

## Policies and Procedures

No. 37

**SUBJECT:**

**Board Approval:** 4/29/04

**GRADE-SEPARATION FINANCING**

**PURPOSE:**

The purpose of this policy is to establish uniform procedures for determining if a light rail transit (LRT) grade separation is needed and, if so, how it should be financed. Since MTS has limited funding for LRT projects, care must be exercised in determining grade separations and cost sharing.

**BACKGROUND:**

To be cost-effective, the San Diego LRT network needs to be developed primarily at-grade. However, due to the number of train movements and crossing traffic volume, there will be instances where a grade separation might be desirable or necessary.

This policy sets forth procedures for the evaluation and funding of candidate grade-separation locations.

**PROCEDURES:**

**37.1 Grade-Separation Evaluation**

37.1.1 Candidate grade-separation locations can be requested by MTS or the affected local agency. These locations might be on existing LRT lines or part of future extension projects. Requests for grade separations on future LRT extension projects shall be directed to the San Diego Association of Governments (SANDAG). Requests received on existing LRT lines will be considered by MTS.

37.1.2 To determine the need for a grade separation, MTS will employ the services of a registered traffic engineer (i.e., RTE in California) agreed to by both MTS and the local agency (city or county).

Traffic Engineer. The RTE will perform a traffic-engineering analysis of the locations in question.



## 37.2 Grade-Separation Financing for Existing Locations

- 37.2.1 If the assumptions in the original traffic engineering analysis and the certified Environmental Impact Report (EIR) have not changed and a local agency desires to have an existing LRT grade crossing separated, then MTS will contribute up to ten percent of the final project cost of the least expensive grade separation contingent upon funding availability.
- 37.2.2 If a local agency desires to have an existing LRT grade crossing separated and the assumptions in the original traffic engineering analysis and the certified EIR have changed, creating a level of service of E or worse, then the local agency and MTS will consider sharing the cost of the grade separation in an amount agreed upon by both MTS and the agency.
- 37.2.3 Depending upon respective budgets, the local agency and MTS will endeavor to equally share the costs of an RTE to conduct an analysis of any candidate crossing.
- 37.2.4 For MTS and the local agency to jointly sponsor an application for a grade separation grant, MTS and the local agency will agree to equally share the costs of the least-expensive project or its local share if a state/federal grant is received.
- 37.2.5 If MTS determines the need to have an existing LRT grade crossing separated, then MTS will be responsible for 100 percent of the total project cost.

LM/SChamp/JGarde  
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This original policy was adopted on 1/25/90.  
This policy was revised on 6/25/92.  
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