Agenda

- Program Overview
- Grade separation Program Guiding Principles
- Grade Separation Pipeline Projects
- Project Updates
- Measure A and W Fund Status
- Future Policy Implications



Measure A Program Overview

- The 1988 Measure A provided 22.8%, or close to \$240M, for grade separation projects
- The 2004 Measure A provides 15% for grade separation projects
 - \$180 million projected for the last 13 years of Measure A
 - Purpose of the program is to improve safety at railroad crossings and relieve traffic congestion



Completed Grade Separation Projects

Sponsor	Grade Separation Project	Total Measure A Allocation (mil)	Total Project Cost (mil)	TA Share (%)	Year Completed
South San Francisco	Oyster Point	\$11.0	\$24.2	45.5%	1994
Redwood City	Fifth Ave	\$10.1	\$17.0	59.4%	1995
San Carlos	Brittan Ave / Howard Ave	\$11.3	\$23.0	49.1%	1995
Millbrae	Millbrae Ave	\$13.3	\$24.0	55.4%	1996
Redwood City	Jefferson Ave	\$8.1	\$14.2	57.0%	1999
Belmont / San Carlos	Ralston Ave / Harbor Blvd / Holly St	\$60.7	\$99.6	60.9%	2000
San Bruno	San Bruno Ave / San Mateo Ave / Angus Ave	\$101.8	\$165.1	61.7%	2014
Total		\$216.3	367.10		



Guiding Principles

- To determine how best to program the 15% set aside in the New Measure A Grade Separation program, the TA Board authorized staff to solicit interest from potential project sponsors in 2012
- The solicitation helped to provide guidance on a set of allocation framework: first adopted in 2013 and then updated in 2016 to help guide allocation of Measure A Grade Separation Program funding
- **Key Principles**
 - Funding: Allocate at least 80% of remaining funds for construction and up to 20% for pre-construction activities (planning and design)
 - Programming: Allocate funds to separate project phases
 - Local Match: A city is to receive no more than 50% of the total project costs from Measure A



Guiding Principles (cont'd)

- **Amendments Adopted in September 2016:**
 - Focus remaining funding on the four projects funded by the TA in 2013.
 - Set aside up to \$5 million to assist with planning for other eligible grade separation projects listed in the 2004 Transportation Expenditure Plan.
 - Accept funding requests for the projects on an as-needed, first come first serve basis, and taking into consideration Caltrain's assessment of the proposed project in the Caltrain Grade Crossing Hazard Analysis, and the projects ranking in the Public Utilities Commission's listed priorities, in addition to the TA's evaluation criteria.



Grade Separation Pipeline Projects

Sponsor	Grade Separation Project
San Mateo	25 th Ave
Burlingame	Broadway
SSF/San Bruno	S. Linden Ave/Scott St
Menlo Park	Ravenswood



Project Updates: 25th Ave

- **Sponsor:** City of San Mateo
- **Current Phase:** Construction
- **Expected Phase Completion:** 2021
- **Total Existing Measure A Allocations:** \$74 million
- **Total Measure A Expended:** \$66.3 million (as of December 2020)
- **Total Project Cost:** \$180 million current (\$205.9 million projected)
- **Remaining Cost for Completion:** \$25.9 million
- **Upcoming Allocation Request:** Construction - \$23.8 million (2021)
 - Will be discussed as a separate item



Project Updates: 25th Ave

Existing Conditions



Conceptual Rendering



Project Updates: Broadway

- **Sponsor:** Burlingame
- **Current Phase:** Final Design
- **Expected Phase Completion:** June 2023
- **Total Existing Measure A Allocations:** \$23.15 million
- **Total Measure A Expended:** \$3.89 million (as of December 2020)
- **Total Project Cost:** \$326.69 million
- **Remaining Cost for Completion:** \$301.3 million
- **Upcoming Allocation Request:** Right-of-Way and Construction (2023)



