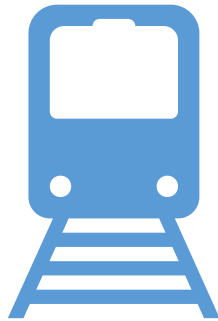




City of
**Mountain
View**

CALTRAIN GRADE SEPARATION PROJECTS

Joy Houghton, Senior Civil Engineer
Dawn Cameron, Public Works Director
Public Works Department
January 23, 2024



104 Trains Per Weekday
Anticipated to increase
with electrification and
High Speed Rail



Current Gate Down Time Per Peak Hour
Castro – 20 minutes
Rengstorff – 17 minutes

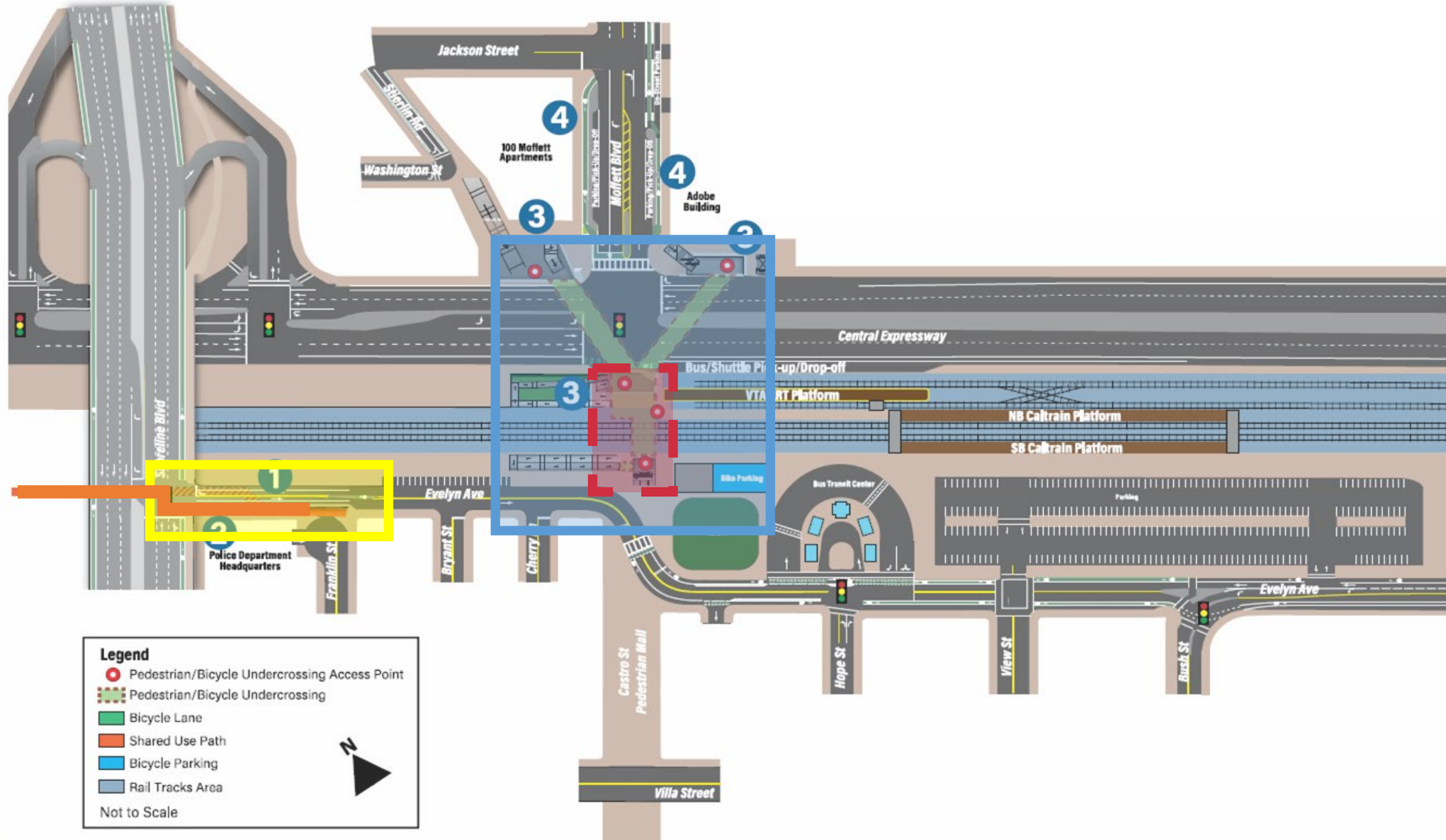


Partnership Project





CASTRO GRADE SEPARATION



Legend

- Pedestrian/Bicycle Undercrossing Access Point
- Pedestrian/Bicycle Undercrossing
- Bicycle Lane
- Shared Use Path
- Bicycle Parking
- Rail Tracks Area

Not to Scale





RENGSTORFF GRADE SEPARATION





PROJECT HISTORY AND STATUS

CASTRO

Started Transit Center Master Plan.

