



Replacement Parking Track Recommendation

January 21, 2020

25th Grade Separation Project

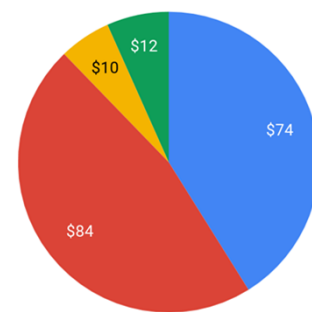
Citywide Improvements to:

- **Motorists and pedestrians**
 - Reduce local traffic congestion in San Mateo
 - Increase safety at 25th Avenue grade crossing
 - No. 8 on California Public Utilities Commission railroad crossing safety priority list
 - Increase safety for all stakeholders
 - Emergency vehicles have faster access on 28th and 31st Avenues
- **Traffic Congestion**
 - Long-awaited improvement to East-West connectivity, lessening congestion on Hillsdale Boulevard for all commuters
- **Opportunities**
 - Reduce train horn noise

Project Funding

25th Avenue GS Funding Sources

● SMCTA ● CAHSRA ● CPUC ● CITY





Traffic Impact Fee

Developer wants to develop in the City of San Mateo

Developer pays a **Traffic Impact Fee** to mitigate the traffic impact caused by the development

City uses the **Traffic Impact Fee** to deliver projects that will alleviate the traffic impacts by the development

25TH GRADE SEPARATION



US 101 PENINSULA INTERCHANGE



BIKE AND PED IMPROVEMENTS



General Fund

Current Unfunded Projects exceed \$200M:

- Central Park
- Hillsdale Boulevard/Hwy 101 Bike & Pedestrian Overpass
- US 101 Peninsula Avenue Interchange
- 19th Avenue Congestion Relief Improvements (Fashion Island Boulevard)
- Hillsdale Avenue Congestion Relief Improvements
- Corporation Yard Facility

Current Funded Projects:

- ★ Smooth Streets (Measure S) \$6M/year
- ★ Road Rehabilitation \$2M/year
- ★ High-Voltage Street Light Conversion \$1.5M/year

Upgrades Prompt Relocations



Community Conversations

1. May 12, 2019 resident's NextDoor post
2. June 11, 2019 Community Meeting
3. July 2019 Caltrain project webpage, matrix posted, email distribution list created
4. October 8, 2019 Community Meeting
5. October 21, 2019 Study Session Canceled
6. November 6, 2019 Focus Group Meeting
7. November 20, 2019 Focus Group Meeting
8. December 6, 2019 Focus Group Meeting
9. January 13, 2020 Community Meeting

Relocation Options In Detail - 4 of 29

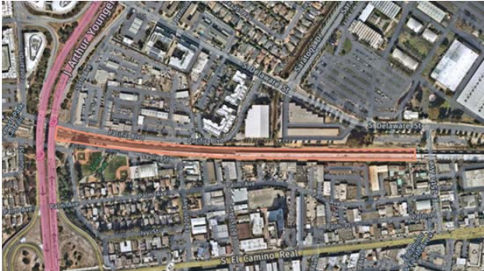
#9 - 10th to 14th Avenue



#27 - North of Hayward Park



#4 - 25th Avenue to SR 92



#29 - 5th to 9th Avenue



Why at all in San Mateo?

- Ensures reliable commuter rail service
- San Mateo Parking Track used by Caltrain for 25 years (in existence prior to Caltrain becoming operator of passenger service)
- Parking Tracks needed approximately every three to four miles along corridor, allow for efficient use of limited work windows to keep railroad functioning properly
- To construct city-sponsored San Mateo 25th Avenue Grade Separation Project, removal of existing San Mateo Parking Track required and replacement location needed
- Also, used to provide emergency train pull out in case of emergency
- Caltrain requires a replacement parking track, no build not an option

How Will It Be Used in SM?

1.