Project Updates: Broadway

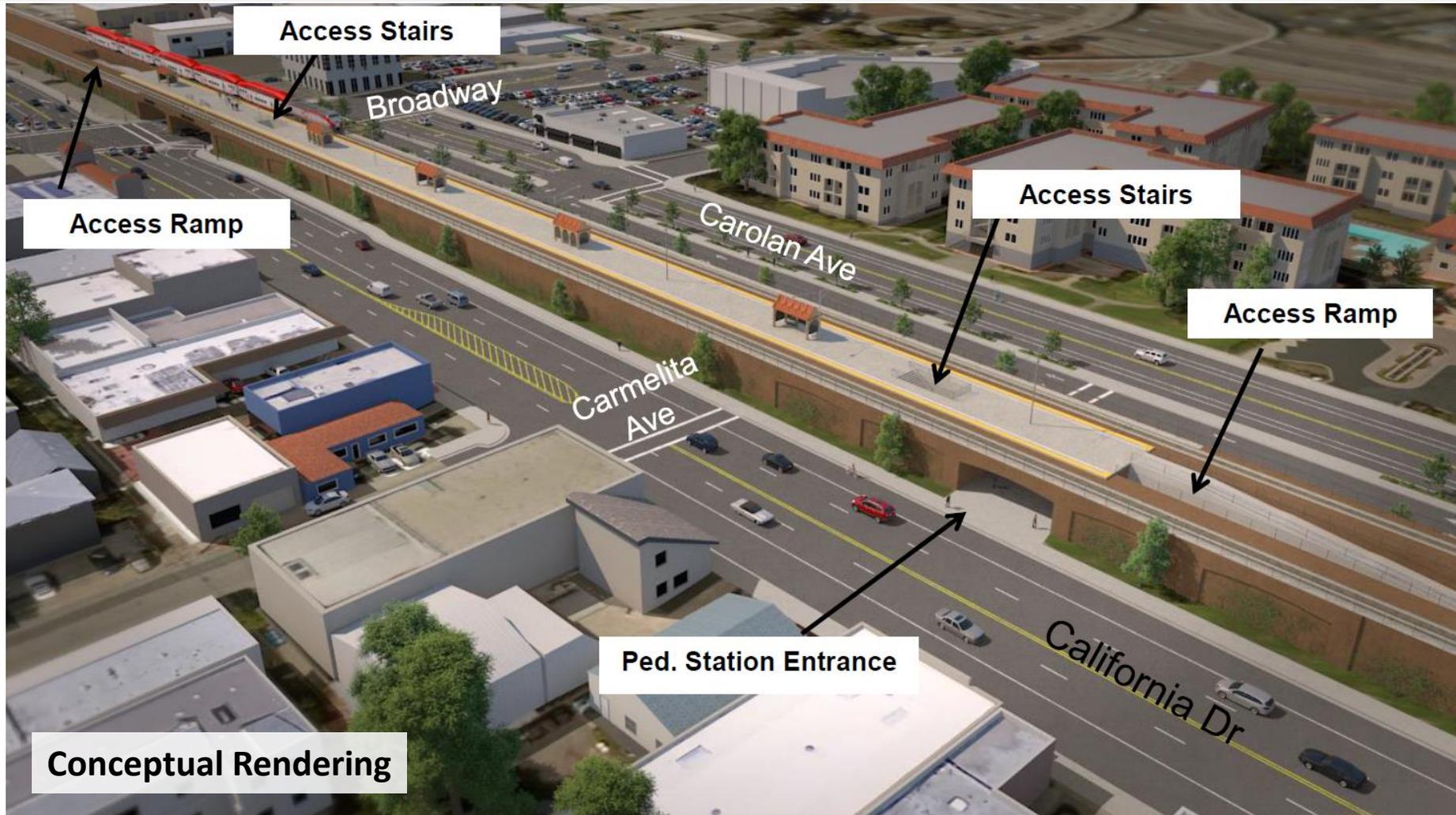
Existing Conditions



Conceptual Rendering



Project Updates: Broadway

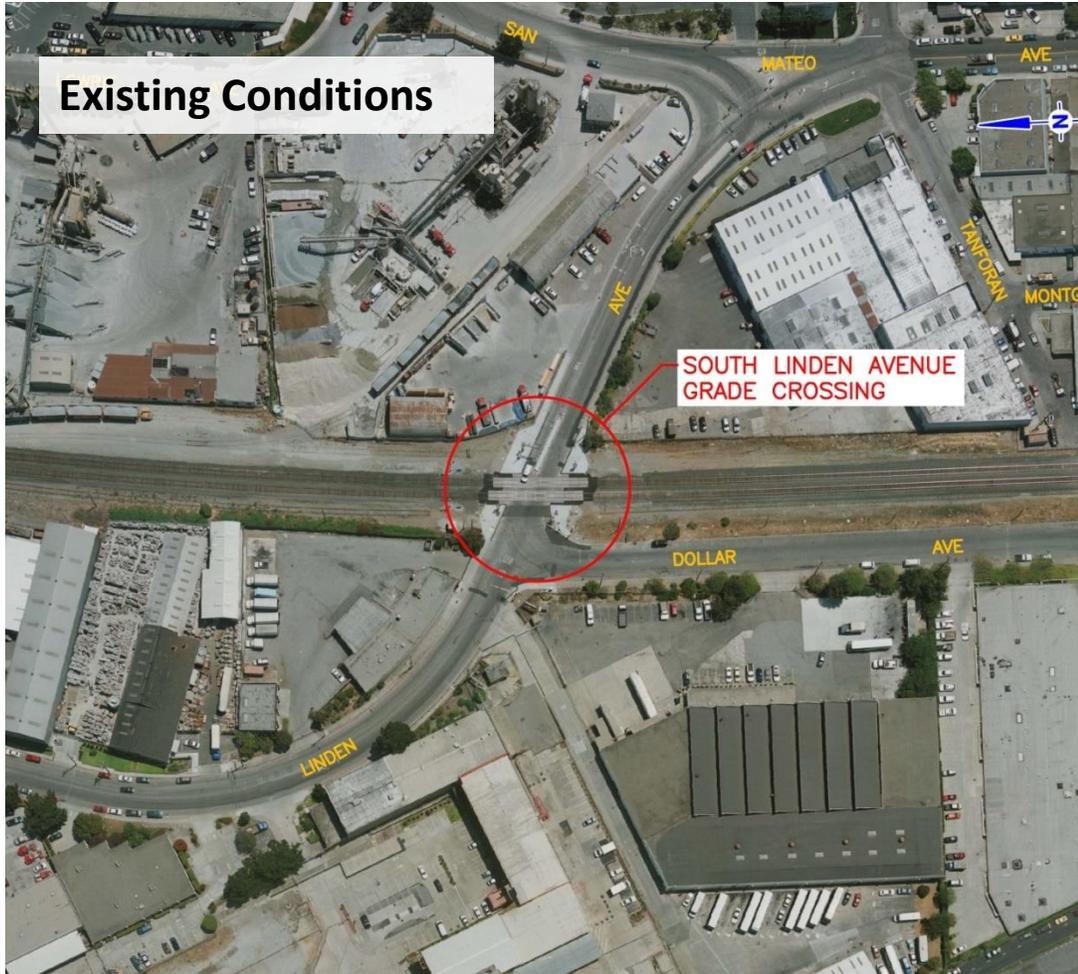


Project Updates: S. Linden Ave / Scott St

- **Sponsor:** South San Francisco / San Bruno
- **Current Phase:** Project Study Report (Planning)
- **Expected Phase Completion:** PSR Completed in Spring 2021
- **Total Existing Measure A Allocations:** \$650,000
- **Total Measure A Expended:** \$401,019 (as of December 2020)
- **Total Project Cost:** TBD – pending PSR completion
- **Remaining Cost for Completion:** TBD – pending PSR completion
- **Upcoming Allocation Request:** Preliminary Engineering & Environmental Clearance



