



CITY OF  
**PALO  
ALTO**

**CITY COUNCIL RAIL COMMITTEE**

Wednesday, April 20, 2022

Special Meeting

Council Chamber & Virtual

1:00 PM

Pursuant to [AB 361](#) Palo Alto City Council and Committee meetings will be held as “hybrid” meetings with the option to attend by teleconference/video conference or in person. To maximize public safety while still maintaining transparency and public access, members of the public can choose to participate from home or attend in person. Information on how the public may observe and participate in the meeting is located at the end of the agenda.

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The meeting will be broadcast on Cable TV Channel 26, live on YouTube at <https://www.youtube.com/c/cityofpaloalto>, and streamed to Midpen Media Center at <https://midpenmedia.org>.

**PUBLIC COMMENTS**

Public Comments will be accepted both in person and via Zoom meeting. All requests to speak will be taken until 5 minutes after the staff’s presentation. Written public comments can be submitted in advance to [city.clerk@cityofpaloalto.org](mailto:city.clerk@cityofpaloalto.org). Please clearly indicate which agenda item you are referencing in your email subject line.

Call to Order

Oral Communications

*Members of the public may speak to any item NOT on the agenda.*

Action Items

1. Discuss City Council Referred Item Related to Prioritizing, Sequencing, and Adjusting the Scope of Work for Additional Studies.
2. Reports from VTA, Caltrain & City Staff.  
**Supplemental Report Added**
3. Discuss Rail Committee Work Plan.

**Presentation**

## Next Steps and Future Agendas

### Adjournment

#### PUBLIC COMMENT INSTRUCTIONS

Members of the Public may provide public comments to virtual meetings via email, teleconference, or by phone.

1. **Written public comments** may be submitted by email to [city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org).
2. **Spoken public comments using a computer or smart phone** will be accepted through the teleconference meeting. To address the Council, click on the link below to access a Zoom-based meeting. Please read the following instructions carefully.
  - You may download the Zoom client or connect to the meeting in- browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer. Or download the Zoom application onto your phone from the Apple App Store or Google Play Store and enter the Meeting ID below
  - You may be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
  - When you wish to speak on an Agenda Item, click on "raise hand." The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called to speak.
  - When called, please limit your remarks to the time limit allotted.
  - A timer will be shown on the computer to help keep track of your comments.
3. **Spoken public comments using a phone** use the telephone number listed below. When you wish to speak on an agenda item hit \*9 on your phone so we know that you wish to speak. You will be asked to provide your first and last name before addressing the Council. You will be advised how long you have to speak. When called please limit your remarks to the agenda item and time limit allotted.

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# City of Palo Alto

## City Council Rail Committee Staff Report

(ID # 14240)

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**Meeting Date: 4/20/2022**

**Title: Discuss and Direct Staff on the Prioritization, Sequencing, and Scope of Work for Additional Studies on the Grade Separation Alternatives for the Rail Crossings at Churchill, Charleston, and Meadow in the Proposed Amendment #4 to Contract C18171057 with AECOM (Referred by Council on February 14, 2022)**

**From: City Manager**

**Lead Department: Transportation Department**

### **Recommendation**

Staff recommends that the Rail Committee discuss the City Council referral related to [Staff Report 13761](#), and provides staff direction on prioritizing, sequencing, and adjusting the scope of work for additional studies for Grade Separation alternatives for the crossings at Churchill, Charleston, and Meadow.

### **Background and Discussion**

On February 14, 2022 the Palo Alto City Council referred the staff report related to Grade separations for the “Approval of Amendment #4 to Contract C18171057 with AECOM to Increase the Not-to-Exceed Compensation by \$722,170 for Additional Evaluation and Outreach of Railroad Grade Separation Alternatives for a Total Not-to-Exceed of \$3,596,828” to the Rail Committee for review and direction.



2

**TO:** HONORABLE CITY COUNCIL

**FROM:** CHIEF TRANSPORTATION OFFICIAL

**DATE:** April 13, 2022

**SUBJECT:** AGENDA ITEM NUMBER 2 - Staff Update

This memorandum provides communications with the Metropolitan Transportation Commission (MTC) and Valley Transportation Agency (VTA) requesting grant funding for Grade Separation Projects at Churchill Avenue Crossing, Meadow Drive, and Charleston Road Crossing.

**From:** [Bhatia, Ripon](#)  
**To:** [Georgia Gann Dohrmann](#)  
**Cc:** [Rebecca Long](#); [Kamhi, Philip](#); [Kenneth Kao](#); [Aaron Quigley \(aaron.quigley@vta.org\)](#)  
**Subject:** RE: Bipartisan Infrastructure Law Regional Grant Strategy  
**Date:** Thursday, April 7, 2022 1:22:00 PM

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Hello Georgia,

Thanks for sharing this information. Appreciate the background it is very helpful. We hope City of Palo Alto projects are considered for inclusion into the future grant opportunities.

Best Regards,  
 Ripon

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**From:** Georgia Gann Dohrmann <gganndohrmann@bayareametro.gov>  
**Sent:** Thursday, April 7, 2022 12:15 PM  
**To:** Bhatia, Ripon <Ripon.Bhatia@CityofPaloAlto.org>  
**Cc:** Rebecca Long <rlong@bayareametro.gov>; Kamhi, Philip <Philip.Kamhi@CityofPaloAlto.org>; Kenneth Kao <kkao@bayareametro.gov>; Aaron Quigley (aaron.quigley@vta.org) <aaron.quigley@vta.org>  
**Subject:** Re: Bipartisan Infrastructure Law Regional Grant Strategy

Ripon –

Thanks for following up. I missed that earlier email.

