SAN MATEO COUNTY
Transportation Authority

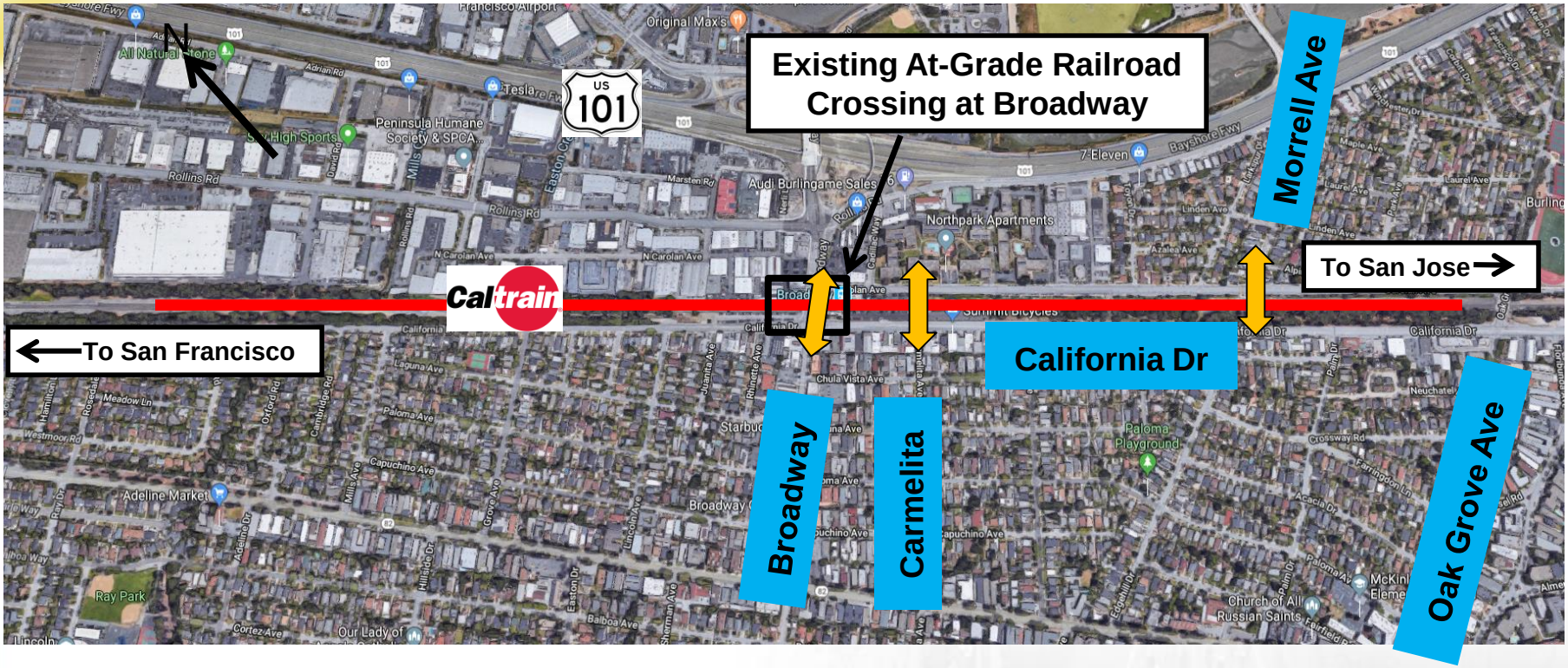
Broadway Burlingame Grade Separation

Burlingame City Council
June 03, 2019

Presentation Outline

- Project Location/Existing Conditions
- Project Goals and Scope
- Project Schedule
- Project Cost
- Proposed Funding Plan
- Next Steps

Project Location



Ped/Bike Access

- Broadway & Morrell Ave. to be grade separated
- New grade separated access at Carmelita Ave.

Existing Conditions

- 92 Caltrain weekday trains use this crossing, in addition to freight
- 28,049 average daily vehicle counts for Broadway in year 2014
- Lack of grade separation increases vehicular and train delays
- Highest ranked crossing on CPUC Grade Separation Priority List