Project Updates: S. Linden Ave / Scott St

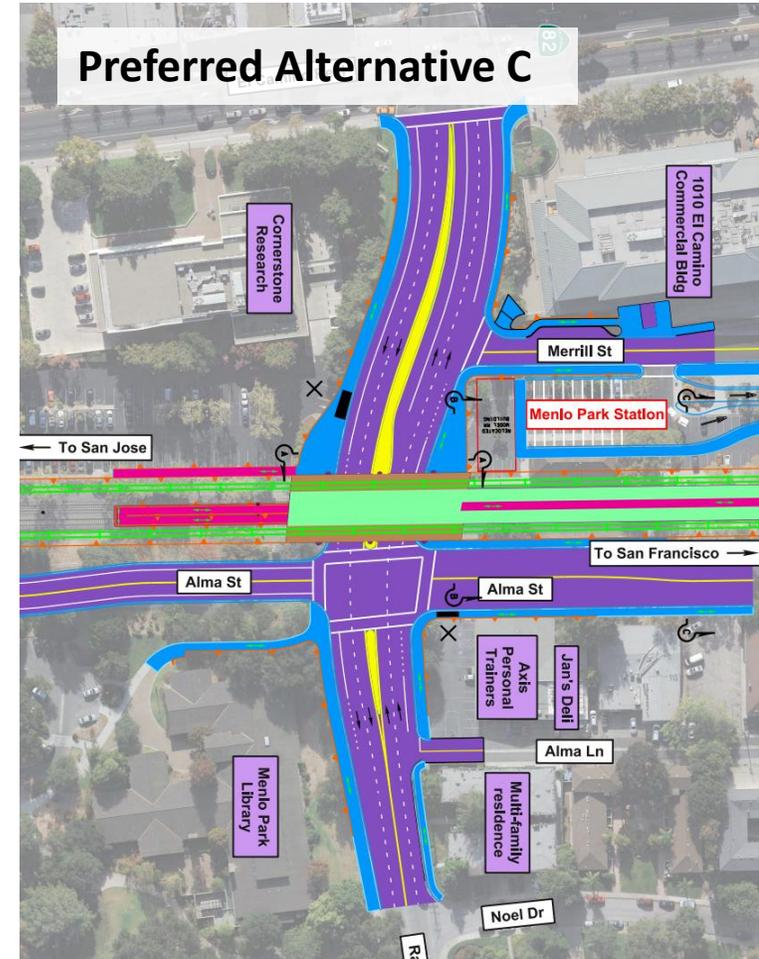
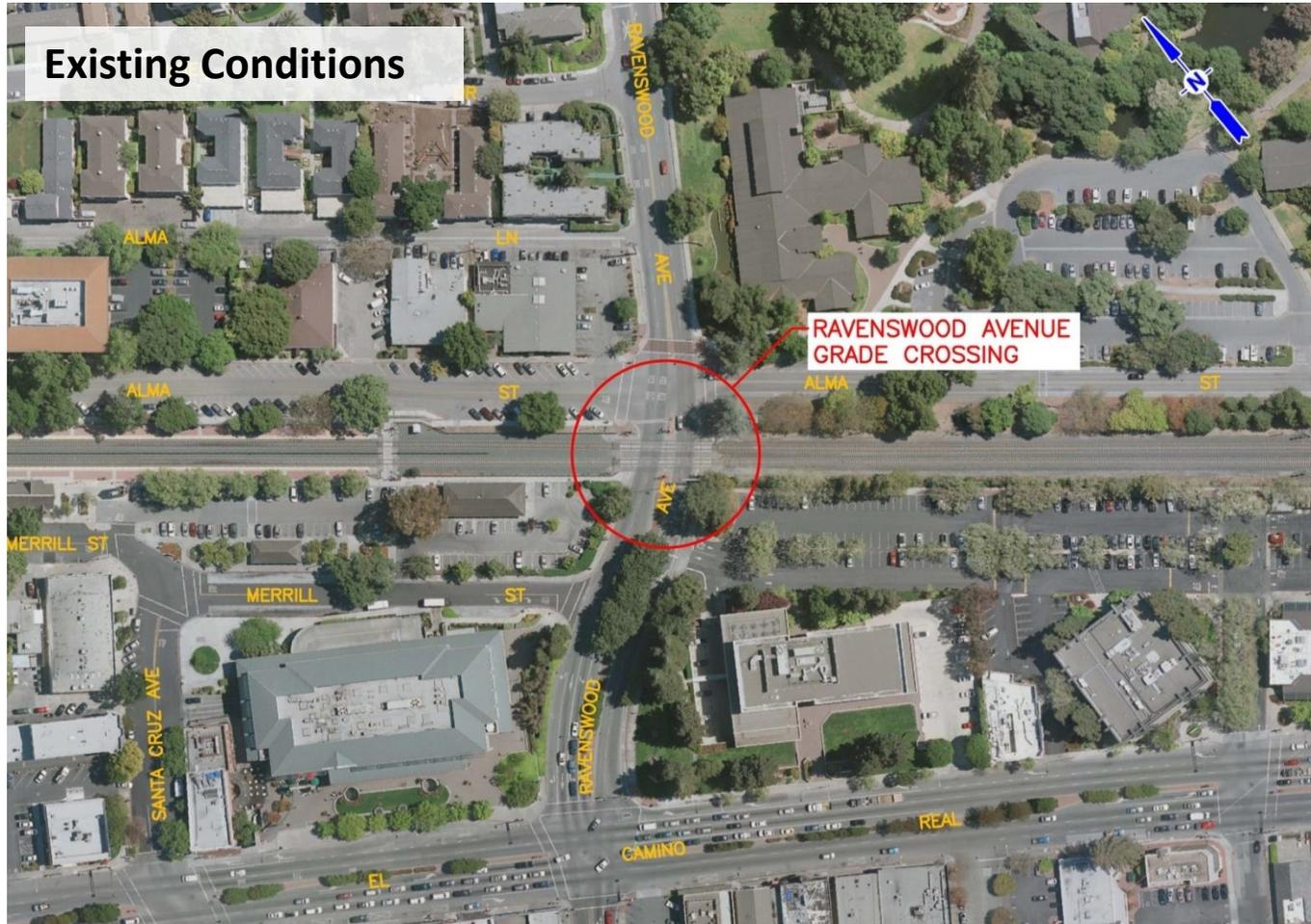


