



# Measure A Grade Separation - Proposed Project Selection Process

TA Board of Directors  
March 7, 2013



## Presentation Overview

- **Measure A Grade Separation Program**
- **Prior Board actions**
- **Proposed guiding principles on project selection process**
- **Next Steps**



## Program Overview

- 15% of Measure A Program
- \$225 million over the life of the program, assuming \$60 million in annual Measure A receipts
- Estimate \$200 million remains over the life of the program
- Purpose of program is to improve safety at railroad crossing and relieve traffic congestion

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## Program Overview

- Cities with candidate railroad crossings listed in the Expenditure Plan:
  - South San Francisco
  - San Bruno
  - Millbrae
  - Burlingame
  - San Mateo
  - Redwood City
  - Menlo Park
  - Atherton
  - East Palo Alto

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## Considerations and Challenges

- **Selection criteria should consider safety improvement, geographic equity, economic development, funding leverage**
- **Project needs to be supported by Caltrain**
- **Available funding is limited, so not all projects can be funded**

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## Recent TA Board Actions

- **December 2009: accepted new Measure A implementation plan; held off decision on project selection process for the Grade Separation program**
- **June 2010: allocated \$48.4 million in new Measure A funds for the San Bruno grade separation project**
- **September 2012: authorized solicitation of Letters of Interest from cities interested in applying for Measure A funds**

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## Response to the solicitation for Letters of Interest

- **Five cities expressed interest:**
  - **South San Francisco (South Linden)**
  - **San Bruno (Scott)**
  - **Burlingame (Broadway)**
  - **San Mateo (25<sup>th</sup> Avenue)**
  - **Menlo Park (Ravenswood)**
- **Timeframe for project implementation varies**

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## Proposed Guiding Principles

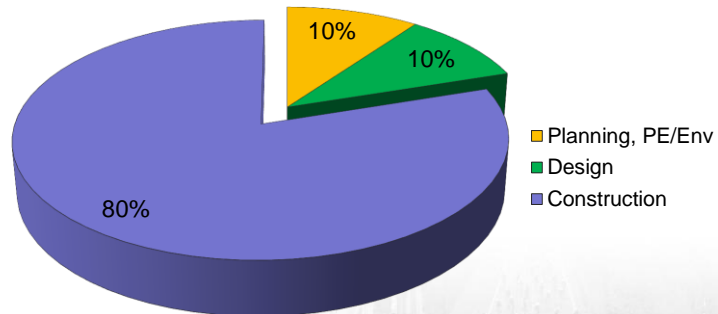
- **At least 80% of remaining available funds be allocated for construction**
- **Up to 20% for pre-construction, with at least 10% for design**
- **A city is to receive no more than 50% of the available construction funding; previous allocation of construction funding would be counted**

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## Proposed Distribution

### Grade Separation Funding



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## Proposed Guiding Principles

- **Allocate funds to separate project phases:**
  - Planning/Project Study Report
  - Preliminary Engineering/Environmental Assessment
  - Design
  - Construction

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## Planning/Project Study Report

- **Studies project alternatives and provides cost estimates for different options, including a scenario that is consistent with the Caltrain/High Speed Rail Blended System**
- **Provides information on congestion relief and safety improvement: traffic volume and accident data**
- **Report provides information on economic development/transit-oriented development opportunities in the project area**

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## Preliminary Engineering/ Environmental Assessment

- **Planning phase completed**
- **City Council approval required for project to move forward**
- **Caltrain concurs with the selected project alternative**

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## Design

- PE/Environmental completed
- Design to be completed by or closely coordinated with Caltrain, to ensure railroad design standards are met
- Requires value engineering
- Leverages non-Measure A funds

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## Construction

- All pre-construction activities completed
- City Council approval and local community support
- Construction to be done by Caltrain
- Leverages non-Measure A funds; adequate full-funding plan
- Provides support for economic development

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## Next Steps

Timeline	Activity
March 2013	CAC and Board input on the proposed project selection process
April 2013	Board approval of the project selection process
April - May 2013	Notify eligible applicants to submit project requests
Summer 2013	Board approves 1 <sup>st</sup> round funding