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

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)

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**Operational**

(Joe Navarro)
Parking Track Is Not a Maintenance Facility

<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>Activity Occurs</td>
<td>On corridor tracks</td>
</tr>
<tr>
<td></td>
<td>Not on site</td>
</tr>
<tr>
<td>Frequency</td>
<td>Possibly 1-2x a month</td>
</tr>
</tbody>
</table>

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.

20 acres
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.
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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 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

Options Discussed with Focus Group
(Rafael Bolon)
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

- Problem: Parking Track cannot fit to east of the new tracks because of boxcar field/parks HWY 62 columns, and location is too to a short tangent track.
- Problem: A switch cannot be on a curve. A short tangent would need to be introduced, which would need to be placed over canal.
- Problem: Conflicts with OCS Rules.

- Problem: The parking track conflicts with the canal for 300 ft.
- Problem: Raging River over bridge over creek (south of bridge area).

New Embankment Slope
New OCS Poles
New MSE Wall
Proposed Parking Track
New Geotechnical Track
New Geotechnical Track
HWY 62
**Option #4 cont.**

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

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

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**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.

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civil and Trackwork (Contractor)</td>
<td>$1,017,000.00</td>
</tr>
<tr>
<td>Control Point (Contractor)</td>
<td>$2,056,000.00</td>
</tr>
<tr>
<td><strong>Subtotal Construction</strong></td>
<td>$3,073,000.00</td>
</tr>
<tr>
<td>Mobilization (10%)</td>
<td>$307,300.00</td>
</tr>
<tr>
<td>Contingency (10%)</td>
<td>$338,020.00</td>
</tr>
<tr>
<td>Escalation (15% from 2018 pricing)</td>
<td>$557,749.50</td>
</tr>
<tr>
<td><strong>Construction Cost</strong></td>
<td>$4,276,079.50</td>
</tr>
<tr>
<td>Owner furnished material:</td>
<td></td>
</tr>
<tr>
<td>Track</td>
<td>$952,656.00</td>
</tr>
<tr>
<td>Signal House</td>
<td>$732,060.00</td>
</tr>
<tr>
<td>Escalation (15% from 2018 pricing)</td>
<td>$252,707.40</td>
</tr>
<tr>
<td><strong>Owner Furnished Cost</strong></td>
<td>$1,937,423.40</td>
</tr>
<tr>
<td>Soft Costs (Design, CM, Admin, TASI, Legal, Environmental etc.)</td>
<td>$4,349,452.03</td>
</tr>
<tr>
<td>Redesign for Parking Track</td>
<td>$500,000.00</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$11,062,954.93</td>
</tr>
</tbody>
</table>

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

**Option #9**

[Map image showing the location of Option #9 near Palm Avenue]
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

Focus Group
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
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

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
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

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/SM_Set-OutTrack