



San Mateo County Measure A Grade Separation Program

August 4, 2016
Board of Directors
Agenda Item #12 a



Presentation Overview

- Overview of Grade Separation Program
- 2009 Grade Separation Planning “Footprint” Studies
- 2013 Guiding Principles
- 2013 Solicitation evaluation criteria
- 2013 Solicitation outcome
- Future funding outlook
- Project selection process alternatives



Program Overview

- Purpose of program is to improve safety at railroad crossings and to relieve traffic congestion
- 15% of New Measure A Program
- \$225 million in 2004\$ over the life of the program, assumes \$60 million in annual New Measure A receipts
- Allocated \$54.9 million to date

3



Program Overview: Candidate Projects

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

4



Program Overview: New Measure A Funded Projects

New Measure A

Sponsor	Grade Separation Project	Allocation	Phase	Funding Cycle
San Bruno	San Bruno, San Mateo & Angus Avenues	\$49.15 mil.	construction	2010 Board Action
San Mateo	25th Avenue	\$5.0 mil.	PS&E/ROW	Special Circumstance
Menlo Park	Ravenswood	\$0.75 mil.	planning	2013 Solicitation
Total New Measure A Allocations:		\$54.9 mil.		

Other Recent Allocations from the 2013 Solicitation using Original Measure A Funds

Sponsor	Grade Separation Project	Allocation	Phase
San Mateo	25th Avenue	\$3.7 mil.	PE/ENV
Burlingame	Broadway	\$1.0 mil.	planning
South San Francisco/ San Bruno	South Linden Avenue/Scott Street	\$0.65 mil.	planning

5



Planning Studies: Purpose

Identified technically feasible alternatives for grade separation of the Caltrain Corridor in San Mateo County

- High-level development of alternatives
- Primarily looked at grade separation options at each crossing
- High/medium/low assessment of impacts of each scenario
- Coordinated study efforts with local public works departments
- Studies completed September 2009

6



Planning Studies: Purpose

Identified physical impacts and costs

- Included property, driveway access, street, utility, and parking impacts
- High-level assessment (conceptual planning work)
- Assumed “all or nothing” property takes
- Order of magnitude costs
- Costs varied on different alternatives

7



Planning Studies: Purpose

Order of magnitude cost ranges in 2009\$ for a few proposed grade separations:

- Broadway, Burlingame: \$115m to \$559m
- Ravenswood Avenue, Menlo Park: \$113m to \$463m
- South Linden Avenue, South San Francisco: \$132m to \$333m

8



Guiding Principles: Funding

Board approved guiding principles in April 2013

- Allocate at least 80% of remaining available funds for construction
- Allocate up to 20% for pre-construction, with at least 10% for design

9



Guiding Principles: Programming & Allocation

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

10



Guiding Principles: Programming & Allocation

- **Planning/Project Study Report**
 - Study project alternatives
 - Develop cost estimates
 - Include at least one scenario consistent with the Caltrain/HSR blended system
 - Include Caltrain in the planning process
- **Preliminary Engineering/Environmental**
 - Complete necessary Federal and/or State environmental assessment
 - Have City Council approval and Caltrain concurrence with selected alternative

11



Guiding Principles: Programming & Allocation

- **Design**
 - Complete design with Caltrain to ensure railroad design standards are met
 - Have City Council approval and Caltrain concurrence with the selected alternative
- **Construction**
 - Constructed by Caltrain
 - Secure full funding plan
 - Have City Council approval and Caltrain concurrence with the selected alternative

12



2013 Solicitation Evaluation Criteria

- **Project Readiness - 20%**
- **Safety and Traffic Improvement - 35%**
- **Project Need and Justification - 35%**
- **Funding Leverage - 10%**

13



2013 Solicitation Outcome

- **In 2013, TA solicited interest from cities in completing grade separation projects over the next 10 years**
- **Five cities responded:
San Bruno, South San Francisco,
Burlingame, San Mateo and Menlo Park**
- **Funded several projects through planning**
- **Projects are being completed in varying schedules; cities are seeking funding through special circumstances requests**
- **Insufficient revenue to fully fund these projects through construction**

14



Future Funding Outlook

- **Remaining amount of Measure A funding anticipated to be available**
 - Approximately \$235 million projected to be available for remaining life of the program, based on updated 2016\$
- **Other federal and state funding that may be available for grade separations**
 - State Section 190 - \$15 million annually
 - Federal Railroad Administration - Railroad Safety Infrastructure Improvement Grants - 2016 solicitation provides \$25 million
 - California High Speed Rail Authority

15



Project Selection Process: Alternatives for Consideration

- **Continue funding calls with no change**
 - Provides maximum flexibility
 - Insufficient funding to fully fund projects in progress through construction
 - Scheduling when to issue calls-for-projects process is a challenge due to varying project schedules
 - May need to consider special circumstance requests
 - Primarily focus on projects that are ready to go into the next phase

16



Project Selection Process: Alternatives for Consideration

- **Focus only on projects in process**
 - Conserves resources, but precludes others
 - Prioritize funding based on Caltrain's Grade Crossing Hazard Analysis, blended system consideration, and PUC scores
- **Focus on projects in process, but consider funding for new projects to complete planning only**
 - Primarily limit remaining funding for existing projects
 - Opportunity to further study others

17



Next Steps

- **August – review existing policy; solicit board input on potential program changes**
- **September – Board approves potential changes to program**

18