Of course. See below for information on how we went about prioritizing project requests and below that, some insight into the process.

Georgia  
 202-257-8801

In general, all projects were evaluated based on alignment with the three “Guiding Principles” that were included in our [presentations](#) & discussions about the list development. These are:

1. Plan Bay Area 2050 alignment
2. Project Readiness/Competitiveness
3. Balanced Approach that Minimizes Intra-regional Competition

Competitiveness for grade separation projects was assessed on project benefits related to:

- Safety (including inclusion in the California Public Utilities Commission’s (CPUC) grade separation priority list);
- Mobility (including goods movement, passenger rail/transit mobility and bicycle/pedestrian access);
- Connecting California High-Speed Rail to the Bay Area; and
- Equity

Safety and overlap with the CPUC's priority list were particularly important given the Federal Railroad Administration's commitment to safety and that our strategy is to consult and coordinate with the state on best Bay Area candidates to advance for BIL grants (the state is typically the lead partner with the Federal Railroad Administration, whereas other federal agencies tend to work more directly with locals). The exception to that CPUC priority list inclusion is the Peninsula Avenue Extension Grade Separation project, which met other criteria and still provides a safety benefit.

A bit of insight into the process:

MTC got direction from our Legislation Committee in February to work with partners to identify regional priorities for a subset of the Bipartisan Infrastructure Law discretionary grants, including the rail safety grants. We early on identified grade separations as a priority category for the rail safety programs and shared that with partners in our outreach & "list" development. Given the huge demand in that space, and the state's role in rail safety, we went into the March 11 Legislation committee meeting with a recommendation that we identify 5-10 grade separation projects to share with the state by the March Commission meeting.

We sent out a "call for projects" to county transportation authorities around the region to request that they help compile grade separation priorities in each county, for consideration for inclusion in the BIL priority list. In addition to general project & funding information, we requested information about general project readiness & specifics on each of the grade-separation criteria we outlined above to help inform the team's evaluation of project priorities for inclusion in the Commission-adopted BIL priority list.

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**From:** Bhatia, Ripon <[Ripon.Bhatia@CityofPaloAlto.org](mailto:Ripon.Bhatia@CityofPaloAlto.org)>

**Date:** Thursday, April 7, 2022 at 11:04 AM

**To:** Georgia Gann Dohrmann <[ggandohrmann@bayareametro.gov](mailto:ggandohrmann@bayareametro.gov)>

**Cc:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>, Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>, Kenneth Kao <[kkao@bayareametro.gov](mailto:kkao@bayareametro.gov)>, Aaron Quigley <[aaron.quigley@vta.org](mailto:aaron.quigley@vta.org)> <[aaron.quigley@vta.org](mailto:aaron.quigley@vta.org)>

**Subject:** RE: Bipartisan Infrastructure Law Regional Grant Strategy

**\*External Email\***

Hello Georgia,

Following up on our request to seek feedback on the selection criteria for grade separation projects included in the BIL grant strategy. We would appreciate this information, as it will be helpful to us in applying for future grant applications as well as sharing with our management on the reasons for why our project did not get the priority.

We would appreciate If you can let us know. Thank you for assistance and cooperation.

Best,  
Ripon

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**From:** Bhatia, Ripon  
**Sent:** Tuesday, March 29, 2022 3:41 PM  
**To:** Georgia Gann Dohrmann <[gganndohrmann@bayareametro.gov](mailto:gganndohrmann@bayareametro.gov)>  
**Cc:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>; Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>;  
 Kenneth Kao <[kkao@bayareametro.gov](mailto:kkao@bayareametro.gov)>; Aaron Quigley ([aaron.quigley@vta.org](mailto:aaron.quigley@vta.org))  
 <[aaron.quigley@vta.org](mailto:aaron.quigley@vta.org)>  
**Subject:** RE: Bipartisan Infrastructure Law Regional Grant Strategy

Georgia,

Thanks for sending us the list of the Grade Separation projects included as priority projects and information on the other upcoming opportunities. It is good to know that door is still open and flexible to add more projects to the list in future.

As a follow-up, can you please share with us some insights on the criteria for selection of Grade Separation Projects that made into this priority list and also what made the Palo Alto Project unfavorable to be included in this list. This will be helpful information to share with my superiors and also will be useful for us to be more prepared for future opportunities.

We sincerely appreciate MTC's assistance in seeking current and future funding for much needed projects in Palo Alto.

Thanks,  
Best,  
Ripon

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**From:** Georgia Gann Dohrmann <[gganndohrmann@bayareametro.gov](mailto:gganndohrmann@bayareametro.gov)>  
**Sent:** Tuesday, March 29, 2022 12:17 PM  
**To:** Bhatia, Ripon <[Ripon.Bhatia@CityofPaloAlto.org](mailto:Ripon.Bhatia@CityofPaloAlto.org)>  
**Cc:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>; Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>;  
 Kenneth Kao <[kkao@bayareametro.gov](mailto:kkao@bayareametro.gov)>; Aaron Quigley ([aaron.quigley@vta.org](mailto:aaron.quigley@vta.org))  
 <[aaron.quigley@vta.org](mailto:aaron.quigley@vta.org)>  
**Subject:** Re: Bipartisan Infrastructure Law Regional Grant Strategy

Ripon—

Thanks for following up. See attached for the BIL priority list endorsed by the Commission last week. The three grade separations in Santa Clara County included in that BIL list are the Castro Street Caltrain Grade Separation (Mountain View), the Caltrain Grade Separation at Mary Avenue

(Sunnyvale) and the Caltrain Grade Separation at Rengestroff Avenue (Mountain View).

