



## San Mateo Replacement Parking Track Update

January 13, 2020



## We meet again

- ✓ April 18, 2019 pile of dirt moved
- ✓ June 11, 2019 Community Meeting
- ✓ 28-Option Matrix produced and posted to Caltrain's webpage
- ✓ October 8, 2019 Community Meeting
- ✓ October 21, 2019 Study Session Canceled
- ✓ November 6, 2019 Focus Group Meeting
- ✓ November 20, 2019 Focus Group Meeting
- ✓ December 6, 2019 Focus Group Meeting

## Agenda

Oct. 21 Study Session Cancelation

Operational

Options Discussed with Focus Group

City Staff Recommendation

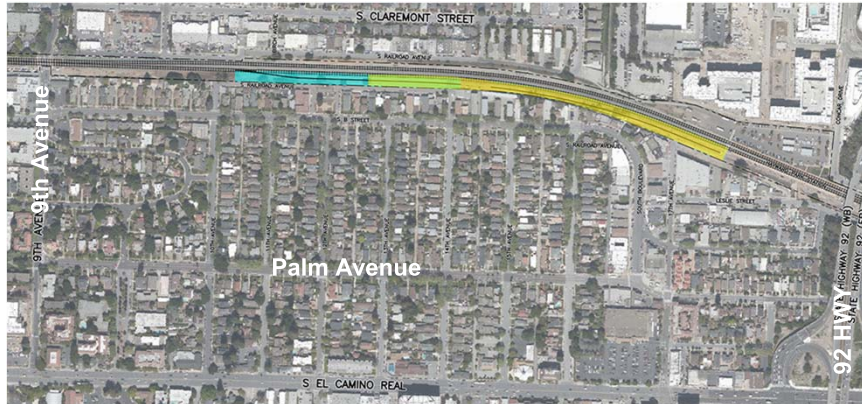
Jan. 21 City Council Study Session

## **Why was the October 21, 2019 Study Session Canceled?**

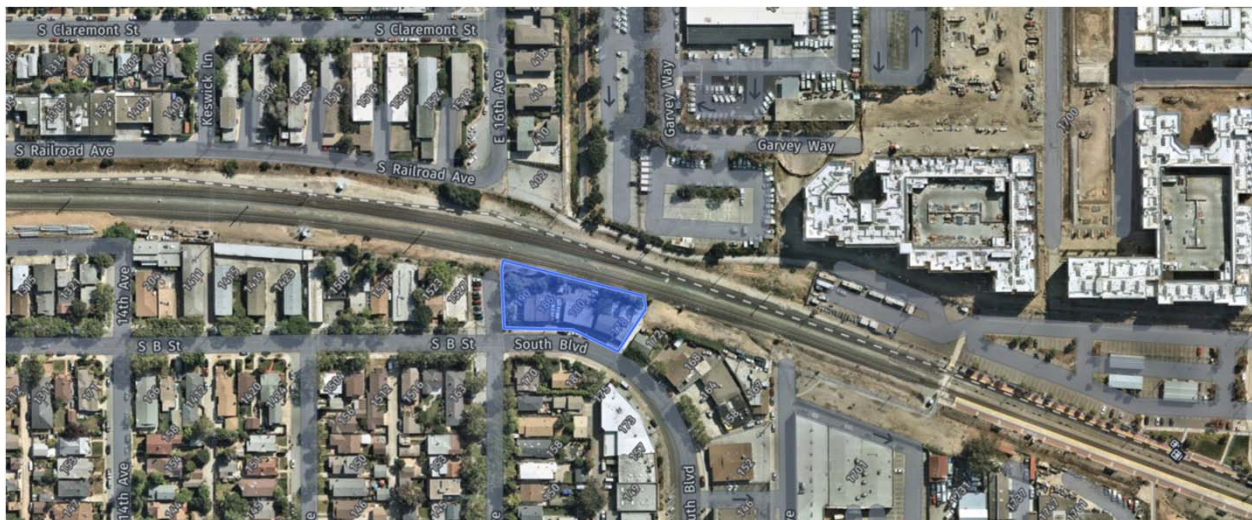
(Brad Underwood)

## Reminder: Options Presented 10/8/19 Meeting

- Option #27 (Commercial)
- Option #9 (Original Proposed Location)
- Overlapping Area