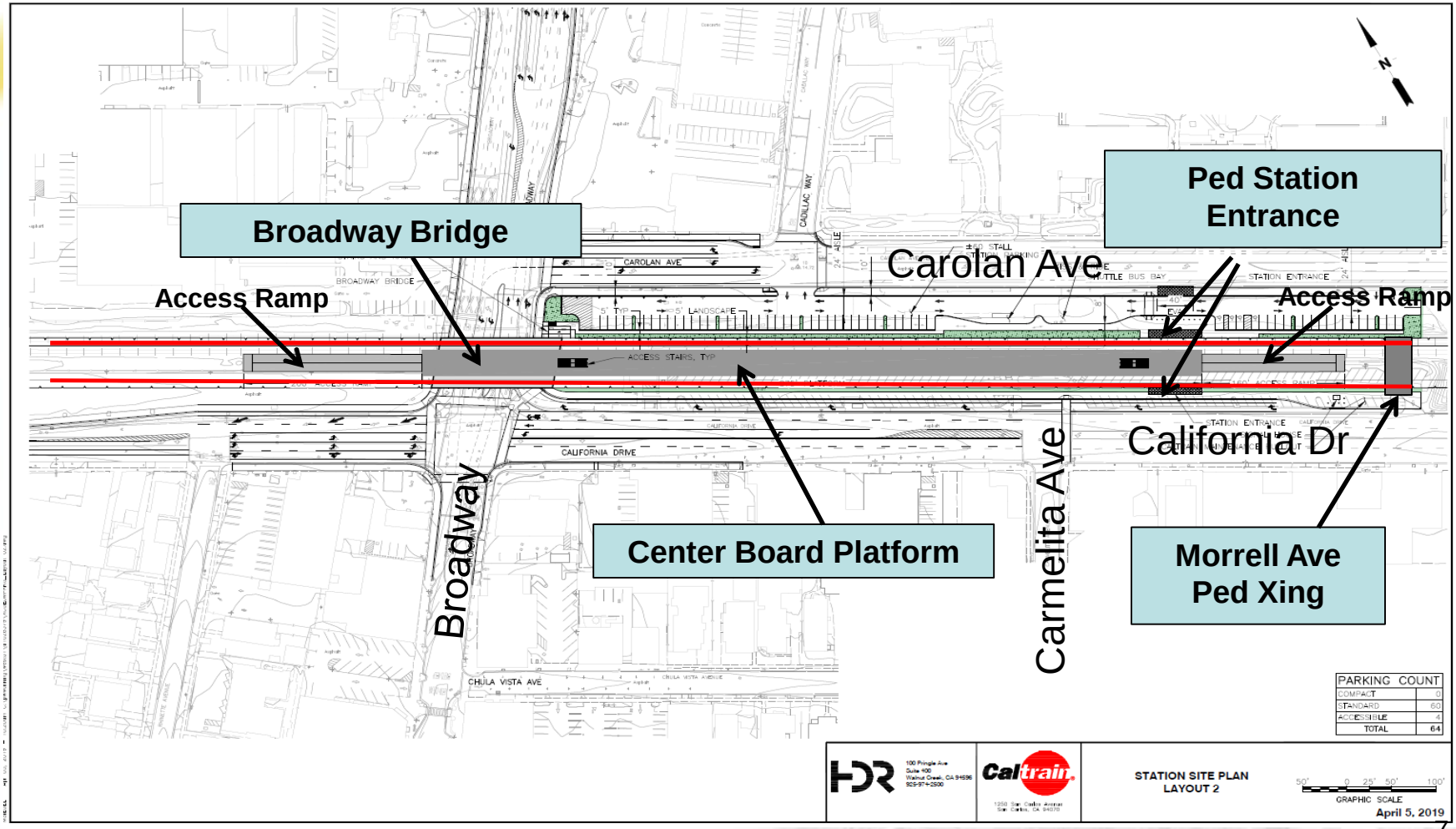
Project Goals

- Enhance east-west connectivity
- Enhance safety for motorists, bicyclists & pedestrians
- Improve customer experience with new station
- Improve traffic flow and reduce delays
- Reduce automobile congestion and emissions
- Improve efficiency of rail operations