Nov. 2015

Approved preferred concept for Grade Separation.

May 2017

Received 65% design cost estimate;
Paused design to work on cost reduction options.

Sept.-Nov. 2023

RENGSTORFF

Preferred concept first selected.

Nov. 2004

Re-committed to preferred concept and added bike/pedestrian enhancements.

Feb. 2014

35% design completed and contract approved for final design.

Dec. 2023

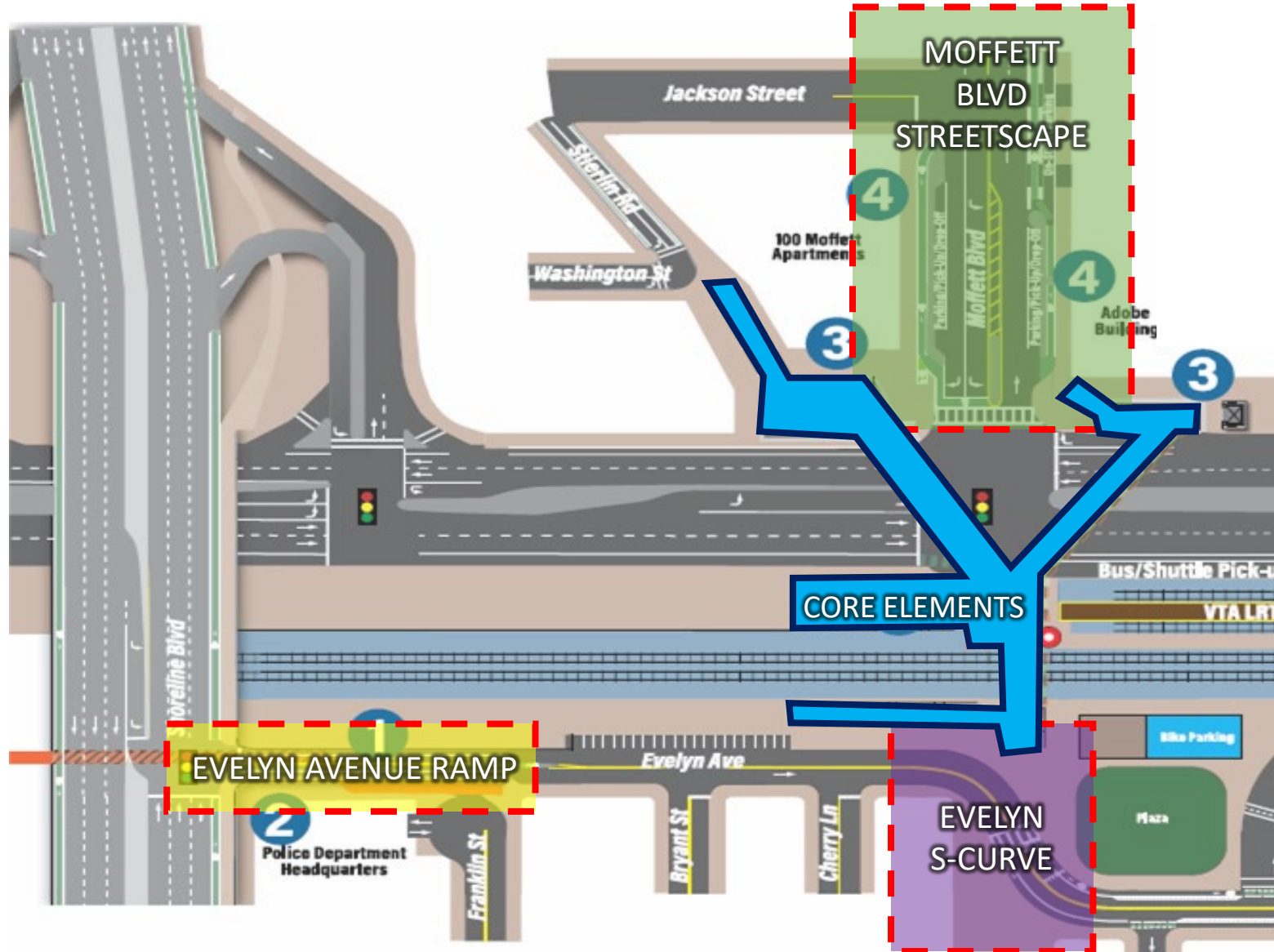
Castro Project Cost and Funding

PROJECT PHASE	ESTIMATED COST (Millions \$)	
	35% Design (Nov. 2022)	65% Design (Sept. 2023)
Preliminary Engineering Phase	\$2.5	\$2.5
Final Design and Preconstruction Phase	18.2	18.2
Construction Cost	90.0	216.0
Construction Phase Soft Costs	14.0	17.0
Project Contingency	11.0	17.0
Total Project Cost (Rounded Up)	\$136.0	\$271.0
Funding Shortfall (Rounded Up)	\$4.0	\$138.0