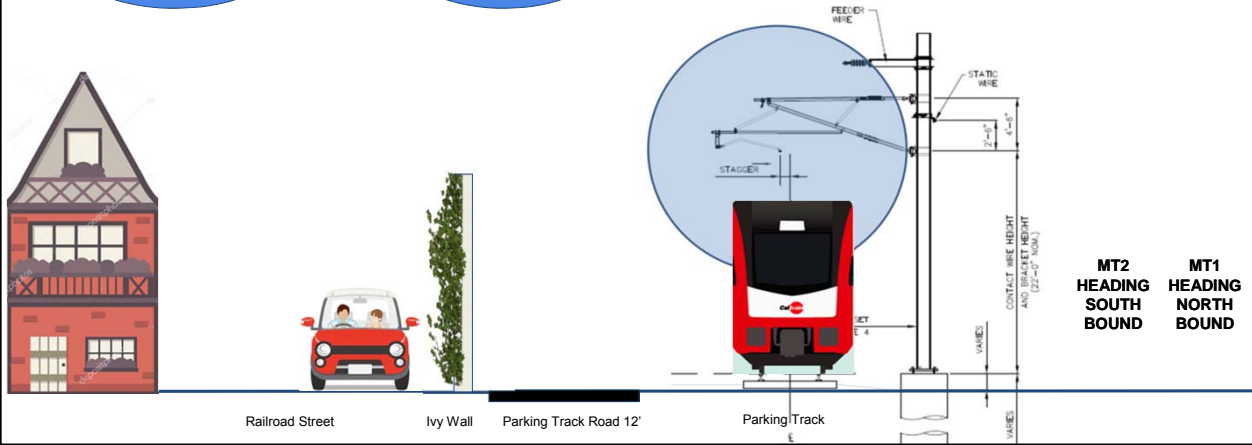
Use as emergency train relief (for broken electrified trains in the future)

2.

Park caltrain equipment (rare)

WILL NOT BE USED FOR

- Ingress/Egress of 40 Foot Trucks
- Site for 24/7 Heavy Equipment
- No Maintenance Activity on this Parking Track



Caltrain Correspondence



January 17, 2020
 The Honorable Joe Goethals, Mayor
 City of San Mateo
 330 West 20th Avenue
 San Mateo, CA 94403

Dear Mayor Goethals and Councilmembers,

The Peninsula Corridor Joint Powers Board (Caltrain) is in receipt of your letter dated July 16, 2019, in which you request that Caltrain reconsider the parking track (set-out track) location.

Parking tracks are an integral part of railroad infrastructure, and are necessary for the efficient use of limited work windows to keep the railroad functioning properly. For Caltrain to continue to service its 60,000+ daily passengers, parking tracks are needed approximately every three miles. Caltrain's existing parking tracks are distributed in both residential and commercial areas along the corridor. The previous San Mateo parking track was in existence prior to Caltrain becoming the operator of passenger service, located in the Bay Meadows area (between 31st and 25th Avenues). It was used by Caltrain for 25 years until the city-sponsored 25th Avenue Grade Separation Project necessitated its replacement.

In the future, the San Mateo replacement parking track will be the only electrified parking track in the middle of the corridor and will primarily be used if an electric train breaks down. The new overhead contact system will also preclude the use of large equipment and trucks from loading and off-loading materials at the parking track. Caltrain will be purchasing brand new electric trains, and we are hopeful that they will not experience mechanical issues that are more common with our current 25+ year old diesel fleet. The tracks, bed, and rails near the San Mateo parking track are being upgraded as part of the 25th Ave Grade Separation project, which will also cut down on any regular maintenance of the area in the future. The anticipated use of approximately once a month for the San Mateo parking track will be to temporarily stage rail maintenance equipment used to maintain the safety of the railroad.

Caltrain staff has worked in close collaboration with the City on all aspects of outreach and technical review of the different parking track alternatives. Feedback from the community has been essential, from requesting, receiving, and analyzing suggested alternative sites; to expanding communication channels and efforts to hosting six events (community meetings and focus group meetings).