In total, six grade separation projects were identified as priorities to share with the state for coordination & consultation on best Bay Area candidates to submit for federal BIL grants.

Of note, the BIL strategy is one piece of the larger funding puzzle. Another big funding opportunity for grade separations is in the state budget. I believe Mayor Burt was on the grade separations roundtable hosted by Senator Becker last week where the Senator mentioned that he is exploring up to \$1 billion for grade separations this year and there was discussion from many of the participants on that roundtable about how that funding might be used to both leverage federal funds for projects seeking BIL grants and help build a pipeline of projects. There was also a discussion/acknowledgement that this MTC BIL strategy list is a living document & that there will be opportunities over the course of the five years of the BIL to open it back up and revise/add priorities.

Hope that's helpful.

Best,

Georgia Gann Dohrmann  
MTC/ABAG

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**From:** Bhatia, Ripon <[Ripon.Bhatia@CityofPaloAlto.org](mailto:Ripon.Bhatia@CityofPaloAlto.org)>  
**Date:** Tuesday, March 29, 2022 at 11:02 AM  
**To:** Georgia Gann Dohrmann <[gganndohrmann@bayareametro.gov](mailto:gganndohrmann@bayareametro.gov)>  
**Cc:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>, Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>, Kenneth Kao <[kkao@bayareametro.gov](mailto:kkao@bayareametro.gov)>  
**Subject:** RE: Bipartisan Infrastructure Law Regional Grant Strategy

**\*External Email\***

Georgia,

Following up to check with you, if MTC made the decision on the selection of Grade Separation Projects for the BIL Grant Strategy. I would appreciate if you can let us know the projects that were selected to move forward under this Grant and if any of the Palo Alto Grade separation project made this list.

Hoping for a positive consideration of Palo Alto Grade Separation project in this review. Thank You,

Best,  
Ripon



**From:** Georgia Gann Dohrmann <[gganndohrmann@bayareametro.gov](mailto:gganndohrmann@bayareametro.gov)>  
**Sent:** Monday, March 21, 2022 8:56 PM  
**To:** Bhatia, Ripon <[Ripon.Bhatia@CityofPaloAlto.org](mailto:Ripon.Bhatia@CityofPaloAlto.org)>  
**Cc:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>; Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>;  
 Kenneth Kao <[kkao@bayareametro.gov](mailto:kkao@bayareametro.gov)>  
**Subject:** Re: Bipartisan Infrastructure Law Regional Grant Strategy

Ripon—

Received! We will review and circle back with you if we have questions.

Best,

Georgia Gann Dohrmann  
 MTC/ABAG

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**From:** Bhatia, Ripon <[Ripon.Bhatia@CityofPaloAlto.org](mailto:Ripon.Bhatia@CityofPaloAlto.org)>  
**Date:** Monday, March 21, 2022 at 8:15 PM  
**To:** Georgia Gann Dohrmann <[gganndohrmann@bayareametro.gov](mailto:gganndohrmann@bayareametro.gov)>  
**Cc:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>, Kamhi, Philip  
 <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>, Kenneth Kao <[kkao@bayareametro.gov](mailto:kkao@bayareametro.gov)>  
**Subject:** RE: Bipartisan Infrastructure Law Regional Grant Strategy

**\*External Email\***

Hello Georgia,

Attached please find the City of Palo Alto requests for inclusion of the two major grade separation projects for Federal Funding. City is requesting for MTC to consider these two Grade Separation projects on the Caltrain Corridor as priority project in the region for inclusion into Bipartisan Infrastructure Law Regional Grants.

We would sincerely appreciate the positive consideration of these two projects for federal funding. Please let us know should you have any question or concerns. Thank You for your support and assistance.

Sincerely,  
 Ripon Bhatia

**From:** Bhatia, Ripon

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**Sent:** Monday, March 21, 2022 11:46 AM

**To:** Georgia Gann Dohrmann <[ggannndohrmann@bayareametro.gov](mailto:ggannndohrmann@bayareametro.gov)>

**Cc:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>; Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>; Kenneth Kao <[kkao@bayareametro.gov](mailto:kkao@bayareametro.gov)>

**Subject:** RE: Bipartisan Infrastructure Law Regional Grant Strategy

Georgia,

Thanks for your quick response. We certainly will work on the worksheet template and forward you the request ASAP. In a quick review of the CPUC, 2021 priority list that I found on their website, I did not find the City's projects on the list. We will work with CPUC to get these grade separation on the list, as these intersections are identified high in the number of collision at such crossings.

We sincerely appreciate you assistance.

Best Regards,  
Ripon

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**From:** Georgia Gann Dohrmann <[ggannndohrmann@bayareametro.gov](mailto:ggannndohrmann@bayareametro.gov)>

**Sent:** Monday, March 21, 2022 10:46 AM

**To:** Bhatia, Ripon <[Ripon.Bhatia@CityofPaloAlto.org](mailto:Ripon.Bhatia@CityofPaloAlto.org)>

**Cc:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>; Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>; Kenneth Kao <[kkao@bayareametro.gov](mailto:kkao@bayareametro.gov)>

**Subject:** Re: Bipartisan Infrastructure Law Regional Grant Strategy

**CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.**

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Ripo

Thank you for your email. Will you please send us your list? Sharing the template we've asked project leads to fill out to help provide us information that will help us assess the projects. Given that we're operating under quite a short turnaround time (we're aiming to post materials in advance of our Wednesday Commission meeting), it may be challenging to fill out the full template, but as much as you can would be appreciated. At a minimum, please let us know if the projects are on the CPUC's grade separation priority list and if so, the rank.

