



25th Avenue Grade Separation Update and Request for Additional Funds

Project Location



Project Benefits

- East West Access
- Economic Development
- Roadway/Railroad Safety
- Benefit of Completing Project Pre-Electrification

Project Background

- Project developed by City of San Mateo
- Final \$180 Funding Secured in 2016-2017
 - SMCTA-\$74
 - CPUC-\$10
 - CSM-\$12
 - CHSRA-\$84
- Only project to receive CHSRA (High Speed Rail Authority) Grade Separation funding

Project Background (cont'd)

- Timing of project construction is to precede Caltrain electrification
 - If project were to delay until after electrification, will likely lose CHSRA funding
 - Completing project post-electrification would cost \$250M (in 2027)
- Project is complex and much has been completed
 - Construction contract was awarded concurrent with utility relocation and permitting. Delays in utility relocation due to UP negotiation has caused cost and delay to the project since Dec 2017 to April 2019.

City Request

- Total Additional Funds Required for Project Completion - \$25.9M
- City is requesting additional \$23.8M from TA
- City will fund added cost of \$2.1M (Appropriation of \$1.1M is already completed)
- City anticipates that with added funds, full scope of 25th GS Project is expected to be completed by Fall 2021

Project Update

- Project is 85% complete
- Track is completely separated from vehicular traffic
 - Train service on the berm and bridges since July 2020
- Hillsdale Station work is ongoing-projected opening Spring 2021
- Road work progressing with phased completions
 - 28th Avenue-January 2021
 - 25th Avenue- June 2021
 - 31st Avenue-September 2021

Project Update (Photos)



28th Ave



28th Ave

Project Update (Photos)



31st Ave



31st Ave

Project Update (Photos)



New Hillsdale Station



Pedestrian Underpass Bridge

Project Update (Photos)



South Parking Lot



North Parking Lot

Project Schedule Overview

- Contract Award-July 2017
- NTP-December 2017
- Original Contract Completion-January 2020
- Current Contract Completion-September 2021

Construction Challenges

- Project is to precede Caltrain electrification; as a result, construction contract needs to be advertised and awarded in 2017
 - Permits pursued in parallel
 - Major utility relocation pursued in parallel
 - UPRR negotiations impact ability to move fiber optic – Caused delay of more than 500 days
 - PGE not originally budgeted for relocation of high pressure gas line
 - Contaminated soil
 - Additional associated soft costs
- Additional challenges in 2020: COVID

Construction Challenges (cont'd)

- A detailed project analysis was performed between July – Oct 2020
- Deep dive program review establishes new cost to complete

Project Cost Summary

Description	Post Bid (2017)	Estimate at Completion
Pre-Construction Costs	\$ 14.7	\$ 15.0
Construction Costs	\$ 82.9	\$ 113.2
Parking Track	\$ 2.0	\$ 4.1
Right of way and Utilities	\$ 12.0	\$ 31.9
Construction Management	\$ 28.6	\$ 38.2
Contingency	\$ 39.8	\$ 5.3
PCEP Reimbursable		\$ (1.8)
Total	\$ 180.0	\$ 205.9

- **Additional Funds Request = \$25.9M**

Remaining Major Risks

- Still digging at 25th and 31st
 - Advanced location of remaining utilities
 - Potential soil contamination
 - Unknown ground conditions/unknown utilities
 - Conformance Issues/Traffic Control at El Camino Real and Delaware
 - Covid-19 Impacts
- Program cash flow
 - \$8M left in project budget, project delays and cost escalation if funding not granted

Timeline for Funds Request

- SM City Council- January 4th
- TA CAC (Citizens Advisory Committee) and TA BOD (Board)-January 5th and 7th
- JPB Finance Committee-January 25th
- JPB BOD- February 4th
- Funds Allocated-March 1

Questions