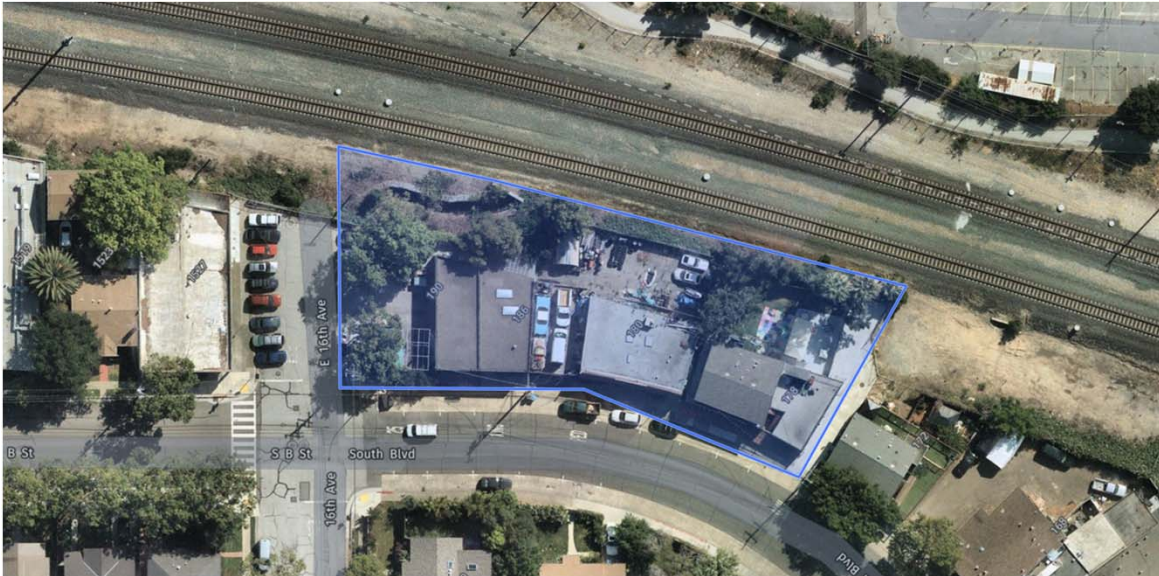


## Option #27



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)

**Operational**  
(Joe Navarro)

## Parking Track Is Not a Maintenance Facility

	Parking Track	Maintenance Facility
<b>Size</b>	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
<b>Purpose</b>	Temporary storage of train equipment	To perform mechanical maintenance on trains and to clean interior and exterior of rail vehicles
<b>Activity Occurs</b>	On corridor tracks Not on site	At facility On site
<b>Frequency</b>	Possibly 1-2x a month	Daily - Day and Night Hours

## 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](http://www.caltrain.com/SMParkingTrack).

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

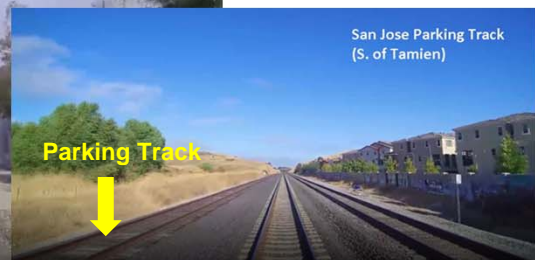
## Existing Parking Tracks



Current parking track examples, locations, and photos at [www.caltrain.com/SMParkingTrack](http://www.caltrain.com/SMParkingTrack).

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

## Existing Parking Tracks



Current parking track examples, locations, and photos at [www.caltrain.com/SMParkingTrack](http://www.caltrain.com/SMParkingTrack).

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



## Operational Need

### Why is a San Mateo Parking Track Needed?

- 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)
- To construct city-sponsored San Mateo 25th Avenue Grade Separation Project, removal of existing San Mateo Parking Track required
- Caltrain requires a replacement parking track, no build not an option
- Parking tracks needed approximately every three to four miles along corridor, allow for efficient use of limited work windows to keep railroad functioning properly

## Operational Use

- In the future, the San Mateo Parking Track will be the only electrified parking track in the area and will primarily be used if a train breaks down; not for temporary storage
- Anticipate use for temporary storage, maybe 1 a month.
  - Need to mostly remain clear in case a train breaks down.
  - Will not be loading with large equipment because new overhead contact system (no heavy truck traffic)