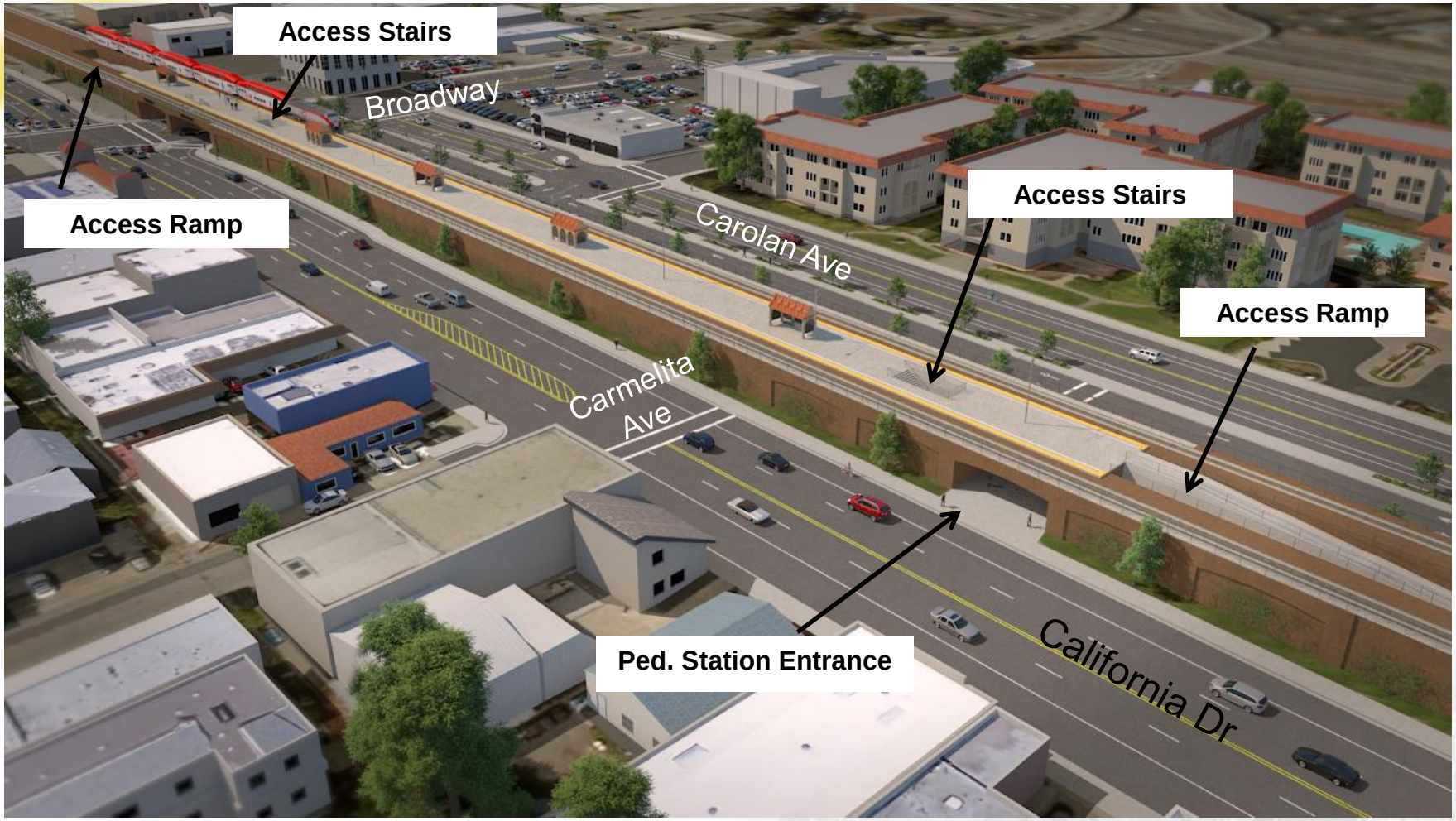
Project Scope

- Railroad to be partially elevated and adjacent roadways (Broadway, Carolan and California) to be partially lowered
- New station with center board platform, ramp and stair access
- Station parking on east side of tracks with access to/from Carolan Ave.
- Two shoofly tracks east of the existing mainline
- Ped/Bike crossings at Broadway, Carmelita and Morrell Ave.

