



Transit and Intercity Rail Capital Program

Sixth Round Selected Projects – High Priority Grade Crossing Improvement and Separation Project Detail Summary

July 6, 2023

Total Funding Awarded:

\$251,500,000 awarded to 7 High Priority Grade Crossing Improvement and Separation projects statewide from TIRCP.

\$98,500,000 awarded to 6 High Priority Grade Crossing Improvement and Separation projects statewide from the Port and Freight Infrastructure Program (PFIP).

1. City of Burlingame with Peninsula Corridor Joint Powers Board (PCJPB) and the San Mateo County Transportation Authority (SMCTA)

Project: Broadway Grade Separation

Award: \$70,000,000
Total Budget: \$291,976,000

This funding award will fully fund the Broadway Grade Separation, which is ranked as the top priority on the California Public Utilities Commission (CPUC) Grade Separation Fund Priority List.

The project eliminates the existing at-grade railroad crossing at Broadway in the City of Burlingame and will create a grade-separated crossing at the intersection. Work will also include replacing the existing Broadway Station with a new station and reconfiguring the platforms, which will eliminate the need for trains to be held off while another train is boarding at the station. The project will also enhance access and connectivity for pedestrians and bicyclists by providing sidewalks and bike access along reconstructed portions of Broadway, California Drive, and Carolan Avenue. It will also provide better east-west connectivity and connect to existing north-south, and east-west bike facilities.

The project will address numerous safety and congestion challenges directly attributable to the at-grade crossing, including high numbers of crashes, slow response times for emergency personnel, heavy delays, and queuing in and around the project site.

This project may request a letter of no prejudice if necessary. Project completion is expected by 2028.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: High

Climate Change and Sustainability: High

Promote Transportation Equity: Medium

Funding Match: Medium-High

Project Readiness: Medium-High

2. City of Fresno

Project: Blackstone & McKinley BNSF Grade Separation Project

Award: \$80,000,000
Total Budget: \$151,900,000

This funding award will complete the funding plan for this project, which is also included on the CPUC Grade Separation Fund Priority List.

The project addresses two at-grade crossings under BNSF mainline track. The project will eliminate the existing at-grade crossings by grade separating North Blackstone Avenue and East McKinley Avenue under the BNSF Mainline Track, thus improving multimodal accessibility, safety, and freight operations. This key intersection, which provides access to Fresno City College (FCC),

Design Science College High School, San Joaquin Memorial High School, Fresno High School, Heaton Elementary, and SR 41, has experienced multiple train-highway user collisions over the years and delivery of this project is a top safety priority.

Both avenues will be improved to create complete street corridors, which includes installation of Class IV protected bikeways, raised landscaped median, wide sidewalks, ADA compliant curb ramps, and new bus stops for the City's bus rapid transit (BRT) service. The project will also be designed to accommodate 100-year stormwater flows to provide an all-weather rail crossing addressing resiliency and climate change vulnerabilities, thus improving freight train reliability that will increase the economic competitiveness of the region.

This project may request a letter of no prejudice if necessary. Project completion is expected by 2028.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: High

Climate Change and Sustainability: High

Promote Transportation Equity: High

Funding Match: Medium

Project Readiness: Medium

3. City of Mountain View

Project: The City of Mountain View Caltrain Grade Separation Project

Award:	\$20,000,000
Total Budget:	\$397,715,000

This funding award advances the project towards full funding to, eliminate two at grade crossings. Both crossings are included on the CPUC Grade Separation Fund Priority List.

The project eliminates a grade crossing at Castro Street in Downtown Mountain View and at Rengstorff Avenue and was jointly developed by the Santa Clara Valley Transportation Authority (VTA), the City of Mountain View, and Caltrain with the engagement of and input from the Mountain View community.

The project will provide multi-modal access to the regional transportation network for the City's residents and a key transfer point for employees in Mountain View and the greater Silicon Valley area. It will provide pedestrians and bicyclists with a safer crossing of the rail corridor and Central Expressway with fewer delays and addresses the expected growth from expanded Caltrain and light rail service, and the eventual development of the California High-Speed Rail.

The project will include a new vehicle ramp to provide an alternate route for vehicles; construction of undercrossing and vertical circulation for pedestrians and cyclists to facilitate passage to both the local transit center and Downtown Mountain View; enhanced bicycle connections; designation of new areas for bus/shuttle pick-up along the project area; extension of the Caltrain boarding platforms to allow for increased Caltrain capacity; and addition of secure bicycle parking at the Transit Center.