Since July 2019, Caltrain along with the City staff, have taken the following actions:

1. Caltrain created a staff Working Group with the City of San Mateo to determine if there were any other feasible locations along the Caltrain right of way for a parking track.
2. Caltrain created a dedicated webpage for the San Mateo Parking Track (www.caltrain.com/SMParkingTrack). Caltrain posted the design criteria online, and made the process transparent to the community by encouraging them to suggest possible alternative locations for review by the staff Working Group.

PENINSULA CORRIDOR JOINT POWERS BOARD
 1250 San Carlos Ave. - P.O. Box 3006
 San Carlos, CA 94070-1306 (650) 508-4269

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Joe Goethals, Mayor
 January 17, 2020
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3. The staff Working Group compiled all 28 suggestions from the community (one was added later from the neighborhood Focus Group meetings) and listed all options as being either operationally feasible or not operationally feasible. The staff Working Group produced a detailed spreadsheet of all options under consideration and identified it as the Feasibility Assessment Matrix.
4. Working with estimates provided by the staff Working Group, the City of San Mateo then determined that of the 29 proposed alternatives, only two sites were both operationally and financially feasible. The originally planned location (with mitigation/access at 9th Avenue), or an alternate location between 14th Avenue and Hayward Park Station on the Caltrain right-of-way.
5. Caltrain posted the Feasibility Assessment Matrix to Caltrain's project webpage, and responded to questions related to each option's viability.
6. Caltrain issued a press release to area media to promote a follow-up community meeting on Oct. 8, 2019 and provide an online link to the Feasibility Assessment Matrix. Caltrain also distributed a printed notice to a wider address list in the neighborhood with the same information.
7. Held a second community meeting on October 8, 2019 to present the Feasibility Assessment Matrix to the community, highlighting the two feasible options and promote a City Council Study Session on Oct. 21, 2019.
8. After further design assessment, Caltrain found a potential problem with one of the feasible options, as it conflicts with a preschool and other local businesses. The scheduled October 2019 City Council Session was cancelled while the issue was further discussed with City staff.
9. Caltrain responded to a large number of follow-up emails from the community requesting additional information.
10. Met with councilmembers on site to view the feasible alternatives and to contrast a maintenance yard (CEMOP in San Jose) with a parking track.
11. Met three times in November/December 2019 with a neighborhood focus group comprised of 8-10 community members to address questions, and to determine if the Working Group had missed any feasible alternatives. An additional option (5th to 9th Avenue) was added and further examined to the matrix. Many City and Caltrain staff hours were spent discussing operational needs as well as alternatives. In addition to mitigation options, Caltrain also discussed enhanced communication efforts for the community related to the future parking track.
12. Caltrain published updates of the above items online, along with responses to questions and supporting documentation.

Joe Goethals, Mayor
 January 22, 2020
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13. Held a third community meeting on January 13, 2020, updating the community on efforts since the last meeting and the City presented their staff recommendation to move forward with the originally proposed location with the aesthetic enhancement of a concrete masonry wall.

In order to properly justify the railroad and to work within the 25th Avenue Grade Separation Project, a replacement parking track will need to move forward. Of the feasible sites, Caltrain does not want to impact a preschool, as it brings an important benefit to the community. The City Staff has also expressed financial constraints for Option #29 located between 5th and 9th Avenues and Option #4 located just north of 25th Avenue.

Please let us know by February 28, 2020, which feasible alternative the City would prefer to construct. In the event the City of San Mateo would prefer any of the feasible alternatives and/or the addition of additional mitigation measures, please let Caltrain know what specific measures are being requested so that Caltrain staff can price those improvements for consideration by the City of San Mateo. The original three-party MOU, between the CMBB, Caltrain, and the City of San Mateo, signed July 11, 2014, states that the City is Sponsor and is responsible for all costs. Attachment 5 shows that the parking track (also called set-out track) was included in the scope of the Project and that the budget was set at \$2M.

Since Caltrain prefers the original proposed location, in the event that Caltrain has not received a response by February 28, 2020, Caltrain will move forward with the city staff and Caltrain recommendation (Option #3) and will continue design and construction of the parking track in the originally proposed location with enhancements.