I'm looping in Kenny Kao from the MTC team here who has been working with folks on the ground on gathering project information. He or I are happy to answer any questions!

Best,

Georgia Gann Dohrmann  
202-257-8801  
MTC/ABAG

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**From:** Bhatia, Ripon <[Ripon.Bhatia@CityofPaloAlto.org](mailto:Ripon.Bhatia@CityofPaloAlto.org)>  
**Date:** Monday, March 21, 2022 at 9:55 AM  
**To:** Georgia Gann Dohrmann <[gganndohrmann@bayareametro.gov](mailto:gganndohrmann@bayareametro.gov)>, [gandohrmann@bayareametro.org](mailto:gandohrmann@bayareametro.org) <[gandohrmann@bayareametro.org](mailto:gandohrmann@bayareametro.org)>  
**Cc:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>, Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>  
**Subject:** RE: Bipartisan Infrastructure Law Regional Grant Strategy

**\*External Email\***

Resending (with correct email address)

Good Morning Georgia,

I am reaching out to find more information about the Bipartisan Infrastructure Law Regional Grant Strategy that was presented on the 3/11 at MTC board meeting. We understand that the funding strategy also includes Railroad Crossing Elimination Program. Based on the presentation notes, it mentioned that staff aims to identify approximately 5-10 Bay Area grade separation projects to share with the state by March Commission meeting for incorporation into overall BIL grant strategy. We were not sure if MTC has already developed the list of the priority projects in this category or is in the progress towards developing the final list. We would appreciate If you can share information regarding the projects considered/prioritized in this list.

We are certainly hoping that City of Palo Alto grade Separation project is in the list. City is currently working on the Four Grade Separation projects along the Caltrain Corridor and would like to ensure inclusion of such projects into this program funding. We would appreciate the information as it relates to the list of projects for consideration in this funding program.

Let us know if you need anything from the City of Palo Alto for consideration of City's grade Separation projects. Looking forward to hear from you.

Thanks,

Best Regards,  
Ripon Bhatia



Ripon Bhatia | Senior Engineer  
Office of Transportation  
250 Hamilton Avenue, Palo Alto, CA 94301  
T: 650.329.2269 | E: [Ripon.Bhatia@CityofPaloAlto.org](mailto:Ripon.Bhatia@CityofPaloAlto.org)

*Please think of the environment before printing this email – Thank you!*

Bay Area Bipartisan Infrastructure Law (BIL) Regional Grants Prioritization  
**FINAL** Regional Endorsement List  
 March 23, 2022

MTC will periodically revisit over the five-year BIL funding period, as federal grant guidelines are refined and as project funding plans evolve, including results from current and future state and federal grant cycles.

BIL Grant Program	5 Year National Total (Guaranteed)	Recommended Projects
<b>Transit Expansion &amp; Modernization (Federal Transit Administration)</b>		
<b>New Starts/Core Capacity (Capital Investment Grants)</b>	\$18 billion  (New Starts/Core Capacity and Small Starts)	Projects with existing FFGAs (including seeking supplementary funding from FY 2023 CIG program funds to offset cost increases): <ul style="list-style-type: none"> <li>• Caltrain Electrification</li> <li>• BART Core Capacity</li> </ul> Projects seeking new grant agreements through FY 2026: <ul style="list-style-type: none"> <li>• BART Silicon Valley Phase II (seeking FFGA in 2023)</li> <li>• Downtown Rail Extension (DTX) (seeking FFGA in 2025)</li> <li>• Valley Link (seeking FFGA by 2026) – Endorsement is pending verification of Federal Transit Administration’s approval of project’s entrance into the CIG Project Development phase</li> </ul> <i>Inclusion of other entrants to regional grant strategy is subject to MTC’s Major Project Advancement Policy (MAP) to be adopted by Summer 2022.</i>
<b>Small Starts (Capital Investment Grants)</b>		Programmatic approach recommended; Prioritize competitive small starts candidates seeking grant agreements through FY 2026.
<b>Low- and Zero-Emission Bus Program</b>	\$5.6 billion	Programmatic approach recommended; Support Bay Area’s transition to a zero-emission fleet (including facilities upgrades).
<b>Bus and Bus Facilities Discretionary</b>	\$2.3 billion	<ul style="list-style-type: none"> <li>• FY 2022-23: Seek agreement among operators to limit applications to zero emission transit-related projects; aim for a coordinated application, if possible.</li> <li>• FYs 2023-26: MTC to develop Bay Area zero emission transition strategy in coordination with Bay Area Partnership; Strategy to define future grant priorities</li> </ul>
<b>Intercity and Freight Rail (Federal Railroad Administration)</b>		
<b>Federal-State Partnership for Intercity Passenger Rail (Outside Northeast Corridor)</b>	\$12 billion  (\$36 billion total; \$12 billion for projects outside the Northeast Corridor)	California High Speed Rail  Joint benefit projects that support bringing HSR into the Bay Area. <ul style="list-style-type: none"> <li>• DTX</li> <li>• Diridon Station</li> <li>• Caltrain Electrification</li> </ul> Capitol Corridor South Bay Connect  Link 21 (project development phase) conditioned on grant guidelines including a set-aside for project development  <i>Note: Given state leadership in the rail area, staff has consulted with the California State Transportation Agency (CalSTA) on our recommend approach and will continue to coordinate with CalSTA on advocacy strategy.</i>
<b>Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination Program</b>	\$8 billion  (\$5 billion – CRISI; \$3 billion – Railroad Crossing Elimination)	Alameda County Rail Safety Enhancement Plan (CRISI <u>only</u> )  Grade Separation <ul style="list-style-type: none"> <li>• Given state leadership in this area, staff recommends a programmatic approach to enable consultation and coordination with CalSTA on best Bay Area candidates to advance for BIL grant funds. We anticipate state prioritization will include:                             <ul style="list-style-type: none"> <li>• HSR-related grade separations; and</li> <li>• High performing goods movement projects</li> </ul> </li> </ul> Staff has identified the following grade separation projects to share with the state:* <ol style="list-style-type: none"> <li>1. Broadway Grade Separation (City of Burlingame, San Mateo County)</li> <li>2. South Linden Avenue-Scott Street Grade Separation (Cities of South Sa Francisco and San Bruno, San Mateo County)</li> <li>3. Castro Street Caltrain Grade Separation (City of Mountain View, Santa Clara County)</li> <li>4. Caltrain Grade Separation at Mary Avenue (City of Sunnyvale, Santa Clara County)</li> <li>5. Caltrain Grade Separation at Rengstorff Avenue (City of Mountain View Santa Clara County)</li> <li>6. Peninsula Avenue Extension Grade Separation (City and County of San Francisco)</li> </ol>