The TIRCP funding will position this project to compete for \$60 million of federal funding by providing critical matching funds. A letter of no prejudice may be requested if necessary. Project completion is expected by 2027.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: High
Climate Change and Sustainability: High
Promote Transportation Equity: Medium
Funding Match: High
Project Readiness: Medium-High

4. City of Palo Alto

Project: Connecting Palo Alto – Palo Alto Rail Grade Separation

Award: \$23,790,000
Total Budget: \$54,300,000

This award advances final design for the Churchill Avenue component of the project and positions the project to proceed with the bidding process for construction and to pursue matching funds from federal sources to deliver the construction phase. Notably, this funding leverages a recent Federal Railroad Administration (FRA) Railroad Crossing Elimination (RCE) Program award that contributes to project development activities across three locations in Palo Alto.

Once constructed, the project will grade separate three locations along the Caltrain corridor in the City of Palo Alto and is expected to significantly improve regional safety as it will address multiple grade crossings that are in the top 10 locations of the Federal Rail Administration’s (FRA) Predictive Accident list in California. The project will address safety, mobility, and environmental concerns resulting from increased services along the corridor. Additional co-benefits will accrue to Caltrain and future High Speed Rail service.

This project is expected to request a letter of no prejudice. Project completion for this phase is expected by 2025.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: Medium-High
Climate Change and Sustainability: Medium
Promote Transportation Equity: Medium
Funding Match: Medium-High
Project Readiness: Medium-Low

5. City of Santa Ana

Project: Santa Ana Blvd. Grade Separation Project

Award: \$7,000,000
Total Budget: \$7,000,000

This award advances design for the project and positions it to pursue matching funds from other state and federal sources.

Once constructed, the project will grade separate Santa Ana Boulevard under the Metrolink Orange Subdivision, which is used by BNSF Railway in addition to Metrolink and Amtrak services. In total, an average of 54 trains pass through this crossing daily resulting in significant traffic delays and safety concerns. Upon completion the project is also expected to deliver new protected Class IV bikeways and pedestrian improvements parallel to the project area. The project is expected to improve the efficiency of the local roadway and rail network while strengthening transportation reliability, improving safety, and strengthening economic competitiveness.

The TIRCP funding provided for this project is expected to position the project to compete for future federal and state funding programs. This project is expected to request a letter of no prejudice. Project completion for this phase is expected by 2025.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: Medium-High

Climate Change and Sustainability: Medium

Promote Transportation Equity: High

Funding Match: Low

Project Readiness: Medium-Low

6. Los Angeles County Metropolitan Transportation Authority (LA Metro)

Project: San Fernando Valley Regional Rail Program of Projects

Award:	\$46,550,000
Total Budget:	\$358,300,000

This funding, leveraged with a 2020 TIRCP award, provides significant state resources to the program and positions the project to be competitive in pursuing matching funds from federal sources to complete the funding package. The program of projects includes the Doran Street Grade Separation and the Brighton to Roxford Double Track project. Notably, this funding also leverages a recent FRA RCE Program award of \$38.3 million for the Doran Street elements.

The Doran Street Grade Separation component will allow for the closing of an at-grade crossing of the Antelope Valley Line (AVL) and Ventura County rail lines at Doran Street at the border of the cities of Glendale and Los Angeles, and constructing a new access road into the North Atwater Village neighborhood. The new grade separation structure will eliminate the at-grade rail crossing of Doran Street in a highly trafficked passenger and freight rail corridor between Los Angeles Union Station and the City of Burbank.

The Brighton to Roxford Double Track Project will further improve the operation of the AVL by adding a second main line rail track to an 11-mile single rail track transportation corridor in east San Fernando Valley. The addition of a second main line rail track will allow trains traveling in opposing directions to run on separate tracks, therefore improving the overall flow of trains and

effectively creating a “two-way street” for train operations.

This project is expected to request a letter of no prejudice. Project completion for the Doran Street component is expected by 2026 and segment 2 of the Brighton to Roxford component by 2027.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: High

Climate Change and Sustainability: Medium-High

Promote Transportation Equity: Medium-High

Funding Match: Medium-High

Project Readiness: Medium

7. Yolo County

Project: County Road 32A Crossing Relocation and Grade Separation Project

Award: \$4,160,000

Total Budget: \$5,200,000

This award advances the environmental and design elements for the project and positions it to pursue matching funds from other state and federal sources.

Once constructed, the project will relocate, and grade separate the existing crossing with the Union Pacific Railroad (UPRR) Martinez Subdivision crossing. The current rail line carries 19 freight and 20 passenger trains daily, and the existing crossing’s geometry creates safety and operational challenges. The Project will reduce conflicts between trains and roadway users, improve goods movement reliability, ease traffic congestion, and reduce environmental impacts. Upon completion, the project is also expected to increase freight train reliability and improve regional economic competitiveness.

The TIRCP funding provided for this project is expected to position the project to compete for future federal and state funding programs. This project is expected to request a letter of no prejudice. Project completion for the funded phases is expected by 2026.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: Medium-High

Climate Change and Sustainability: Medium

Promote Transportation Equity: Medium-Low

Funding Match: Medium

Project Readiness: Medium-Low