



2018 City Council Candidate Questions

GRADE SEPARATION

Describe a creative funding strategy you would employ to improve Palo Alto's grade separation options.

PAT BOONE

#1 Business play a major role in funding.

#2 obtain state and federal grant money for infrastructure projects.

#3 consider a Caltrain slight rider increase for funding.

ALISON CORMACK

Funding this significant project will likely require multiple sources, including county funds, a possible business tax, perhaps a bond paid for by property owners, and potentially state and/or federal funds. Creativity should be used to show the traffic and safety problems if we do not change the train crossings so that people can understand the need for change and participate in selecting solutions.

TOM DUBOIS

We should consider a multi-city Construction Authority that spans San Mateo and Santa Clara county to fund at the County, State, and Federal level as well as manage this extremely large and complex public works project. This has worked well in Southern California to create a trench. https://en.wikipedia.org/wiki/Alameda_Corridor. The Construction Authority would have the ability to develop a sophisticated funding plan. The Cities would also be responsible for a portion which should include funding from businesses.

ERIC FILSETH

A business tax in 2020 seems almost certain to be part of the mix.

CORY WOLBACH

Implementing a grade separation plan is essential for our future to make cross-town movement safer and more reliable. It is important that we grade separate in a way which enhances neighborhoods, rather than damages them. It's important to me to help our community be more connected, not more divided. Several neighborhoods could be impacted, positively or negatively, for decades to come. We need to get this right. Funding and engineering restrictions are two of the key questions.

We have some substantial funding from Measure B (2016). Private partnerships or donations might be available as a way to contribute. State or federal grants might be sought. Large regional employers like Stanford should contribute substantially toward addressing major regional transportation projects like grade separation, and doing so would be in their interests as well as Palo Alto's. (Please see my answer to next question as well, as it builds on this.)