Broadway Grade Separation Project Update

October 5, 2023

SAN MATEO COUNTY Transportation Authority

Board of Directors
October 5, 2023

Measure A Grade Separation Program

- The 2004 Measure A provides 15% for grade separation projects
  - Approximately $150 million projected for the remainder of Measure A
  - $41.1 million currently available/unallocated (as of December 2022 Semi-Annual Report

- Purpose of the program is to improve safety at railroad crossings and relieve traffic congestion

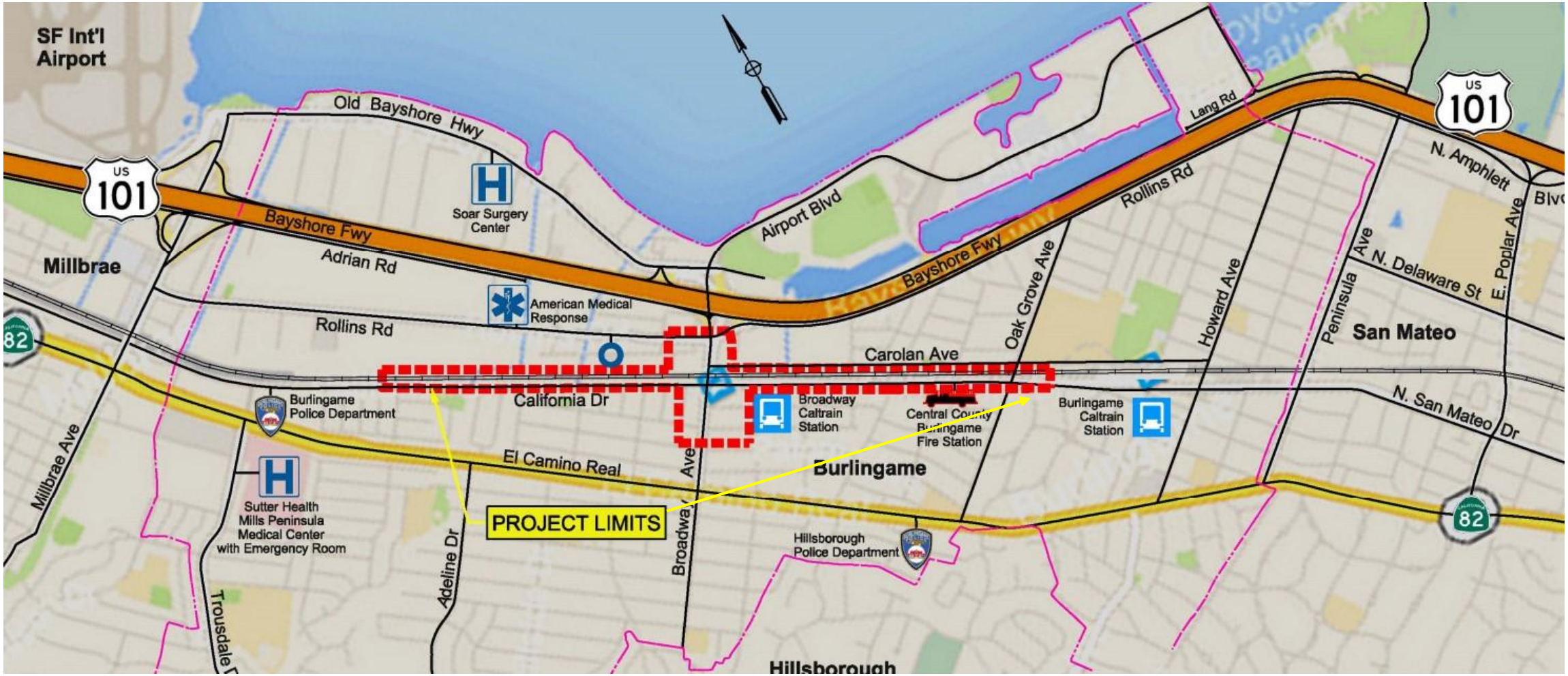
Grade Separation Guiding Principals

- **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
- **Match:** No more than 50% of the total project costs from Measure A
- **Projects:** Focus remaining funding on the four projects funded by the TA in 2013.
- **Future Planning:** Set aside up to $5 million to assist with planning for other eligible grade separation projects listed in the 2004 Transportation Expenditure Plan.

Grade Separation Pipeline Projects

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

Broadway Project Location



Project Location

Existing Conditions

- 104 Caltrain weekday trains use this crossing, in addition to freight
- Over 28,000 vehicles cross the Caltrain tracks daily
- Lack of grade separation increases vehicular and train delays
- Highest ranked crossing on the State's Grade Separation Priority List

Project Scope and Goals

Scope

- Elevate the existing two-track railroad
- Reconstruct the Broadway station with a central boarding platform
- Reconfigure existing station parking
- Pedestrian/bicycle access improvements

Goals

- Enhance safety for all modes of travel
- Improve overall traffic flow
- Reduce congestion, delays and queuing
- Minimize impact of the project to the community and existing businesses

Project History

- Project Study Report – Jan 2017
- Prelim Engineering and Environmental Clearance – Oct 2020
- RFP Process to complete Final Design - Sept 2020
- Final Design Phase Kicked-off – Jan 2021

Project Update

Final Design

Final design reached 95% completion

Value Engineering

1. Use of thinner bridge structure and raising railroad profile 2 feet eliminated the need to lower Broadway and relocate underground utilities at that location
2. Aligning the undercrossing with Carmelita Ave. resulted in improved pedestrian circulation
3. Shifting the Morrell Ave. undercrossing to the north to align with Toyon and Majilla precluded the use of ramps and stairs and improved pedestrian and bicycle circulation

Project Update

Paralleling Station Relocation

Paralleling Station 3 (PS-3), part of Caltrain Electrification, needed to be relocated to prevent conflict with the grade separation

Status: Design is complete and construction underway

Schedule

Phase	Start	Finish
Project Study Report	Jan 2014	Jan 2017
Preliminary Engineering / Environmental Clearance	Mar 2017	Oct 2020
Final Design / Environmental Permits	Jan 2021	Sep 2024
Right of Way / Utilities	Oct 2024	Feb 2025
Construction	Mar 2025	Dec 2028

Funding Plan (in thousands)

Fund Source	Amount
Current Measure A Funding	$24,613
Potential Future Measure A Allocations	$133,387
Transit Intercity Rail Capital Program (TIRCP)	$70,000
State Section 190 Program	$15,000
City of Burlingame Local Match	$15,000
Future Grants (Needs to be secured)	$58,000
Total Project Cost	**$316,000**

Next Steps

- City and JPB have concurred on project delivery method for construction—Construction Manager/General Contractor (CM/GC)
  - Received request from the City of Burlingame on September 22, 2023, to allocate $2.3 million in additional funds for CM/GC pre-construction activities
  - Request to be considered at an upcoming board meeting

- Discuss options to deliver project if the funding gap cannot be closed

Potential CM/GC Benefits

1. Reduced Costs

a. Optimize Project Costs

b. Secure competitive construction bids

2. Expedite Project Completion

a. Optimize overall schedule

b. Targeted construction schedule reductions

3. Provides features not achievable under Design-Bid-Build

a. Allows early contractor input to design

b. Allows for collaboration between owner, designer and contractor

c. Allows for early work packages for utility relocation and long lead time items

Questions