

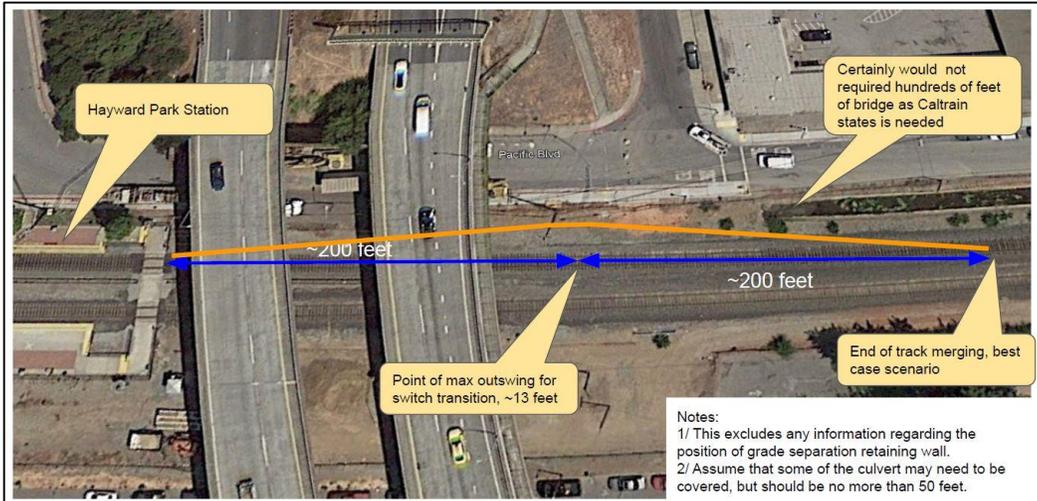


Replacement Parking Track Recommendation

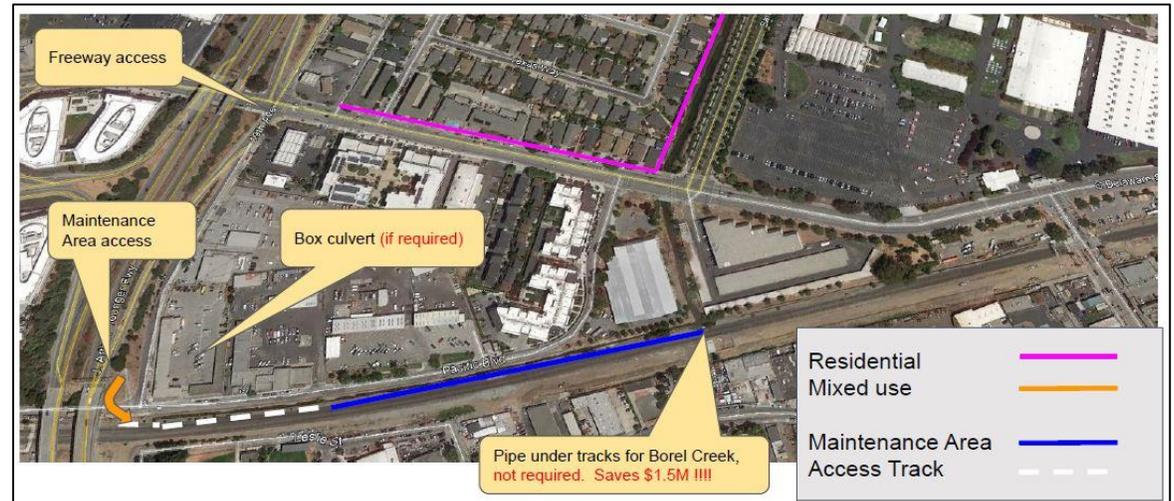
February 18, 2020

Additional Resident Suggestions

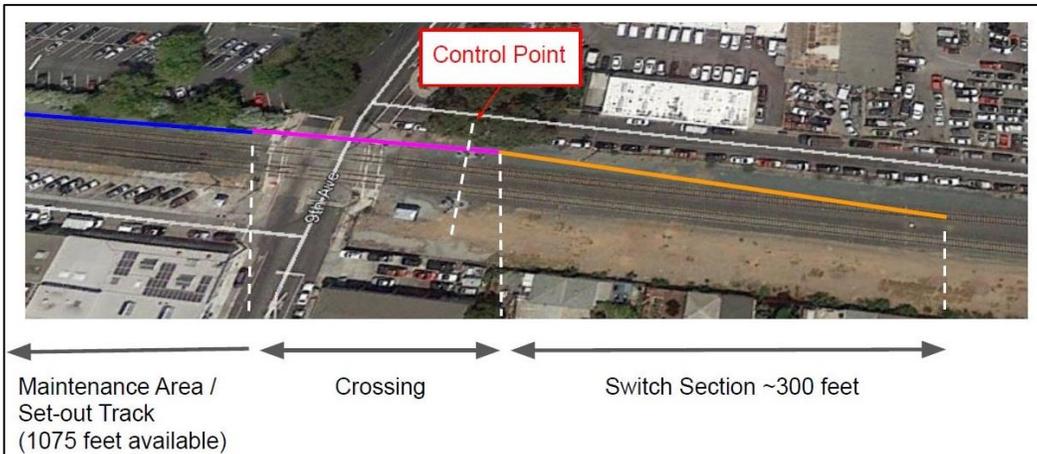
#4A - 25th Avenue to SR 92



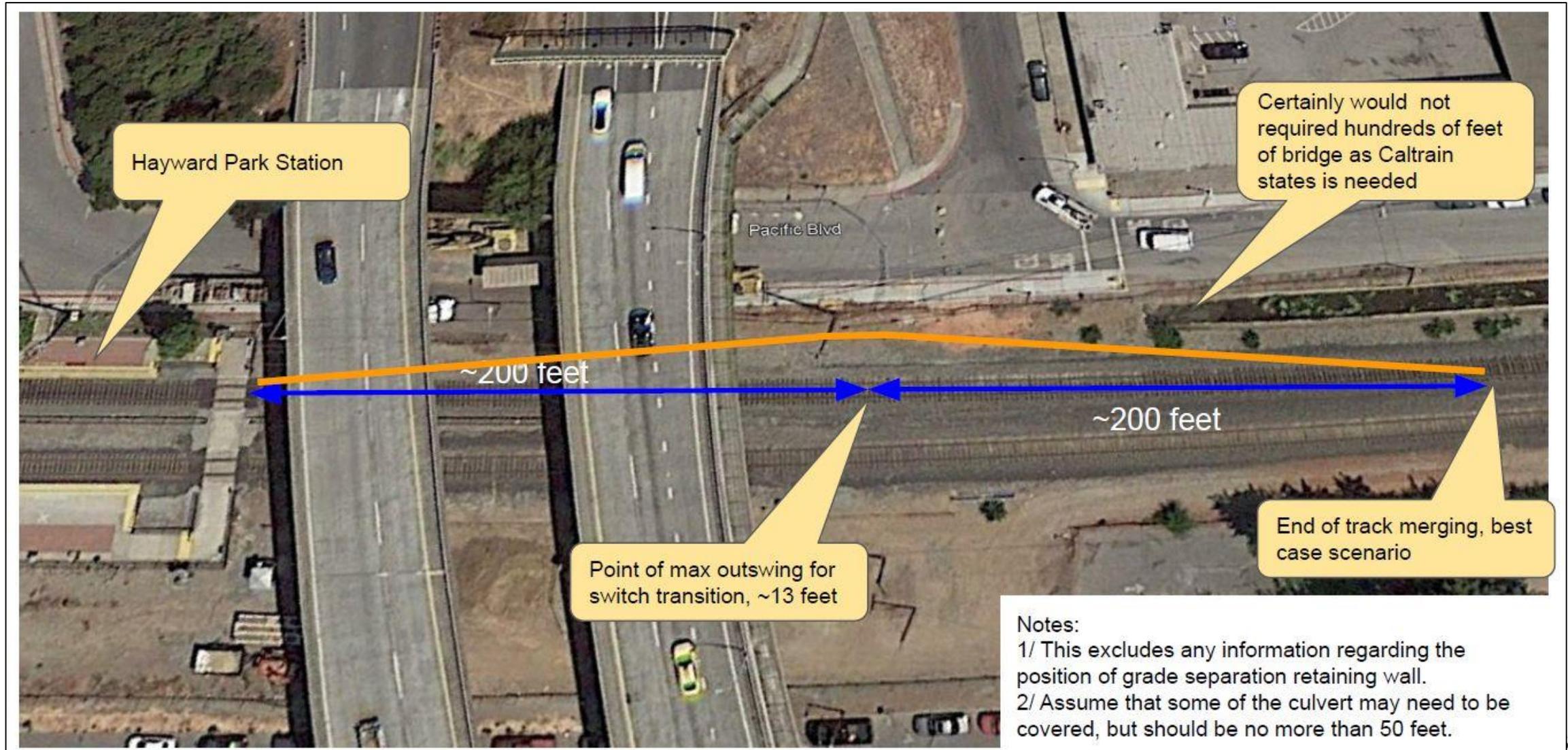