Attachment: Attachments to At Place Memo - Item 2 Rail Committee April 20, 2022 (14302 : Supplemental Report: Item 2 Rail)

Bay Area Bipartisan Infrastructure Law (BIL) Regional Grants Prioritization  
**FINAL** Regional Endorsement List  
 March 23, 2022

MTC will periodically revisit over the five-year BIL funding period, as federal grant guidelines are refined and as project funding plans evolve, including results from current and future state and federal grant cycles.

BIL Grant Program	5 Year National Total (Guaranteed)	Recommended Projects, cont.
<b>Multimodal Projects of National &amp; Regional Significance (US Department of Transportation)</b>		
<b>MEGA (National Infrastructure Project Assistance) LARGE (&gt;\$500 million)</b>	\$5 billion  (LARGE & SMALL)	Innovate 680 Express Lane project with supplemental transit/Express Bus component
<b>MEGA (National Infrastructure Project Assistance) SMALL (\$100 million - \$500 million)</b>		Transforming Oakland’s Waterfront Neighborhoods Project (TOWN) <i>Inclusion of other projects in this category is subject to MTC’s Major Project Advancement Policy (MAP) to be adopted by Summer 2022.</i>
<b>Road, Bridge &amp; Multimodal Projects (Federal Highway Administration (FHWA))</b>		
<b>Bridge Investment Program LARGE (Projects &gt;\$100 million)</b>	\$12.5 billion (\$6.25 b minimum for large bridges)	Golden Gate Bridge Seismic (first priority for Bridge Investment Program funding)  Bay Bridge Rehabilitation
<b>INFRA (nationally significant freight)</b>	\$8 billion	I-80 Clean Freight Truck Scales project (component of proposed East Bay Clean Freight Corridor program)
<b>Rural Surface Transportation Program</b>	\$2 billion	State Route 37 Interim Project
<b>PROTECT (surface transportation resilience)</b>	\$1.4 billion	State Route 37 Resilience Improvements
<b>Port Infrastructure and Electrification (Maritime Administration and FHWA)</b>		
<b>Port Infrastructure Development Program</b>	\$2.5 billion	Port of Oakland Electrification and Modernization
<b>Reduce Truck Emissions at Ports</b>	\$400 million	

\*Grade separation recommendations were prioritized based on project benefits related to equity, safety (including inclusion in the California Public Utilities Commission’s (CPUC) grade separation priority list), mobility (including goods movement, passenger rail/transit mobility and bicycle/pedestrian access), connecting California High-Speed Rail to the Bay Area. All but one project in this list are high-priority safety improvements ranked on the CPUC’s grade separation priority list. The exception is the Peninsula Avenue Extension Grade Separation project, which met other criteria and still provides a safety benefit.

Notes:

1. Staff has reflected each program’s administrating agency to the best of our knowledge. In some cases, U.S. Department of Transportation (the Secretary’s office) may administer programs identified here as being administered by a modal agency.
2. This project list identifies the Bay Area’s priorities for the select BIL grant programs, as of March 2022.

Attachment: Attachments to At Place Memo - Item 2 Rail Committee April 20, 2022 (14302 : Supplemental Report: Item 2 Rail)

**Bipartisan Infrastructure Law (BIL) Grant Candidate Project Information Report**

1 [Plan Bay Area 2050 Project ID](#)

2 **Project Title (For BIL Application)**

3 **BIL Grant Project Scope**

4	Project Benefits	Y/N	Description
	Safety	Yes	Bike, Pedestrian, and Vehicular improvements for separation.
	Goods movement	Yes	On a railroad corridor with passenger and freight movement
	Transit or intercity passenger rail mobility	Yes	Yes, it will grade separate with Caltrain's tracks that is a major transit rail service.
	Bike/pedestrian access	Yes	Will provide bike and pedestrain crossings with grade seperation.
	Located in equity priority community?		
	California High Speed Rail nexus?	Yes	On the CA High Speed Rail and Caltrain Corridor
	Included in CPUC's 2022-23 & 2023-24 draft project prioritization list? If so, what number?		NA
	Other		