## General Communication

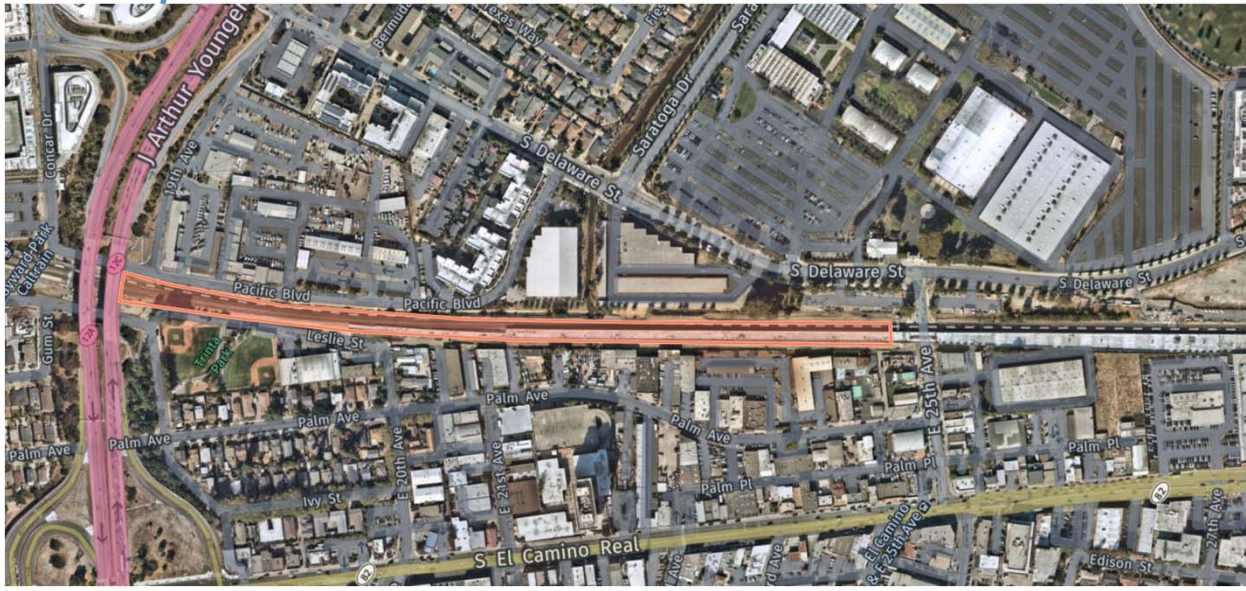
### Regular Communication

- 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
  - [www.caltrain.com/SMParkingTrack](http://www.caltrain.com/SMParkingTrack)

## Options Discussed with Focus Group (Rafael Bolon)



# 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
<b>Subtotal Construction</b>	<b>\$</b>	<b>6,683,914.48</b>
Mobilization (10%)	\$	668,391.45
Contingency (10%)	\$	735,230.59
Escalation (included above)		
<b>Construction Cost</b>	<b>\$</b>	<b>8,087,536.52</b>
<b>Soft Costs (Design, CM, Admin, TASI, Legal, Environmental etc.)</b>	<b>\$</b>	<b>5,661,275.56</b>
<b>TOTAL</b>	<b>\$</b>	<b>13,748,812.08</b>