**COST
REDUCTION
OPTIONS**

**PROJECT
DELIVERY
ALTERNATIVES**



Question No. 1

- Does Council support the recommendation to reduce the scope of the Castro Project to the core bike/pedestrian undercrossing improvements or have other feedback about the scope?

PROJECT FUNDING SHORTFALL

PROJECT PHASE	ESTIMATED COST (Millions \$)	
	Castro (Reduced Scope)	Rengstorff (31% escalated)
Preliminary Engineering Phase	\$2.5	\$4.0
Final Design, ROW and Preconstruction Phase	18.2	50.0
Construction Phase	194.0	271.0
Total Project Cost (Rounded Up)	\$215.0	\$325.0
Funding Shortfall (Rounded Up)	\$82.0	\$108.0

Two Alternatives

- Alternative A – Prioritize Castro
- Alternative B – Prioritize Rengstorff

Assumptions

- Both projects proceed with final design
- Castro scope – core bike/pedestrian undercrossing improvements
- Continue to pursue grant and other funding opportunities
- City utility relocation will proceed into construction in 2024

CASTRO STREET

- Complete Final Design (Undercrossings)
- Construct City Utility Relocation
- Construct Undercrossings

RENGSTORFF AVENUE

- Complete Final Design
- Acquire right of way to extent feasible
- Construct when funding available

ALTERNATIVE A – PRIORITIZE CASTRO SCHEDULE

		2024				2025				2026				2027				2028			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Castro	Undercrossing Final Design & continue to pursue grants/funding					Undercrossing Construction															
	City Utility Project Construction																				
Rengstorff	Final Design and Right-of-Way Acquisition					Construction—On hold until funding available															
	Pursue grants/funding for construction																				

	Castro (Million \$)	Rengstorff (Million \$)
Estimated Project Cost	\$215	\$325
Funding Secured/Planned	133	217
Original Funding Shortfall	\$82	\$108
Move Measure B Construction Funding	+78	-78
Change in State Grant Funding	+5	-20
New Funding Shortfall	\$--	\$206