5		Planned Start Year	Planned Completion Year	Funds Committed*	Funds Needed	Total Cost
	Planning	2010	2023	\$ 1,000,000	\$ -	\$ 1,000,000
	PA/ED	2023	2025	\$ 7,000,000	\$ 2,000,000	\$ 9,000,000
	PSE & ROW	2025	2027	\$ 30,000,000	\$ 15,000,000	\$ 45,000,000
	ROW			\$ -	\$ -	\$ -
	CON	2027	2029	\$ 45,000,000	\$ 120,000,000	\$ 165,000,000
	<b>Total</b>			<b>\$ 83,000,000</b>	<b>\$ 137,000,000</b>	<b>\$ 220,000,000</b>

*\*To be considered committed, funding must have been programmed or otherwise committed through an official action of the funding body*

6 *Example:*

Fund Source	Phase	Committed	Planned
RM3	CON	\$ 100,000,000	\$ -
INFRA	CON	\$ -	\$ 10,000,000
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>

7 **Federal Match Anticipated for Project/Phase:**

Phase	% Federal Match
Planning	
PA/ED	
PSE	
ROW	
CON	
<b>Total</b>	

Attachment: Attachments to At Place Memo - Item 2 Rail Committee April 20, 2022 (14302 : Supplemental Report: Item 2 Rail)

**Bipartisan Infrastructure Law (BIL) Grant Candidate Project Information Report**

1 [Plan Bay Area 2050 Project ID](#)

2 **Project Title (For BIL Application)**

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4	Project Benefits	Y/N	Description
	Safety	Yes	Bike, Pedestrian, and Vehicular improvements for separation.
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	Transit or intercity passenger rail mobility	Yes	Yes, it will grade separate with Caltrain's tracks that is a major transit rail service.
	Bike/pedestrian access	Yes	Will provide bike and pedestrian crossings with grade seprations
	Located in equity priority community?		
	California High Speed Rail nexus?	Yes	On the CA High Speed Rail and Caltrain Corridor
	Included in CPUC's 2022-23 & 2023-24 draft project prioritization list? If so, what number?		NA
	Other		

5		Planned Start Year	Planned Completion Year	Funds Committed*	Funds Needed	Total Cost
	Planning	2010	2023	\$ 1,750,000	\$ -	\$ 1,000,000
	PA/ED	2023	2025	\$ 9,000,000	\$ -	\$ 9,000,000
	PSE & ROW	2025	2027	\$ 66,000,000	\$ 39,000,000	\$ 105,000,000
				\$ -	\$ -	\$ -
	CON	2027	2029	\$ 120,000,000	\$ 280,000,000	\$ 400,000,000
	<b>Total</b>			<b>\$ 196,750,000</b>	<b>\$ 319,000,000</b>	<b>\$ 515,000,000</b>

*\*To be considered committed, funding must have been programmed or otherwise committed through an official action of the funding body*

6 *Example:*

Fund Source	Phase	Committed	Planned
RM3	CON	\$ 100,000,000	\$ -
INFRA	CON	\$ -	\$ 10,000,000
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>

7 **Federal Match Anticipated for Project/Phase:**

Phase	% Federal Match
Planning	
PA/ED	
PSE	
ROW	
CON	
<b>Total</b>	

Attachment: Attachments to At Place Memo - Item 2 Rail Committee April 20, 2022 (14302 : Supplemental Report: Item 2 Rail)



**From:** [Bhatia, Ripon](#)  
**To:** [Shinn, Jane](#)  
**Cc:** [Kamhi, Philip](#)  
**Subject:** RE: MTC Major Project Advancement Policy Call for Projects - Grade Separations  
**Date:** Tuesday, April 12, 2022 10:45:00 AM  
**Attachments:** [image001.png](#)  
[Palo Alto Grade Separation \(2 Projects\) MAP 22.xlsx](#)

Good Afternoon Jane,

Attached please find the updated draft with minor revisions for your review regarding MTC Major Project Advanced Policy Call for projects. Please review and process this request. Let us know should you see any concerns or have any additional question. Thank you for your support and cooperation.

Best Regards,  
Ripon

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**From:** Bhatia, Ripon  
**Sent:** Wednesday, April 6, 2022 2:20 PM  
**To:** Shinn, Jane <[Jane.Shinn@vta.org](mailto:Jane.Shinn@vta.org)>  
**Cc:** Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>  
**Subject:** RE: MTC Major Project Advancement Policy Call for Projects - Grade Separations

Hello Jane,

Attached please find the draft that I prepared for submitting the City of Palo Alto grade Separation Projects to MTC for the Major Project Advancement Policy Call for project. Please review and edit as needed.

Let me know should you see any concerns. We appreciate your leadership for finding funding to build these grade separations in Santa Clara County.