Project Updates: Ravenswood

- **Sponsor:** City of Menlo Park
- **Current Phase:** Project Study Report (Planning)
- **Crossings to be Separated:** Ravenswood, Oak Grove and Glenwood
- **Expected Phase Completion:** PSR adopted in March 2019
- **Total Existing Measure A Allocations:** \$664,276
- **Total Measure A Expended:** \$664,276 (as of December 2020)
- **Total Project Cost:** \$310 - 380 million (PSR Preferred Alt C Estimate)
- **Remaining Cost for Completion:** \$309 – 379 million
- **Upcoming Allocation Request:** Preliminary Engineering & Environmental Clearance (PSR indicates request in 2021)



Project Updates: Ravenswood

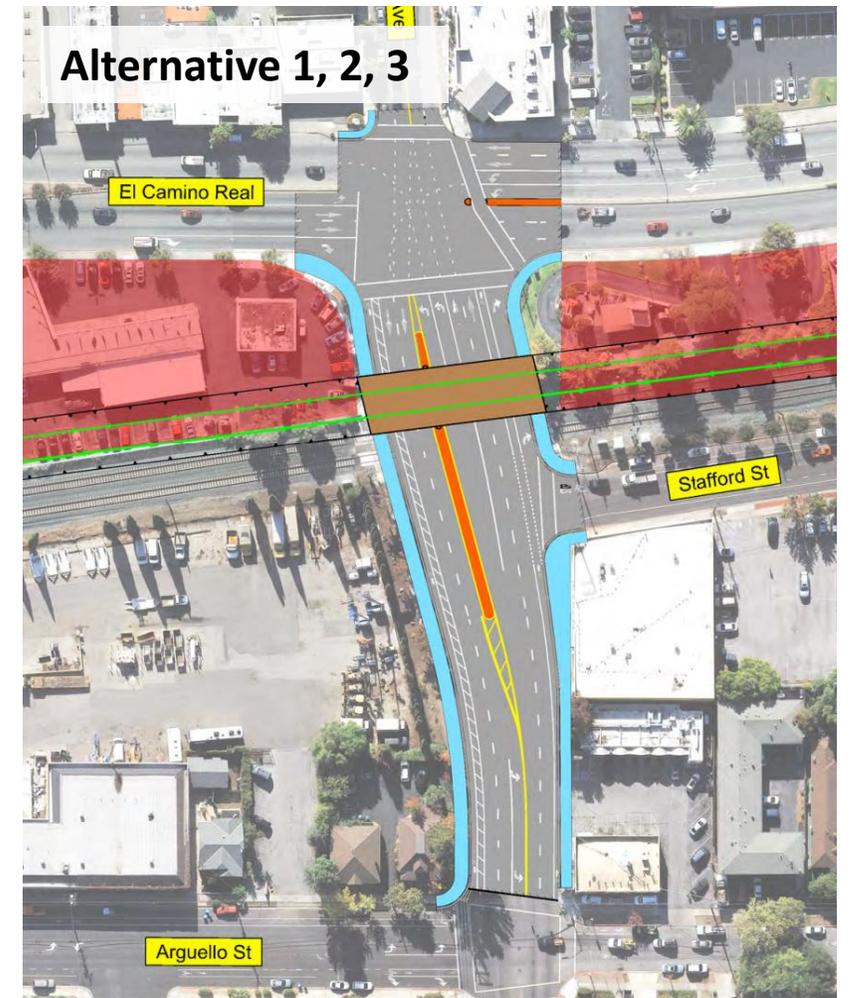
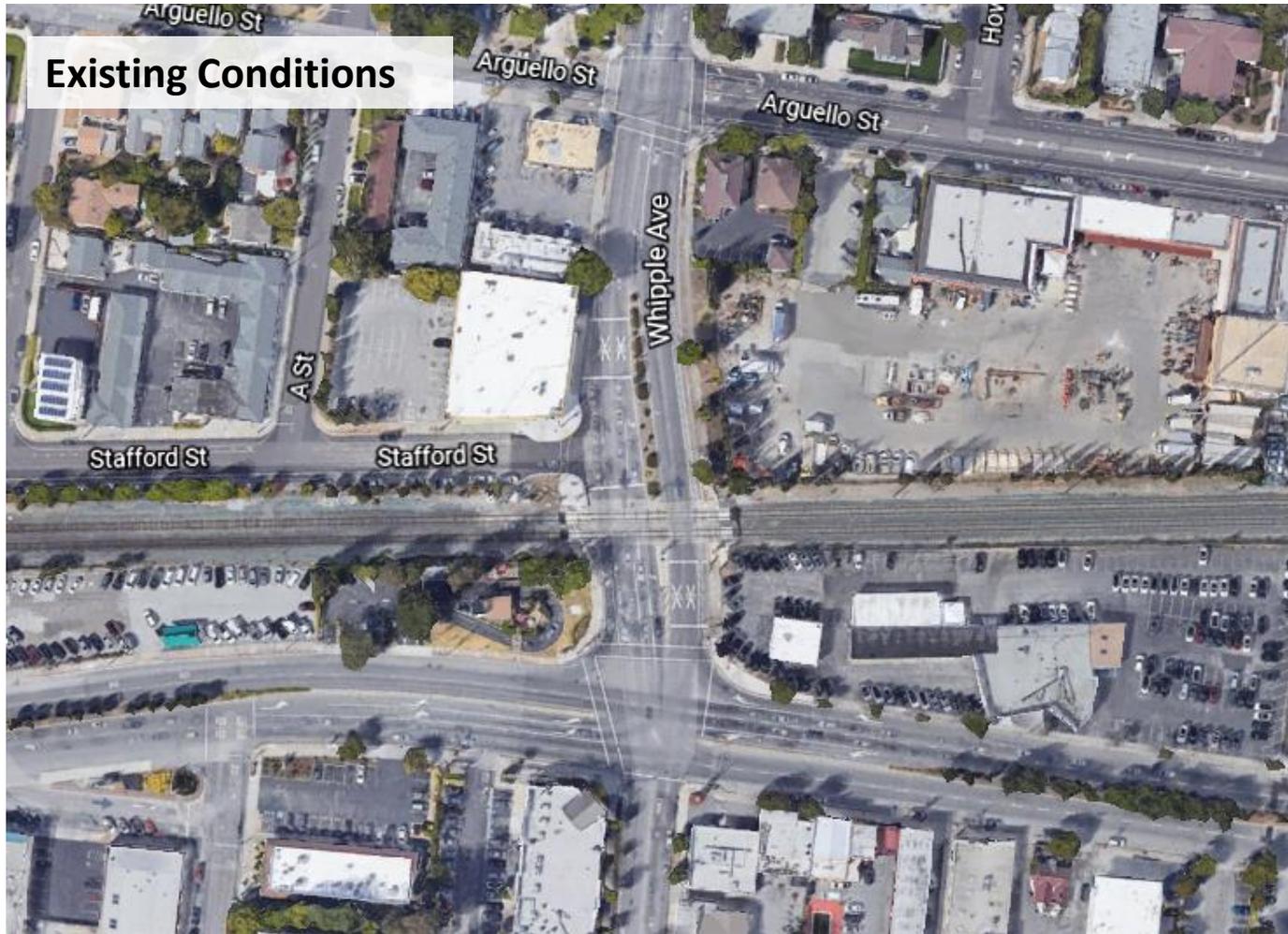


