



San Mateo Replacement Parking Track Follow Up to October 8, 2019 Community Meeting

Thank you for your interest in the proposed replacement San Mateo Parking Track that was removed to facilitate the construction of the 25th Avenue Grade Separation Project, which will improve safety and traffic flow, reduce horn noise, and result in a new Hillsdale Station in the City of San Mateo

Your patience while we re-assessed the project timeline has been appreciated. The Study Session in October at San Mateo City Council was cancelled with short notice because project planners with Caltrain and the City of San Mateo came upon a conflict that needed more vetting.

Since that cancellation, project planners have been working with the community feedback collected from meetings this year, with an aim to reschedule the study session in early 2020.

In advance of the re-scheduled meeting, there will be a broad communication effort to let the community know of the new date. Thank you for your patience and continued engagement.

In the meantime, please find below more details in response to questions from the [October 8, 2019 community meeting](#).

Question	Follow Up
Share additional location details of existing parking tracks	Existing parking track details (including maps, photos, and cross streets)
Further examine option #27 to evaluate inclusion of the mitigations suggested in option #9	The mitigations proposed in option 9 are viable in option 27.
Clarify that access on 9th Avenue can be incorporated into options #9 and #27	Access from 9th Avenue is possible for options #9 and #27.
Provide additional visual clarification why the site suggested at 25 th Ave. is not feasible #4	Project team is working on a more detailed drawing and will supply that in future communications.

Respond to questions raised regarding separation of parking track needs #10	<ul style="list-style-type: none"> • A significantly truncated parking track does not meet operational needs which are codified by the latest approved Caltrain Engineering Standards requiring 1000 feet of track • Two sites would increase annual operational expenses (i.e. maintenance of switches, signals, and track) • Additional construction cost: ~\$1.5 to 2 million (in addition to construction cost, a second track requires additional signal house and switch)
Follow up on real estate laws for disclosures	The JPB is not an expert in real estate disclosure requirements and is not in a position to advise on this subject for property owned by others. Each situation is unique and every homeowner must determine with the assistance, as appropriate, of real estate professionals the nature and extent of required disclosures. The JPB believes that a home situated near or adjacent to an active operating railroad right of way is most likely a matter of required disclosure, but what and how these disclosures are made is something that should be determined on a case by case basis with guidance from appropriate experts.
Provide, if possible, additional financial information about non-Caltrain owned site options #7, #21, #13	<ul style="list-style-type: none"> • In determining the cost impact, an experienced commercial broker in this specific area estimated a per square foot range. • This determined the right-of-way square footage-only estimate • The higher end of the range is an estimate of the cost for the entire parcel and other associated costs (such as appraisal, cost of acquisition, additional site work, etc.) as often sellers are not willing to break up (piecemeal) a parcel. • Note: Estimates are for budgetary and planning purposes only

Background Information

A "parking track" is a temporary storage space for train equipment. The anticipated use of a San Mateo parking track is 1-2 times a month. Parking tracks allow for efficient use of limited work windows to keep the railroad functioning properly. They also support capital projects such as the 25th Avenue Grade Separation Project and Caltrain Electrification.

The previous San Mateo Parking Track was in existence prior to Caltrain becoming the operator of passenger service. Located in the Bay Meadows area, it was used by Caltrain for 25 years until the grade separation project necessitated its removal.

There are over a dozen parking tracks distributed in residential and commercial areas along the corridor. There is only one maintenance yard, which is a large 20 acre multi-acre complex operation and facility that is located in San Jose.

For More Information

For more information please visit www.caltrain.com/SMParkingTrack. For additional questions you can contact Caltrain Customer Service at 1-800-660-4287 or email construction@caltrain.com. Thank you again for your thoughtful feedback.