

# San Mateo County Measure A Grade Separation Program

The San Mateo County Measure A grade separation program provides funding for the construction or upgrade of vehicular overpasses and underpasses along the Caltrain and Dumbarton rail lines. The New Measure A Transportation Expenditure Plan contains a list of 46 candidate projects for the grade separation program (see Tables A and B).

The New Measure A program, approved in 2004, covers sales tax collected from 2009 through 2033. Fifteen percent of New Measure A sales tax revenues is to be allocated for the Program. It is estimated that the sales tax will generate \$225 million (in \$2004) over the life of the measure.



San Bruno Grade Separation

Approximately \$200 million is projected for the remaining life of the measure, after accounting for funding allocated to the San Bruno grade separation. At least 80 percent of this amount is to be allocated for construction and up to 20 percent for preconstruction project activity, including at least 10 percent for design.

Eligible project applicants include SamTrans, San Mateo County cities and the county, and the Peninsula Corridor Joint Powers Board.

Measure A grade separation program funds are to be allocated through a Call for Projects (CFP) process. A project evaluation committee reviews proposals submitted during a CFP based on criteria that consider need, policy consistency, readiness, effectiveness, sustainability and funding leverage, as well as a score based on the California Public Utilities Commission's Grade Separation Priority List Index formulas. Proposals also must be consistent with the planned Caltrain/High Speed Rail (HSR) blended system. Consideration for the timing of future CFPs will include project need and alignment with external funding opportunities. The last grade separation program CFP was released in August 2013. The TA staff is considering when to recommend issuing the next CFP, which may occur within the next 12 to 24 months.

The TA encourages grade separation program sponsors to maximize the leveraging of Measure A funds with other external funding sources, recognizing that the availability of other funds has been reduced as many programs have limited time frames and others have experienced shrinking revenues. While local city and developer contributions and State Section 190 funds can still be used to supplement Measure A grade separation program funds, increased reliance on Measure A revenues as a principal source to fund projects will further limit the ability to deliver projects in an oversubscribed program.

A list of Measure A funded projects is contained in Table C. Most of the listed projects were funded with the previous Measure A program, approved in 1988.

**TABLE A: CANDIDATE GRADE SEPARATION PROJECTS**

City	Street	City	Street
South San Francisco	Linden Avenue	San Mateo	25th Avenue
San Bruno	Scott Street	Redwood City	Whipple Avenue
San Bruno	San Bruno Avenue	Redwood City	Brewster Avenue
San Bruno	San Mateo Avenue	Redwood City	Broadway Avenue
San Bruno	Angus Avenue	Redwood City	Maple Street
Millbrae	Center Street	Redwood City	Main Street
Burlingame	Broadway	Redwood City	Chestnut Street
Burlingame	Oak Grove Avenue	Redwood City	Middlefield Road
Burlingame	North Lane	Redwood City	2nd Avenue
Burlingame	South Lane (closed)	Redwood City	5th Avenue
Burlingame	Howard Avenue	Atherton	Fair Oaks Lane
Burlingame	Bayswater Avenue	Atherton	Watkins Avenue
Burlingame	Peninsula Avenue	Menlo Park	Encinal Avenue
San Mateo	Villa Terrace	Menlo Park	Glenwood Avenue
San Mateo	Bellevue Avenue	Menlo Park	Oak Grove Avenue
San Mateo	1st Avenue	Menlo Park	Ravenswood Avenue
San Mateo	2nd Avenue	Menlo Park	Marsh Road
San Mateo	3rd Avenue	Menlo Park	Chilco Street
San Mateo	4th Avenue	Menlo Park	Willow Road SR 84
San Mateo	5th Avenue	East Palo Alto	University Avenue
San Mateo	9th Avenue		

**TABLE B: CANDIDATE UPGRADE OF EXISTING GRADE SEPARATION PROJECTS**

City	Street	City	Street
Menlo Park	Highway 101	San Mateo	Mount Diablo
San Mateo	Poplar Avenue	San Mateo	Tilton Avenue
San Mateo	Santa Inez Avenue		

**TABLE C: COMPLETED MEASURE A FUNDED GRADE SEPARATION PROJECTS**

Grade Separation	Location	Measure A funds <sup>1</sup>	Other Funds	Total Cost	Year Completed
Oyster Point	South San Francisco	\$11.0 mil	\$13.2 mil	\$24.2 mil	1996
Millbrae Ave	Millbrae	\$13.3 mil	\$10.7 mil	\$24.0 mil	1997
Ralston/Harbor/Holly <sup>2</sup>	Belmont/San Carlos	\$60.7 mil	\$38.9 mil	\$99.6 mil	2000
Brittan/Howard	San Carlos	\$11.3 mil	\$11.7 mil	\$23.0 mil	1995
Jefferson Ave	Redwood City	\$8.1 mil	\$6.1 mil	\$14.2 mil	1999
Fifth Avenue	Redwood City <sup>4</sup>	\$10.1 mil	\$6.9 mil	\$17.0 mil	1996
San Bruno/San Mateo/Angus <sup>2,3</sup>	San Bruno	\$97.9 mil	\$62.6 mil	\$160.5 mil	2014

**Footnotes**

1. Original Measure A funds with revenues collected from 1988 through 2008 for all grade separations except in San Bruno, see footnote 3.

2. Includes station reconstruction necessitated by grade separation work.

3. Final financial information subject to pending project close-out. Funding for the San Bruno grade separation project includes a combination of Original and New Measure A funds.

4. The Fifth Avenue grade separation is within the Redwood City sphere of influence but is part of the North Fair Oaks portion of the unincorporated County.