The 25th Avenue Grade Separation Project—which will improve safety; reduce traffic congestion and storm runoff; and provide a new station—will have lasting long-term benefits for the community for generations to come. We look forward to continued collaboration with the City and Community to make this project a reality.

Thank you,

 Jim Kirtler
 Executive Director, Caltrain
 CC: Caltrain Board

CURRENT



POTENTIAL ENHANCEMENT



Project Contact Information

City of San Mateo

- Phone: 650.522.7300
- Email: publicworks@cityofsanmateo.org

Caltrain

- Customer Service: 1.800.660.4287
- Email: construction@Caltrain.com
- Website: www.caltrain.com/SMParkingTrack

*Background Slides from
previous presentations*

Parking Track Is Not a Maintenance Yard

	Parking Track	Maintenance Facility
Size	Spur of track (approx. 1,000 feet) and access road	20 acre facility with multiple tracks and structures, including maintenance pits, cranes, train washing equipment, waste oil/water storage, fuel farms, control facilities
Purpose	Temporary storage of train equipment	To perform mechanical maintenance on trains and to clean interior and exterior of rail vehicles
Activity Occurs	On corridor tracks Not on site	At facility On site
Frequency	Possibly 1-2x a month	Daily - Day and Night Hours

Caltrain's Maintenance Facility (CEMOF)



Caltrain has one maintenance facility for the entire corridor located in San Jose.

Video of CEMOF (created by public)
www.youtube.com/watch?v=9cY3az2TL3M

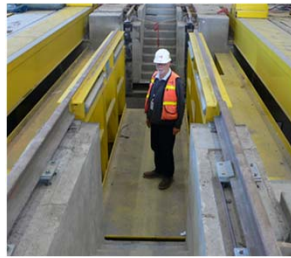
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Caltrain's Maintenance (CEMOF) Facility

- 20-acre facility includes the central control facility, a 58,000 square foot maintenance shop, water treatment plant and extra tracks. A 250-foot tunnel allows workers to cross the yard, which has live, operating tracks, safely. On-site fueling allows trains to fuel at the facility and eliminates the need for daily fuel truck deliveries. Daily (AM and PM) maintenance occurs at this location.
- Approximately 100 mechanical department employees and 120 train crew members.



Caltrain Maintenance (CEMOF) Pictures



Existing Parking Tracks



Current parking track examples, locations, and photos at www.caltrain.com/SMParkingTrack.

Video timelapse of parking track at <https://youtu.be/NEStsIfny-4>

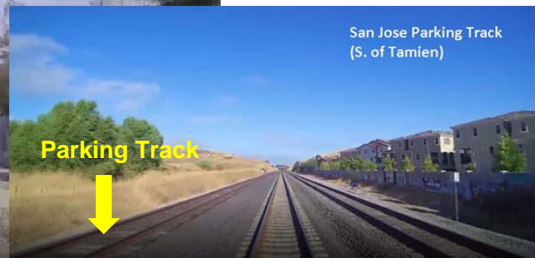
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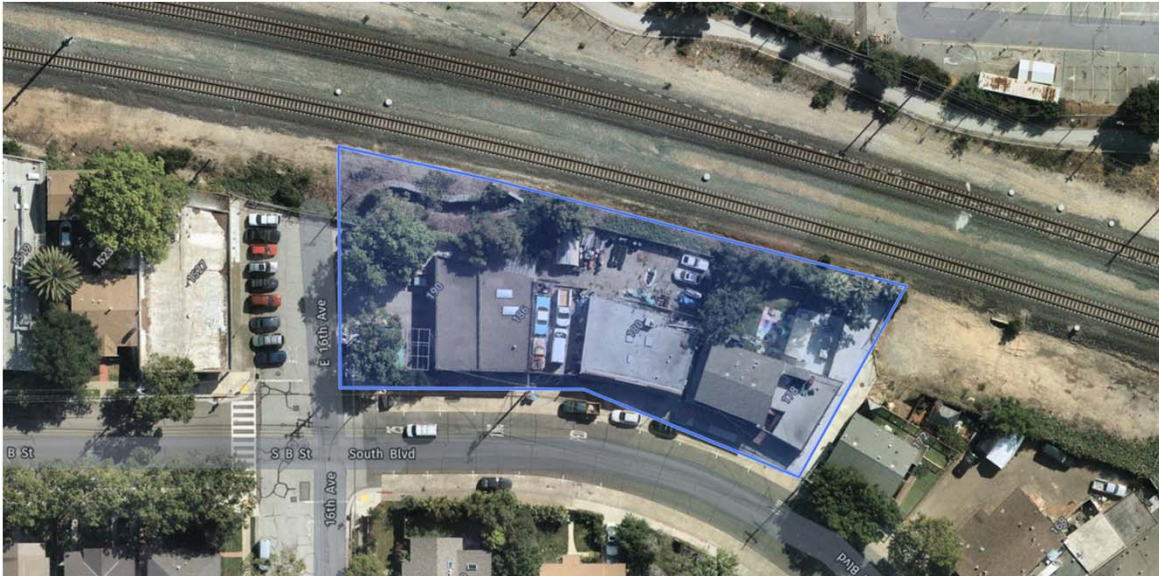
Why was the October 21, 2019 Study Session Canceled?

