



# *Broadway Grade Separation Project Update*

*October 5, 2023*



Board of Directors  
October 5, 2023

# Measure A Grade Separation Program

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- 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

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- **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.



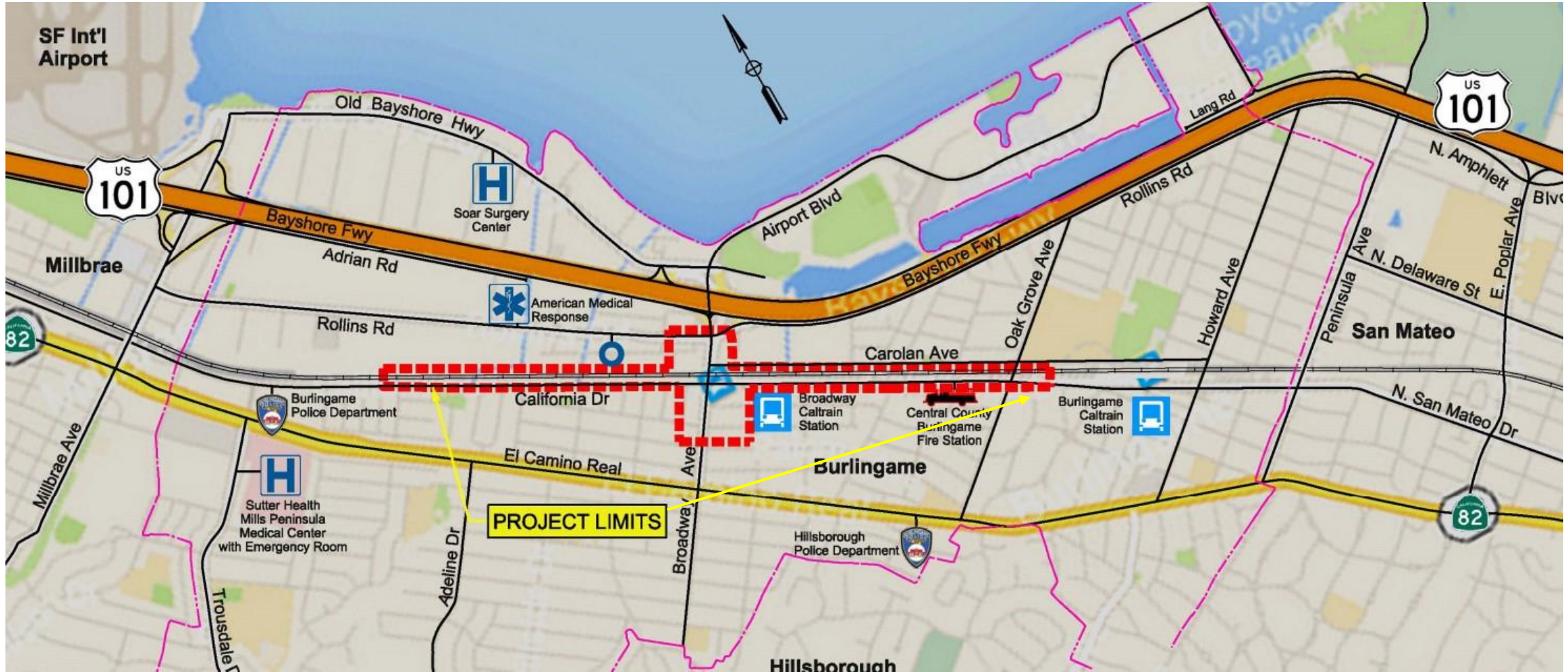
# Grade Separation Pipeline Projects

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| Sponsor       | Project                | Status   |
|---------------|------------------------|--|
| San Mateo     | 25 <sup>th</sup> Ave   | Complete—in close-out  |
| Burlingame    | Broadway               | 95% Design   |
| SSF/San Bruno | S. Linden Ave/Scott St | Kicked-off Preliminary Engineering/Environmental Clearance   |
| Menlo Park    | Ravenswood             | Project Study Report completed in 2019— Allocation request for next phase anticipated in Winter 2024 |



# Broadway Project Location





# Project Location



Existing Conditions



Proposed Grade Separation



# Existing Conditions

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- 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

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## 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

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- 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

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## 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

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## 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

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| 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 |



# Project Cost Update (in thousands)

| Phase   | 2021 Estimate    | Current Estimate | Difference        |
|---|------------------|------------------|-------------------|
| Project Study Report                              | \$ 1,000         | \$1,000          | -                 |
| Preliminary Engineering / Environmental Clearance | \$ 4,550         | \$ 4,550         | -                 |
| Final Design / Environmental Permits              | \$ 19,838        | \$ 19,838        | -                 |
| Paralleling Station Design and Construction       | -                | \$ 1,225         | \$1,225           |
| Preconstruction Services (CM/GC)                  | -                | \$ 2,500         | \$2,500           |
| Right of Way / Utilities                          | \$ 24,000        | \$ 24,000        | -                 |
| Construction                                      | \$ 277,302       | \$ 262,887       | (\$14,415)        |
| <b>Total</b>                                      | <b>\$326,690</b> | <b>\$316,000</b> | <b>(\$10,690)</b> |





# 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 (current)       | \$2,200          |
| City of Burlingame Local Match (planned)       | \$15,000         |
| Future Grants (Needs to be secured)            | \$55,800         |
| <b>Total Project Cost</b>                      | <b>\$316,000</b> |



# Next Steps

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- 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

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## 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



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# Questions

