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

$10

$12

$84

$74
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
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 19, 2020

The Honorable Sam Liccardo, Mayor
City of San Jose
City Hall
San Jose, CA 95113

Dear Mayor Liccardo and Co-Chairpersons,

The Preliminary Concept of Caltrain’s proposed SM Parking Track was presented at the data sharing session held on January 10, 2020. The concept would involve a 1,000 LF parking track located between Railroad Street and Ivy Wall at the north end of the Caltrain right-of-way. The purpose of the parking track is to accommodate the needs of emergency train relief and equipment storage. The concept has been developed in response to community feedback and input provided during the preliminary conceptual design phase.

The parking track would be constructed on a temporary easement between Railroad Street and Ivy Wall, with the potential for future expansion to accommodate additional parking needs. The track would be designed to accommodate the needs of emergency train relief and equipment storage, with provisions for future expansion as needed.

Thank you for your time and consideration in reviewing this proposal.

Yours sincerely,

[Signature]

[Name]

Caltrain Correspondence

January 31, 2020

The Honorable Sam Liccardo, Mayor
City of San Jose
City Hall
San Jose, CA 95113

Re: Caltrain Parking Track

Dear Mayor Liccardo,

Thank you for your response regarding the Caltrain parking track proposal. I appreciate the opportunity to provide additional information and clarification.

The proposed parking track would provide a location to store emergency train relief equipment, which is essential for maintaining the reliability of the Caltrain service. The presence of an emergency train relief facility would enhance safety and preparedness, ensuring a smooth operation of the rail system.

In addition, the parking track would contribute to the overall infrastructure and accessibility of the area. It would accommodate the growing transportation needs of the region, supporting economic development and enhancing the quality of life for residents.

I would be happy to discuss this proposal further and provide additional details. Please let me know if there is any further information or data you require.

Thank you for your attention to this matter.

Sincerely,

[Signature]

[Name]
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](http://www.caltrain.com/SMParkingTrack)
Background Slides from previous presentations

Parking Track Is Not a Maintenance Yard

<table>
<thead>
<tr>
<th>Parking Track</th>
<th>Maintenance Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>Spur of track (approx. 1,000 feet) and access road</td>
</tr>
<tr>
<td>Purpose</td>
<td>Temporary storage of train equipment</td>
</tr>
<tr>
<td></td>
<td>To perform mechanical maintenance on trains and to clean interior and exterior of rail vehicles</td>
</tr>
<tr>
<td>Activity Occurs</td>
<td>On corridor tracks</td>
</tr>
<tr>
<td></td>
<td>At facility</td>
</tr>
<tr>
<td>Frequency</td>
<td>Possibly 1-2x a month</td>
</tr>
<tr>
<td></td>
<td>Daily - Day and Night Hours</td>
</tr>
</tbody>
</table>
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

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](https://youtu.be/NEStsIfny-4)
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
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.

- Anticipated 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).

Reminder: Options Presented 10/8/19 Meeting

- Option #27 (Commercial)
- Option #9 (Original Proposed Location)
Why was the October 21, 2019 Study Session Canceled?

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

Option #4 cont.

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

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