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

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

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

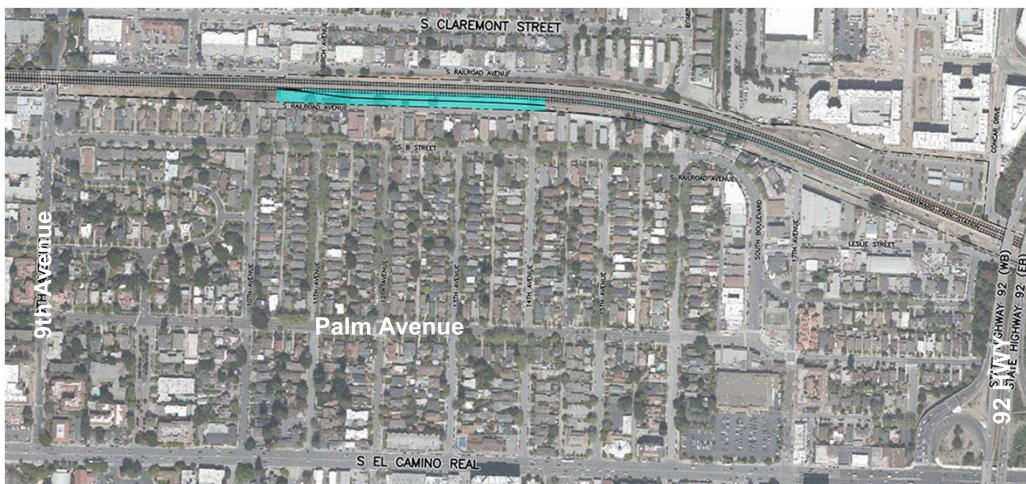


# Option #29 (new): 5th to 9th Avenues

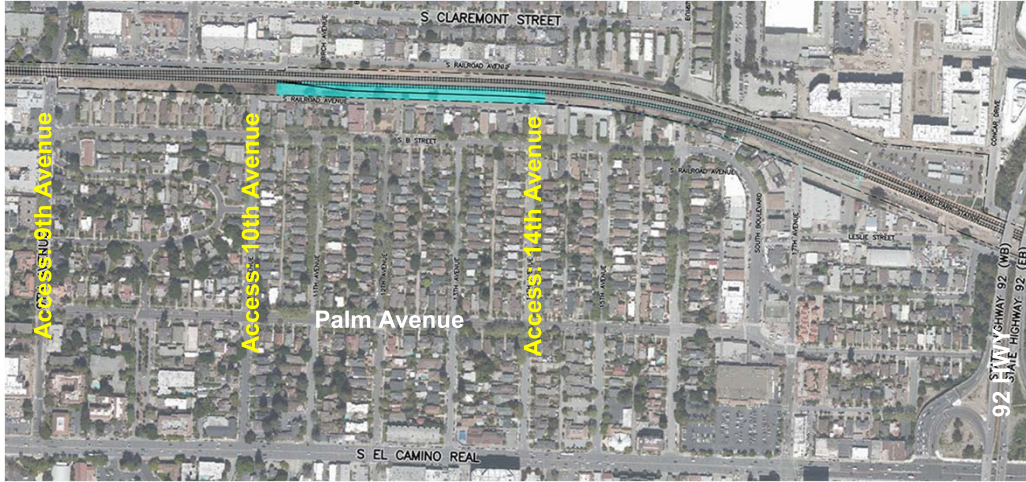
<b>ESTIMATE FOR PARKING TRACK AT CP PALM</b>	
Scope: Relocate CP Palm (CP to remain in operation during construction), design, clear, and build a Parking Track in current location of CP Palm.	
Civil and Trackwork (Contractor)	\$ 1,017,000.00
Control Point (Contractor)	\$ 2,056,000.00
<b>Subtotal Construction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

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

# Option #9



## Option #9 Access



## Option #9 Potential Enhancements

Slatted Fence with Vegetation

Concrete Masonry Wall



## 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



## City Staff Recommendation

(Brad Underwood)

### Option #9

- Location: 10th Ave. to 14th Ave. (west of tracks)
- Concrete Masonry Wall or slatted fence

## San Mateo City Council Study Session

**Jan. 21, 2020, 5:30 p.m.**

- Individual Speakers - 3 minutes
- Organized group (in lieu of individual speakers) - up to 15 minutes, for a group presentation, as many speakers are allowed as fit in that time allowance
- Applicant / Appellant - 15 minutes
- Rebuttal by Applicant / Appellant - 5 minutes
- The Mayor or Chair may, at his/her discretion, limit the amount of time allotted to the speaker(s) when needed

For details, go to: [www.cityofsanmateo.org/55/City-Council](http://www.cityofsanmateo.org/55/City-Council)

Focus Group

## ( Additional Background Information )

37

## Background Information

### 25th Avenue Grade Separation Project - Purpose

- Improve safety for pedestrians, cyclists, and motorists
- Improve traffic flow
- Reduce train horn noise
- Improve customer/resident experience with new Hillsdale Station
- Support Caltrain Electrification which will reduce noise and vibration

38

## Parking Track Replacement

- A parking track (also known as a set-out track) is used for ensuring reliable commuter rail service and place to temporarily store equipment
- San Mateo Parking Track in existence prior to Caltrain becoming operator of passenger service (used by Caltrain for 25 years)
- Grade separation project required removal of existing San Mateo Parking Track (located in Bay Meadows) in late 2017

39

## 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

40

## Parking Track Description

### General Parking Track Description

- Temporary parking or storage area for equipment (~1000ft)
- Equipment moved from parking track to corridor location for track repairs and tie replacements due to wear and tear
- Allows for efficient use of limited work windows to keep railroad functioning properly (parking tracks ~3 miles apart along corridor)
- May be used on rare occasion for breakdowns to clear trains off mainline
- Not a maintenance facility

## 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](https://www.youtube.com/watch?v=9cY3az2TL3M)

43

## Project Contact Information

### City of San Mateo

- Phone: 650.522.7300
- Email: [publicworks@cityofsanmateo.org](mailto:publicworks@cityofsanmateo.org)

### Caltrain

- Customer Service: 1.800.660.4287
- Email: [construction@Caltrain.com](mailto:construction@Caltrain.com)
- Website: [www.caltrain.com/SM\\_Set-OutOfTrack](http://www.caltrain.com/SM_Set-OutOfTrack)

44