STAFF RECOMMENDATION

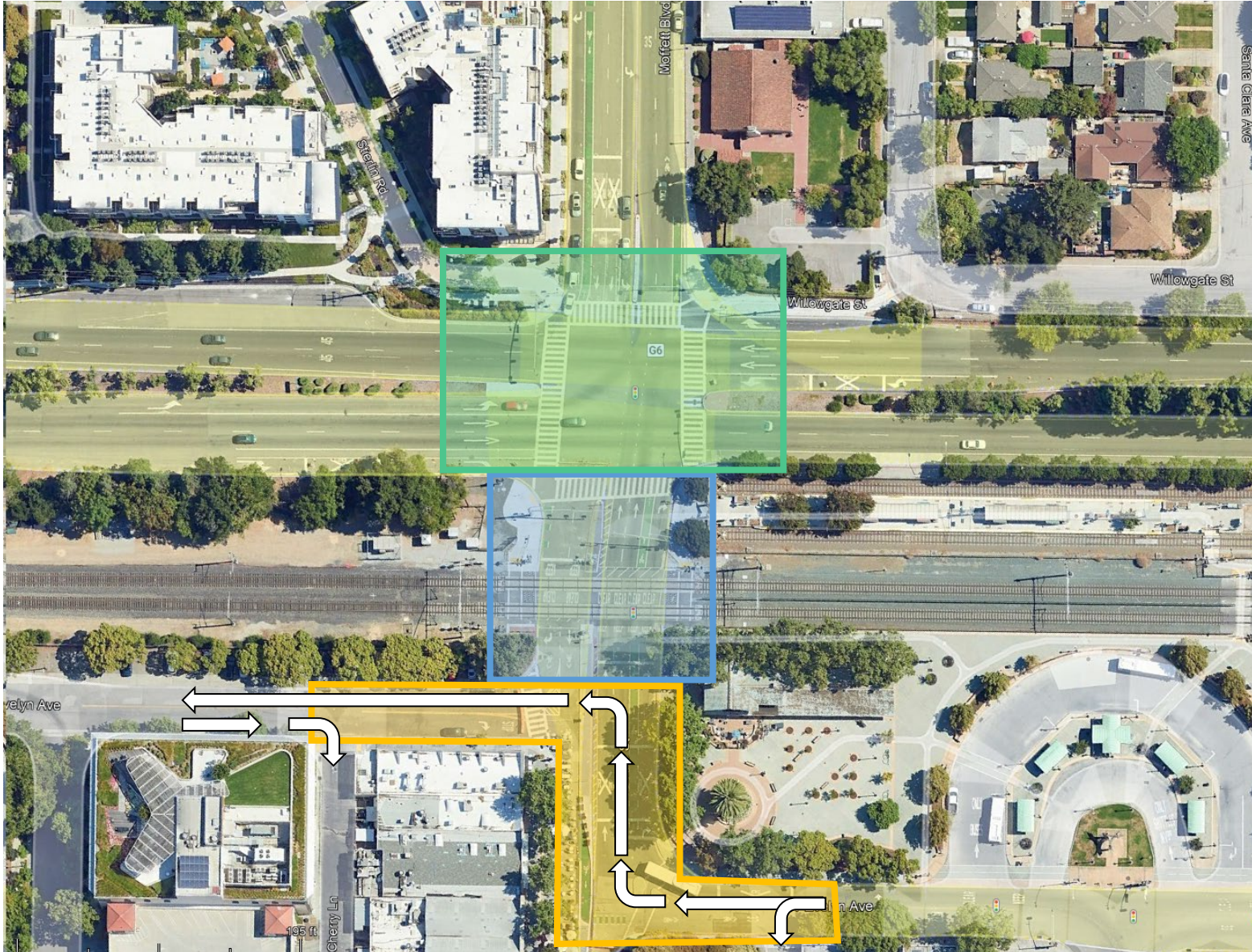
CASTRO STREET

- Complete Final Design (Undercrossings)
- Construct City Utility Relocation
- Obtain NEPA Clearance
- Implement Interim Improvements
- Construct undercrossings when funding available

RENGSTORFF AVENUE

- Complete Final Design
- Complete right of way acquisition
- Consider value engineering options
- Construct grade separation

ALTERNATIVE B – PRIORITIZE RENGSTORFF CASTRO INTERIM IMPROVEMENTS



Remove vehicle crossings gates and railroad signals on Castro;

Retain bike/pedestrian crossing (with signals/gates);

Install decorative fence along train tracks for pedestrian safety.

Modify to operate as T-intersection and eliminate signal elements related to railroad preemption.

Provide interim Evelyn Avenue connection – west-bound only road with bicycle accommodations.

ALTERNATIVE B – PRIORITIZE RENGSTORFF SCHEDULE

STAFF RECOMMENDATION

		2024				2025				2026				2027				2028			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Castro	Undercrossing Final Design	Undercrossing construction—on hold until funding available																			
	NEPA clearance and pursue grants/funding for Undercrossing construction																				
	City Utility Project Construction	Interim vehicle crossing closure with at-grade bike/ped crossing improvements																			
Rengstorff	Final Design and Right-of-Way Acquisition	Construction																			
	Continue to pursue grants/funding																				

STAFF RECOMMENDATION

	Castro (Million \$)	Rengstorff (Million \$)
Estimated Project Cost	\$215	\$325
Funding Secured/Planned	133	217
Original Funding Shortfall	\$82	\$108
Move Measure B Construction Funding	-77	+77
Change in State Grant Funding	-25	--
New Funding Shortfall	\$184	\$31

ALTERNATIVE B – PRIORITIZE RENGSTORFF



Interim solution for Castro Street.



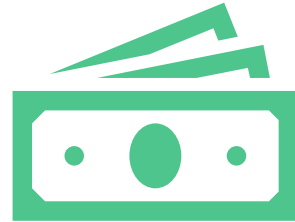
Rengstorff - higher bike/ped collisions and fatalities.



Upcoming Federal Grant – reduce Rengstorff shortfall to make it more competitive.



Continue final design and
update cost estimates,



Pursue grant funding
opportunities,



Return to City Council – Fall
2024

Question No. 2

- Which project priority alternative does Council want implemented, and does Council have feedback on the alternatives?
 - Alternative A – Prioritize Castro; or
 - Alternative B – Prioritize Rengstorff (Staff Recommendation).

Question No. 3

- Does Council have any other feedback or direction for the Caltrain Grade Separation Projects?

QUESTION

1

Does Council have any other feedback or direction for the Caltrain Grade Separation Projects?

QUESTION

2

Which project priority alternative does Council want implemented, and does Council have feedback on the alternatives?

- Alternative A – Prioritize Castro; or
- Alternative B – Prioritize Rengstorff (Staff Recommendation).

QUESTION

3

Does Council have any other feedback or direction for the Caltrain Grade Separation Projects?