Thanks,  
Best,  
Ripon

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**From:** Shinn, Jane <[Jane.Shinn@vta.org](mailto:Jane.Shinn@vta.org)>  
**Sent:** Thursday, March 31, 2022 5:13 PM  
**To:** Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>; Cameron, Dawn <[dawn.cameron@mountainview.gov](mailto:dawn.cameron@mountainview.gov)>; Chip Taylor <[CTaylor@sunnyvale.ca.gov](mailto:CTaylor@sunnyvale.ca.gov)>  
**Cc:** Houghton, Joy <[Joy.Houghton@mountainview.gov](mailto:Joy.Houghton@mountainview.gov)>; Angela Obeso <[aobeso@sunnyvale.ca.gov](mailto:aobeso@sunnyvale.ca.gov)>; Dennis Ng <[DNg@sunnyvale.ca.gov](mailto:DNg@sunnyvale.ca.gov)>; Gonzales, Robert <[Robert.Gonzales@mountainview.gov](mailto:Robert.Gonzales@mountainview.gov)>; Bhatia, Ripon <[Ripon.Bhatia@CityofPaloAlto.org](mailto:Ripon.Bhatia@CityofPaloAlto.org)>; Rensi, Marcella <[Marcella.Rensi@vta.org](mailto:Marcella.Rensi@vta.org)>  
**Subject:** MTC Major Project Advancement Policy Call for Projects - Grade Separations

**Importance:** High

**CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.**

Good afternoon Grade Sep project sponsors,

You may have received emails from MTC related to the development of what MTC calls the Major Projects Advancement Policy (MAP) "Call for Projects". The attached letter provides some additional detail and context, but in short MTC is looking to create a list of projects *over \$250M* that will help inform a regional policy to support funding advocacy and project delivery of major transportation projects throughout the Bay Area. MTC's first cut at the list of projects is based on the Plan Bay Area 2050 project list and they are requesting project sponsors submit a nomination form (attached Excel spreadsheet) by April 15.

Grade separations are not listed individually, they are included as a single project within Plan Bay Area under "Caltrain/HSR grade separations." However, we have learned that MTC is looking for individual project information for potential inclusion on the MAP candidate project list. This is an excellent opportunity to highlight the Caltrain grade separation needs in Santa Clara County, and we are asking the cities to complete the Candidate Project Information Form (attached excel spreadsheet) for each of your grade sep projects.

VTA has enough information on and can complete the Candidate Project Information Form for the following grade sep projects:

- Rengstorff Ave. in Mountain View
- Mary Ave. in Sunnyvale

We may reach out to the project manager if we need more information. Note that the Castro St. project does not meet the \$250m minimum threshold to be considered for MTC's MAP candidate project list.

**Please complete the Candidate Project Information form and return to me no later than Wednesday, April 13, 2022.** This will allow us time to review the form and make sure that it is sufficiently completed. We intend to submit all of the Santa Clara County Caltrain grade separation projects to MTC at one time.

The form itself:

- **#1: Plan Bay Area 2050 Project ID**
  - 21-T11-103
    - FYI - The project name in Plan Bay Area 2050 is '2016 MB Palo Alto, Mountain View and Sunnyvale Caltrain Grade Separations\*'
- **#3: If not in preliminary project list, please provide a brief justification for including it in the MAP:**
  - Please indicate: "The project is currently included as a single project within Plan Bay

Area under “Caltrain/HSR grade separations.” This submittal honors MTC’s request for individual project information.”

- **#5 &#6: Schedule and Budget & Funding Plan**

- Committed funds – 2016 Measure B funds are not considered committed unless it is in the adopted FY22/FY23 Biennial Budget. Inclusion in the 10-year Program are considered planned funds.

We realize that there is not much time to submit this information to MTC, so we thank you in advance for your time. Please let us know if you have any questions or need more information.

Thanks,  
Jane

**Jane Shinn**

2016 Measure B Program Manager

Santa Clara Valley Transportation Authority  
Grants & Allocations - 2016 Measure B Program Office  
3331 North First Street  
San Jose, CA 95134-1927  
Phone: [408.321.5513](tel:408.321.5513)  
Work from Home (Mon & Tues): [408.831.1282](tel:408.831.1282)



**Major-project Advancement Policy (MAP) Candidate Project Information Form**

Please fill out all nine sections below

1 [Plan Bay Area 2050 Project ID](#)  \*Note: This project is one of the elements within the project list.

2 **Project Title**

3 **Candidate Project Criteria**  
Plan Bay Area 2050 Project Tier   
Mode   
Total Capital Cost

If not in preliminary project list, please provide a brief justification for including it in the MAP:

4 **Project Scope**

5 **Schedule and Budget**

	Planned Start Year	Planned Completion Year	Funds Committed*	Funds Needed	Total Cost
ENV	FY 23	FY 24	\$ 9,000,000	\$ 1,500,000	\$ 10,500,000
PSE & ROW	FY 25	FY 27	\$ 66,000,000	\$ 39,000,000	\$ 105,000,000
			\$ -	\$ -	\$ -
CON	FY 28	FY 30	\$ 120,000,000	\$ 280,000,000	\$ 400,000,000
<b>Total</b>			<b>\$ 195,000,000</b>	<b>\$ 320,500,000</b>	<b>\$ 515,500,000</b>
			<b>38%</b>		

\*To be considered committed, funding must have been programmed or otherwise committed through an official action of the funding body

6 **Funding Plan** *Example ----->*

Fund Source	Phase	Committed	Planned
Sant Clara County Measure B	Environmental	\$ 9,000,000	\$ -
Sant Clara County Measure B	PSE & ROW	\$ -	\$ 66,000,000
Sant Clara County Measure B	Construction	\$ -	\$ 120,000,000
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
<b>Total</b>		<b>\$ 9,000,000</b>	<b>\$ 186,000,000</b>

**Operating Plan: please provide a narrative on how operations will be funded**

7 **Project Status** *If completed, note completion date, otherwise note current status and milestones completed*

Preliminary Engineering   
CEQA Documentation  
NEPA Documentation  
Final Design  
Construction

Impediments to project completion or other additional details on project status

8 **Policy Consistency**

Plan Bay Area 2050 projects over \$250 million were subject to a Project Performance Assessment (PPA) that included quantification of the benefit-cost ratios and assessments of equity and Plan Bay Area guiding principles. The highest performing projects identified in the assessment had strong benefit-cost ratios, were most resilient to an uncertain future and had strong potential to advance equity. For projects found to have performance challenges, MTC worked with project sponsors to identify issues causing those challenges and suggest refinements to better achieve regional goals and objectives. Some project sponsors were asked to submit Commitment letters in summer 2021 outlining changes to improve project performance outcomes.

