



Broadway Burlingame Grade Separation

TA CAC
June 04, 2019
Board Agenda Item #13 (c)

The slide features a green background with a faint image of a train and a highway interchange. The TA logo is in the top left corner.



Presentation Outline

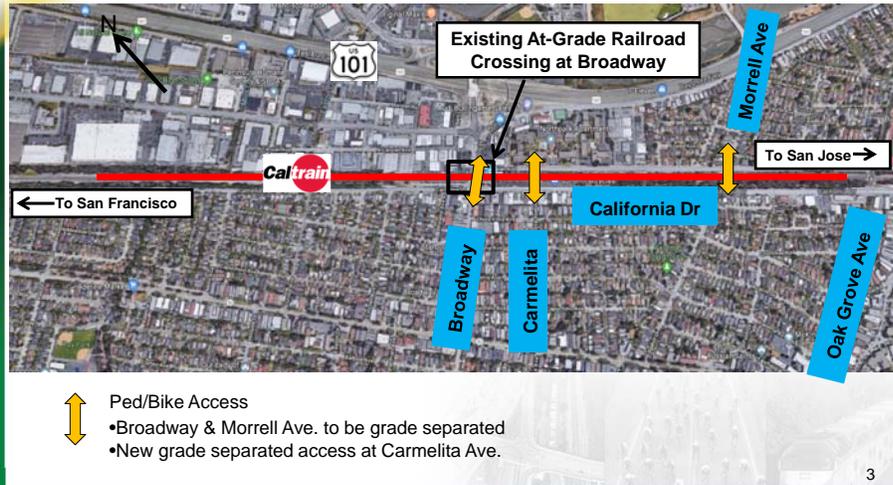
- **Project Location/Existing Conditions**
- **Project Goals and Scope**
- **Project Schedule**
- **Project Cost**
- **Proposed Funding Plan**
- **Next Steps**

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Project Location



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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

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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

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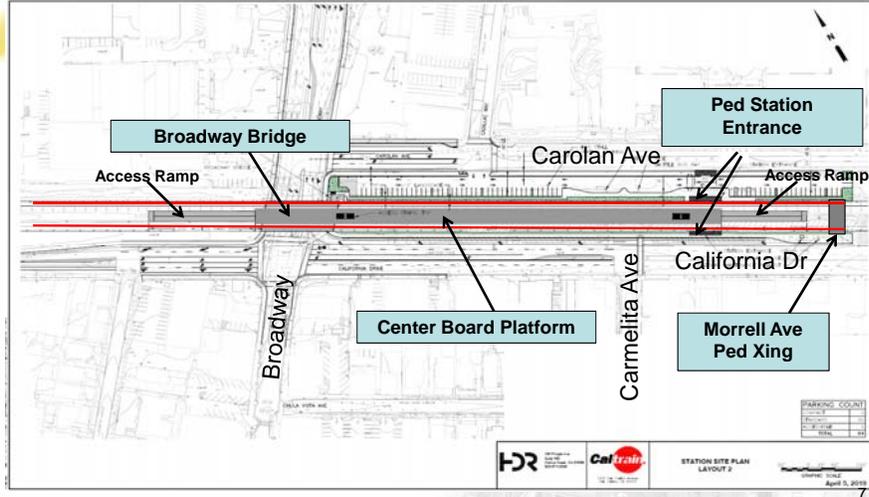
Project Scope

- 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.

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Project Overview



New Broadway Station (conceptual)

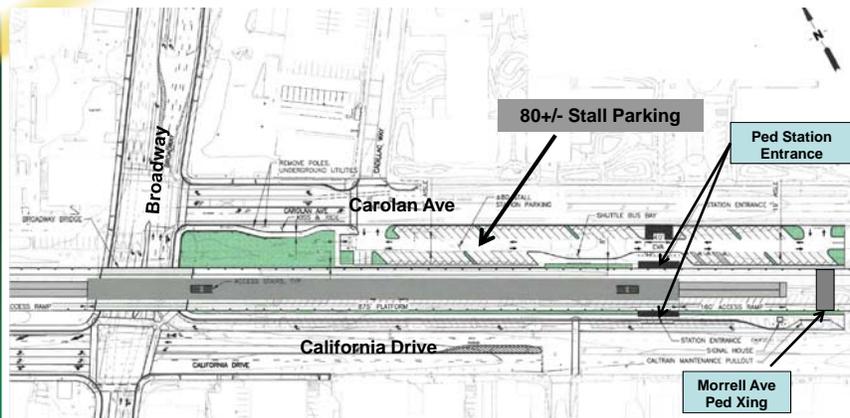




Proposed Grade Separation at Broadway (conceptual)



Parking Lot Options – Layout 1

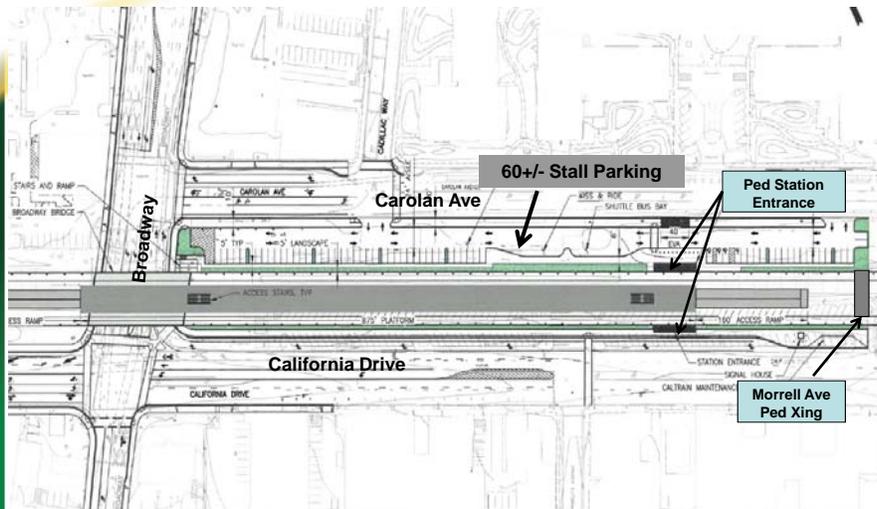




Parking Lot Layout 1 (conceptual)



Parking Lot Options – Layout 2





Parking Lot Layout 2 (conceptual)



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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

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Project Cost (in thousands)

<u>Phase</u>	<u>Current \$</u>	<u>YOE \$</u>
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:	<u>\$230,427 to \$277,302</u>	
	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.

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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

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Proposed Funding Plan (in thousands)

Phase	City of 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 for the final design/permits, right of way/utilities and construction phases are proposed and do not represent 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
- Value engineering



Questions ?