Project Updates: Whipple Ave

- **Sponsor:** Redwood City
- **Current Phase:** Project Study Report (Planning)
- **Crossings to be Separated:** Whipple, Brewster, Broadway, Maple, Main and Chestnut
- **Expected Completion:** July 2021
- **Total Existing Measure A Allocations:** \$750,000
- **Total Measure A Expended:** \$343,183 (as of December 2020)
- **Total Project Cost:** To be determined
- **Remaining Cost for Completion:** To be determined
- **Upcoming Allocation Request:** None (Planning Phase Eligible Only – Not listed as a pipeline project for 2004 Measure A)



Project Updates: Whipple Ave



Fund Status

Measure A (15%)

- Current Grade Separation Category Available Balance: \$30 million
- Projected Remaining Balance of Measure A Funds: \$180 million

Measure W (2.5%)

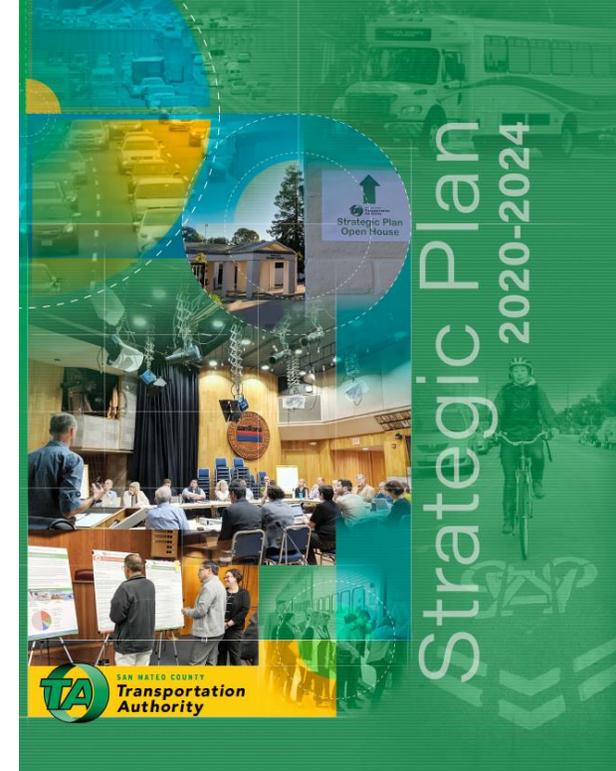
- Total Projected Funding: \$68 million (over 30 years)
- No funding has been allocated



Future Policy Implications

2020-2024 Strategic Plan Guidance

- Acknowledges insufficient funding to complete existing pipeline projects from the 2013 Call for Projects
- Minimum matching requirements should be required to better leverage funds
- New funding from Measure W is not sufficient to fund even one complete project
- Measure W could be used to supplement Measure A funding for the pipeline projects
- Use the upcoming Caltrain Corridor-wide Grade Separation Strategy Study to inform programming and allocation policies related to Measure W



Future Policy Implications

Caltrain Corridor-wide Grade Separation Strategy Study

- Study will start in 2021, multi-year and multi-agency effort
- Purpose is to establish a corridor-wide grade separation strategy
- Caltrain will continue to support the advancement of individual city-led projects
- **Total capital cost for Corridor Grade Separations (SF, SM, and Santa Clara counties): \$9-11B**

Key Study Areas of Focus:

- Developing a shared dataset and body of information and educational materials for entire corridor (including UP owned section)
- Review of railroad standards, construction and delivery approaches for grade separation projects
- Significant work with communities to focus on place making, cross-track connectivity, land use opportunities and equity
- Development of benefits case / “Business Case” framework for grade separations
- Identification of funding needs and potential new funding approaches and strategies
- Development of corridor wide options / strategies for project sequencing and delivery



Questions?