Option #27



Further evaluation of Option #27 found significant impacts to a preschool and local businesses. Study session postponed to do more due-diligence.

Option #27



Option #27



Photos from Universe of Colors Preschool website

What Happened Next?

Focus Group Meetings (8-10 community members)

- November 6, 2019
- November 20, 2019
- December 6, 2019

Topics:

- Deep dive on operational uses at parking track
- Option #4, Option #27, Option #9: Discussed
- Option #29: 5th to 9th Avenues (new option)

Timing / Cost

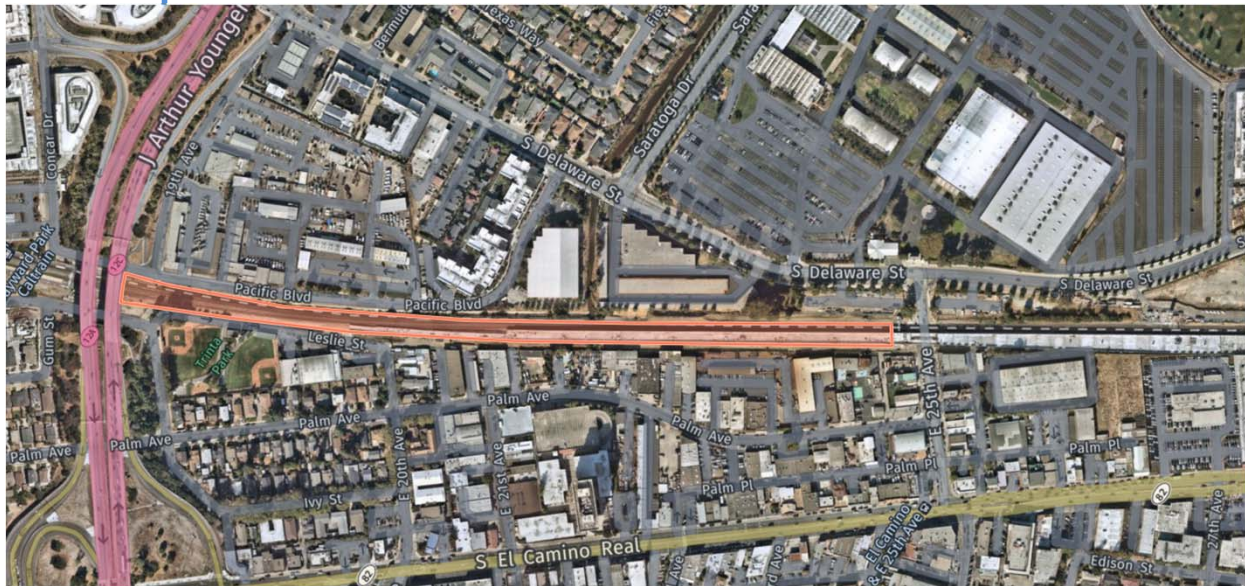
Caltrain requires a parking track site decision by end of February to keep it within the 25th Grade Separation Project timeline. Otherwise it will become a standalone project.