Project Overview

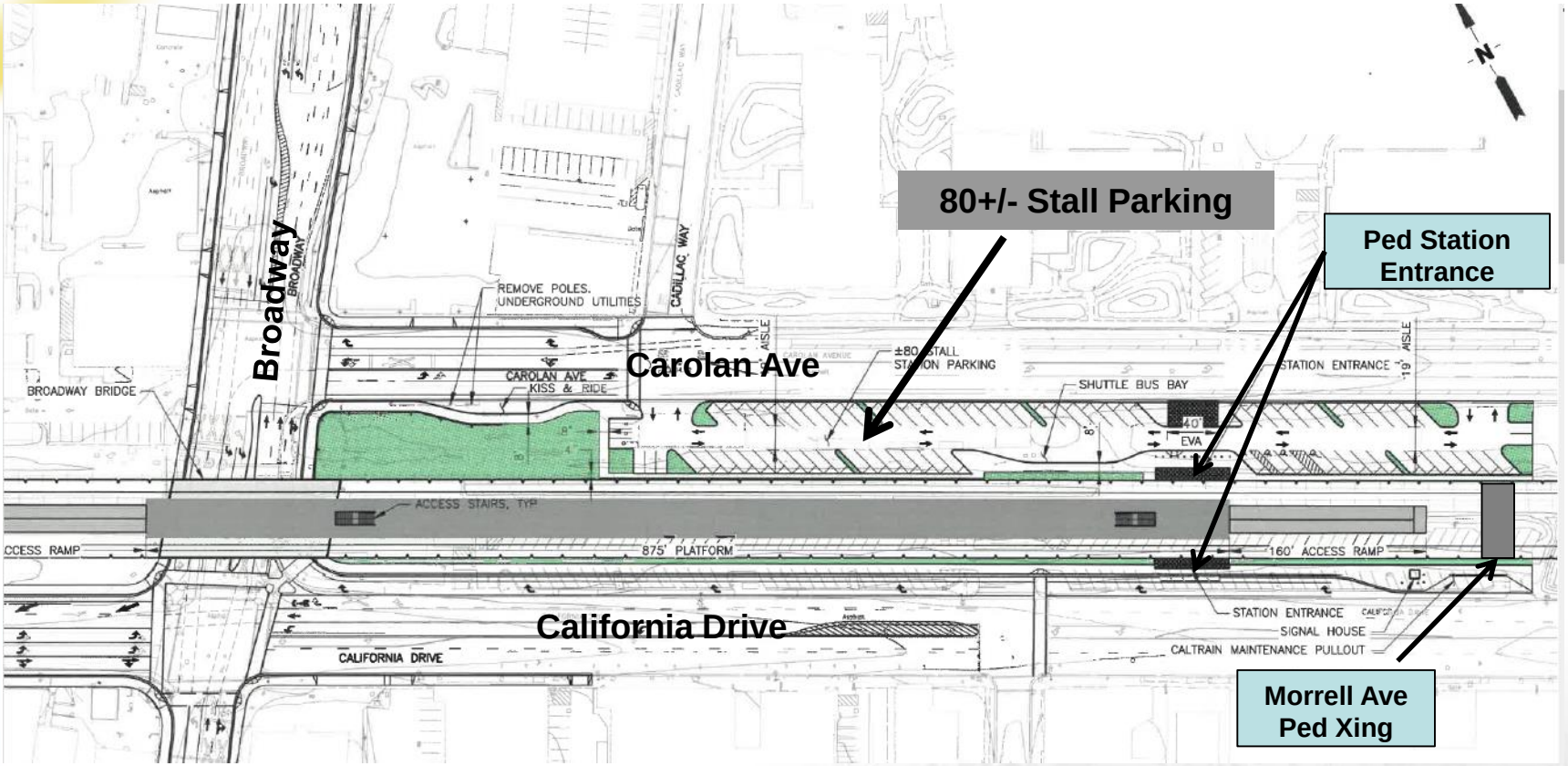


New Broadway Station (conceptual)