Did your project submit a letter as described above to MTC?

If yes, Please describe any updates

to the direction outlined in your letter

Corridor Rail, Grade Separations & Modernization and Caltrain/High Speed Rail in the Plan Bay Area Project 21-T11-103

In addition to the PPA noted above, MTC is updating its Transit Oriented Development Policy, now known as the Transit Oriented Communities Policy. The policy encourages residential and commercial land uses that support the region's transit investments. The MAP will include a connection to the TOC Policy, which is anticipated to be adopted in summer 2022.

**9 Risk Management**

Describe the risk management approach(es) planned and in-use for the project. Note involvement of project partners or oversight entities.

Santa Clara Valley Transportation Agency (VTA) managing Measure B funding & Caltrain, JPB oversight for funding, design and construction

**Major-project Advancement Policy (MAP) Candidate Project Information Form**

Please fill out all nine sections below

1 [Plan Bay Area 2050 Project ID](#) 21-T11-103\* \*Note: This project is one of the elements within the project list.

2 **Project Title** Churchill Avenue Grade Separation

3 **Candidate Project Criteria**  
 Plan Bay Area 2050 Project Tier Tier 1 (2021-2035)  
 Mode Roadway/Highway  
 Total Capital Cost \$ 219,000,000

If not in preliminary project list, please provide a brief justification for including it in the MAP: With planned increase in frequency of Caltrain passenger rail service along the Peninsula Corridor and future California High Speed Rail using the corridor the existing at-grade crossings at Churchill Avenue will require grade separation to address safety and traffic congestion.

4 **Project Scope** The project scope includes grade separations for vehicular and bike/pedestrian crossings to separate the current at-grade crossings on Churchill Avenue. The project includes working with Joint Peninsula Board to separate rail movements from all other modes of the crossing traffic along the corridor.

5 **Schedule and Budget**

	Planned Start Year	Planned Completion Year	Funds Committed*	Funds Needed	Total Cost
ENV	FY 23	FY 24	\$ 7,000,000	\$ 2,000,000	\$ 9,000,000
PSE & ROW			\$ 30,000,000	\$ 15,000,000	\$ 45,000,000
			\$ -	\$ -	\$ -
CON			\$ 45,000,000	\$ 120,000,000	\$ 165,000,000
<b>Total</b>			<b>\$ 82,000,000</b>	<b>\$ 137,000,000</b>	<b>\$ 219,000,000</b>
			<b>37%</b>		

*\*To be considered committed, funding must have been programmed or otherwise committed through an official action of the funding body*

6 **Funding Plan** *Example ----->*

Fund Source	Phase	Committed	Planned
Sant Clara County Measure B	Environmental	\$ 7,000,000	\$ -
Sant Clara County Measure B	PSE & ROW	\$ -	\$ 30,000,000
Sant Clara County Measure B	Construction	\$ -	\$ 45,000,000
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
<b>Total</b>		<b>\$ 7,000,000</b>	<b>\$ 75,000,000</b>

**Operating Plan: please provide a narrative on how operations will be funded** The operations of the facilities will be managed through agreements between the Joint Peninsula Board and City of Palo Alto

7 **Project Status** *If completed, note completion date, otherwise note current status and milestones completed*

Preliminary Engineering	Preferred Alternative to be selected.
CEQA Documentation	
NEPA Documentation	
Final Design	
Construction	

Impediments to project completion or other additional

details on project status

**8 Policy Consistency**

Plan Bay Area 2050 projects over \$250 million were subject to a Project Performance Assessment (PPA) that included quantification of the benefit-cost ratios and assessments of equity and Plan Bay Area guiding principles. The highest performing projects identified in the assessment had strong benefit-cost ratios, were most resilient to an uncertain future and had strong potential to advance equity. For projects found to have performance challenges, MTC worked with project sponsors to identify issues causing those challenges and suggest refinements to better achieve regional goals and objectives. Some project sponsors were asked to submit Commitment letters in summer 2021 outlining changes to improve project performance outcomes.

Did your project submit a letter as described above to MTC?

If yes, Please describe any updates to the direction outlined in your letter

The project is included as the grade separations presented with the Caltrain Corridor Rail, Grade Separations & Modernization and Caltrain/High Speed Rail in the Plan Bay Area Project 21-T11-103

In addition to the PPA noted above, MTC is updating its Transit Oriented Development Policy, now known as the Transit Oriented Communities Policy. The policy encourages residential and commercial land uses that support the region's transit investments. The MAP will include a connection to the TOC Policy, which is anticipated to be adopted in summer 2022.

**9 Risk Management**

Describe the risk management approach(es) planned and in-use for the project. Note involvement of project partners or oversight entities.

Santa Clara Valley Transportation Agency (VTA) managing Measure B funding & Caltrain, JPB oversight for funding, design and construction