Note: Estimates for each alternative are very preliminary and subject to significant modification as we progress through the lifecycle of the project

Option #27



Option #4





Option #4 cont.

ESTIMATE FOR PARKING TRACK SOUTH OF SR-92

Scope: construct new Parking Track on the east side of grade separation, south of SR-92
 Option includes additional box culvert (over existing canal), retaining wall, and bridge at Creek

Box Culvert (escalated from 2010 prices)	\$	3,769,014.48
Retaining Wall (escalated from 2018)	\$	1,200,000.00
Bridge at Borrel Creek (escalated from 2018)	\$	1,494,900.00
Relocation of OCS poles	\$	220,000.00
Subtotal Construction	\$	6,683,914.48
Mobilization (10%)	\$	668,391.45
Contingency (10%)	\$	735,230.59
Escalation (included above)		
Construction Cost	\$	8,087,536.52
Soft Costs (Design, CM, Admin, TASI, Legal, Environmental etc.)	\$	5,661,275.56
TOTAL	\$	13,748,812.08

Not included: additional env. mitigation due to loss of mitigation area for GS

Note: Estimates for each alternative are very preliminary and subject to significant modification as we progress through the lifecycle of the project.

Option #29 (new): 5th to 9th Avenues



Option #29 (new): 5th to 9th Avenues

ESTIMATE FOR PARKING TRACK AT CP PALM	
Scope: Relocate CP Palm (CP to remain in operation during construction), design, clear, and build a Parking Track in current location of CP Palm.	
Civil and Trackwork (Contractor)	\$ 1,017,000.00
Control Point (Contractor)	\$ 2,056,000.00
Subtotal Construction	\$ 3,073,000.00
Mobilization (10%)	\$ 307,300.00
Contingency (10%)	\$ 338,030.00
Escalation (15% from 2018 pricing)	\$ 557,749.50
Construction Cost	\$ 4,276,079.50
Owner furnished material:	
Track	\$ 952,656.00
Signal House	\$ 732,060.00
Escalation (15% from 2018 pricing)	\$ 252,707.40
Owner Furnished Cost	\$ 1,937,423.40
Soft Costs (Design, CM, Admin, TASI, Legal, Environmental etc.)	\$ 4,349,452.03
Redesign for Parking Track	\$ 500,000.00
TOTAL	\$ 11,062,954.93

Note: Estimates for each alternative are very preliminary and subject to significant modification as we progress through the lifecycle of the project.

Option #9 Cost Estimate

Enhancement costs above current (estimated):

- \$ 500k for slatted fence with vegetation
- \$ 1.1M for Concrete Masonry wall

Note: Estimates for each alternative are very preliminary and subject to significant modification as we progress through the lifecycle of the project.

General Construction & Communication

2-3 Months of Construction:

- Use construction Best Management Practices to reduce emissions
- Implement stormwater pollution prevention plan
- If determined existing trees may be impacted then pre-construction surveys for nesting birds will be conducted; construction control to protect birds during nesting season will be implemented; and establishment of tree protection zones

Regular Communication

- Can set-up regular in-person meetings w/ nearby community
- Continue Construction notices (mailers and social media)
- Continue Weekly construction updates
- Continue Website project page and hotline

Response to Community

- Created Working Group: Caltrain + City
- Outreach Expansion: email distribution list, expanded mailer radius, website event calendar, shared social media channels
- Alternative location suggestions from community, City and Caltrain gathered
- Alternatives Analysis/Feasibility Assessment - Options evaluated for
 - Constructability
 - Minimum requirements (design standards posted on webpage)
 - Comments from engineering, design, and operations
 - Financial Feasibility
- Focus Groups

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