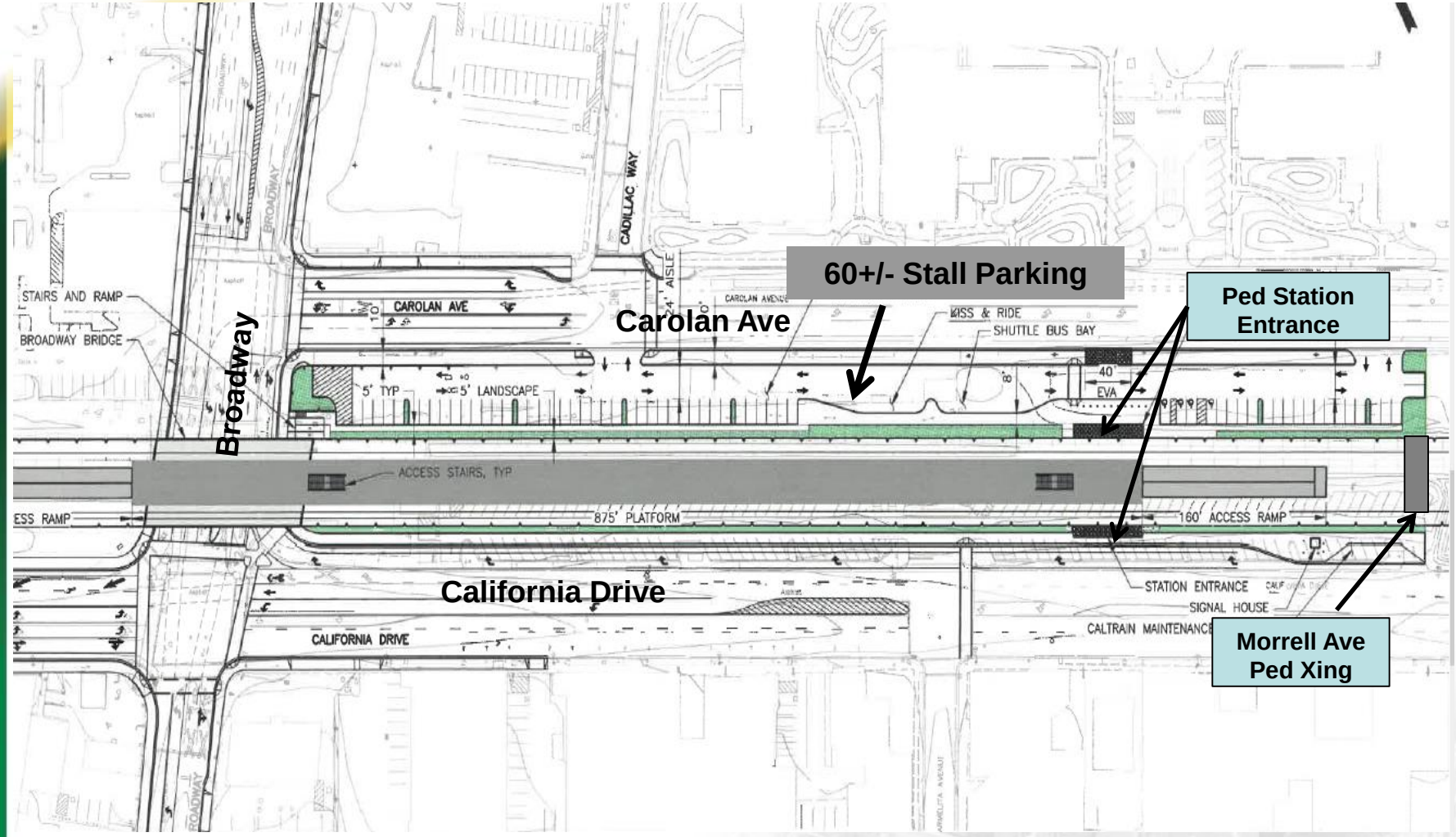
Proposed Grade Separation at Broadway (conceptual)

Parking Lot Options – Layout 1



Parking Lot Layout 1 (conceptual)

Parking Lot Options – Layout 2



Parking Lot Layout 2 (conceptual)

Project Schedule

Description	Start	Finish
Project Study Report	Jan 2014	Jan 2017
Preliminary Engineering/ Environmental Review	Mar 2017	Oct 2019
Final Design*	Nov 2019	Nov 2021
Right of Way/Utilities*	Nov 2020	Nov 2022
IFB/Award*	Dec 2022	Jun 2023
Construction*	July 2023	July 2026

* Dependent on future funding allocations and coordination with other corridor projects and resources

Project Cost (in thousands)

Phase	Current $	YOE $
Project Study Report:	$1,000	$1,000
Prelim. Engineering:	$4,550	$4,550
Final Design/Env Permits:	$19,305	$19,838
Right of Way/Utilities:	$23,522	$24,000
Construction:	$230,427 to	$277,302
Total:	$278,804 to	$326,690

Year of Expenditure (COE) costs for Final Design and Construction are based on the midpoint of scheduled work. Costs are Order of Magnitude based on 15% design.

Cost Variances from San Bruno and 25th Ave. Grade Separations

- Construction after electrification
- Major right of way needs
- Relocation of utilities
- Shoofly track construction
- Wetlands, creeks and culverts
- Price escalation/bidding climate
- 2025 construction mid-point

Proposed Funding Plan (in thousands)

Phase	Burlingame	Measure A	Measure W	Regional (OBAG 2)	State[1]	Federal[2]	Total
Project Study Report		$1,000					$1,000
Prelim. Engineering/ Environmental	$500	$4,050					$4,550
Final Design/Permits	$1,500	$18,338					$19,838
Right of Way/Utilities		$24,000					$24,000
Construction	$13,000	$74,302	$15,000	$15,000	$95,000	$65,000	$277,302
Total	**$15,000**	**$121,690**	**$15,000**	**$15,000**	**$95,000**	**$65,000**	**$326,690**

Footnotes

1) Proposed State administered funding sources may include a combination of Section 130, 190, SB 1, TICRP & Cap and Trade Funds.

2) Proposed Federal administered funding sources may include a combination of TIGER/FASTLANE and INFRA funds.

3) Listed funding sources are proposed and are not actual funding commitments.

Next Steps

- Refine station platform location, parking lot and roadway configurations
- Finalize the preliminary engineering and environmental clearance phase
- Obtain funding for final design
- Advertise and award final design contract
- Right-of-way acquisition
- Construction

Questions ?