#4B - 25th Avenue to SR 92



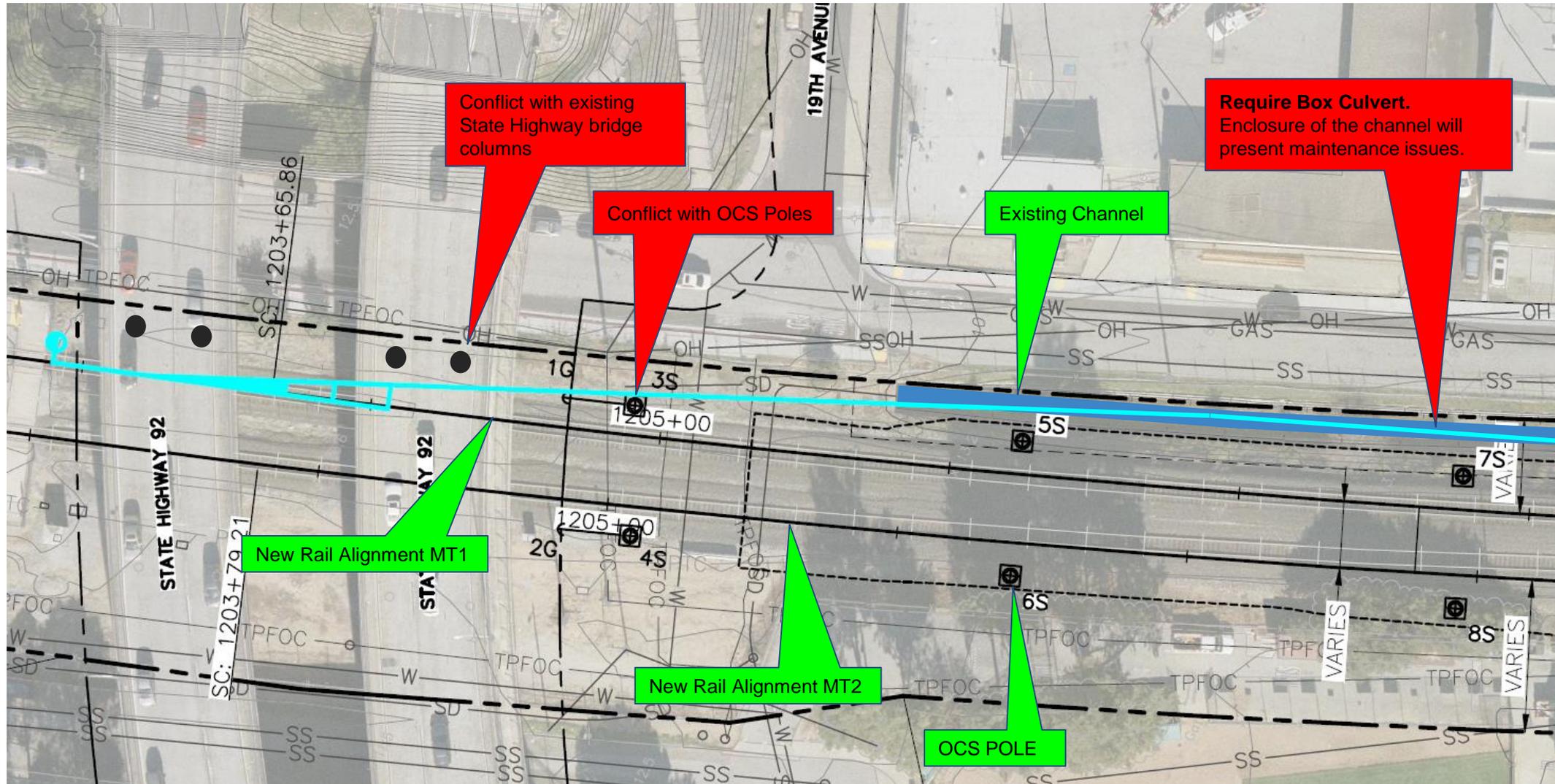
#29B - 5th to 9th Avenue



Option 4A: Resident Suggestion



Option 4A: Caltrain Assessment



■ Infrastructure

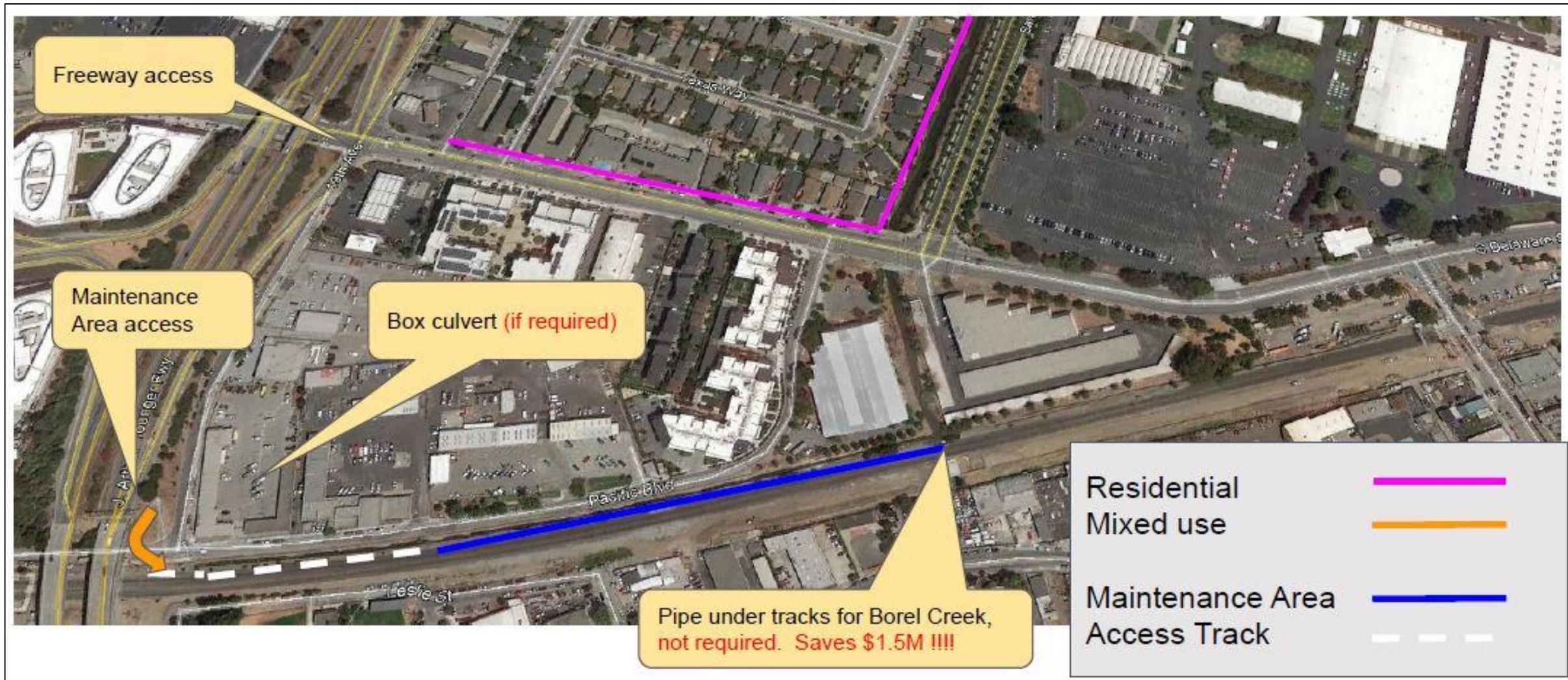
■ Caltrain Redesign Effort

■ Caltrain Assessment

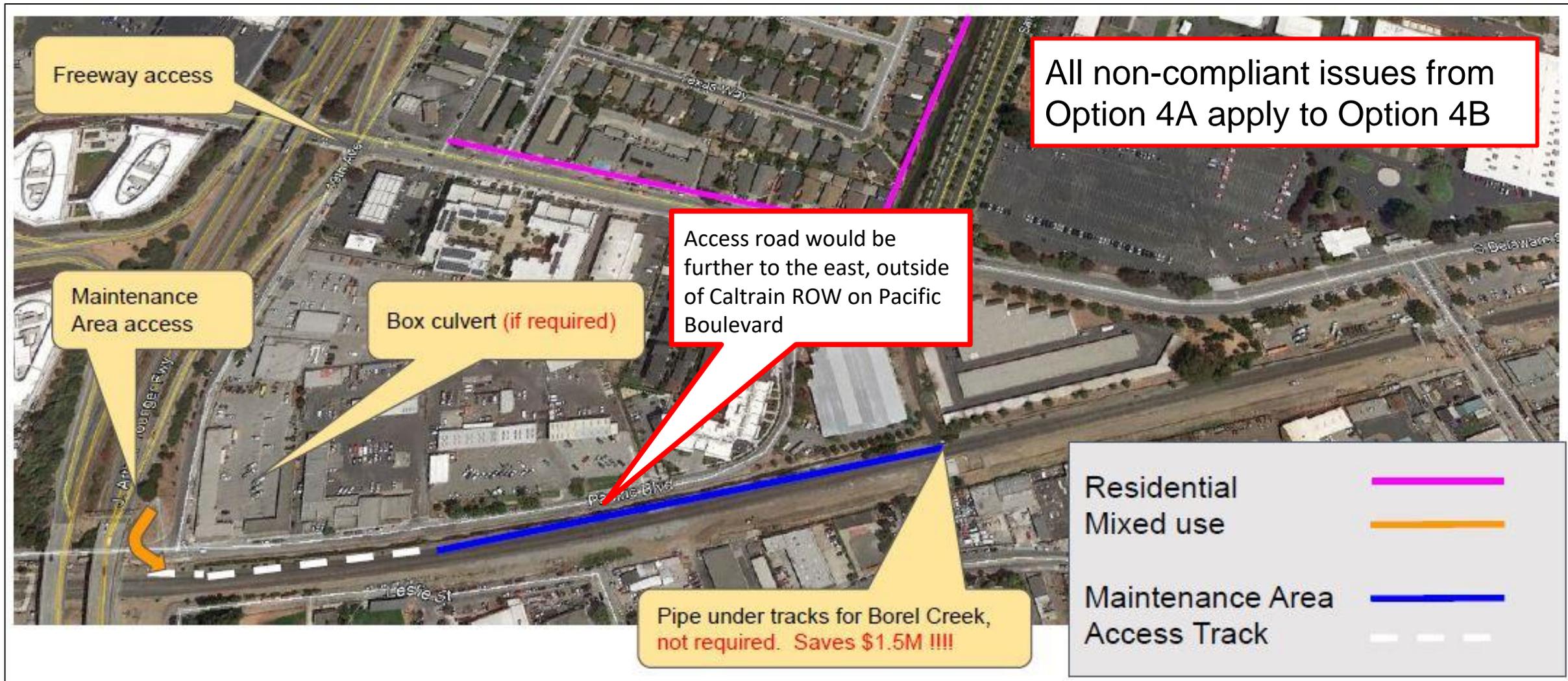
Option 4A: Caltrain Assessment

Rail Standards	Image Presented by Residents	Result of non-compliant concept
Minimum of 18 feet (on center) between a parking track and mainline	Space between parking track and mainline track too close	Trains would collide
Only one crossover is used (5 degrees), and only used between two parallel tracks. Crossovers need a high degree of maintenance.	4 crossovers, 2 in close proximity to each other creating > 10 degrees	Trains would have high potential of derailment
Minimum 9.5 feet from columns on curve and 8.5 feet from straight track	Impacts SR-92 columns Impact grade separation (MSE) wall	Trains would collide with SR-92 columns. Trains would collide with the wall.
116 feet of straight track needed for a switch	116 feet switch requirement is not included; if corrected to rail standard it impacts Hayward Park Station	Conflicts with station signal and platform

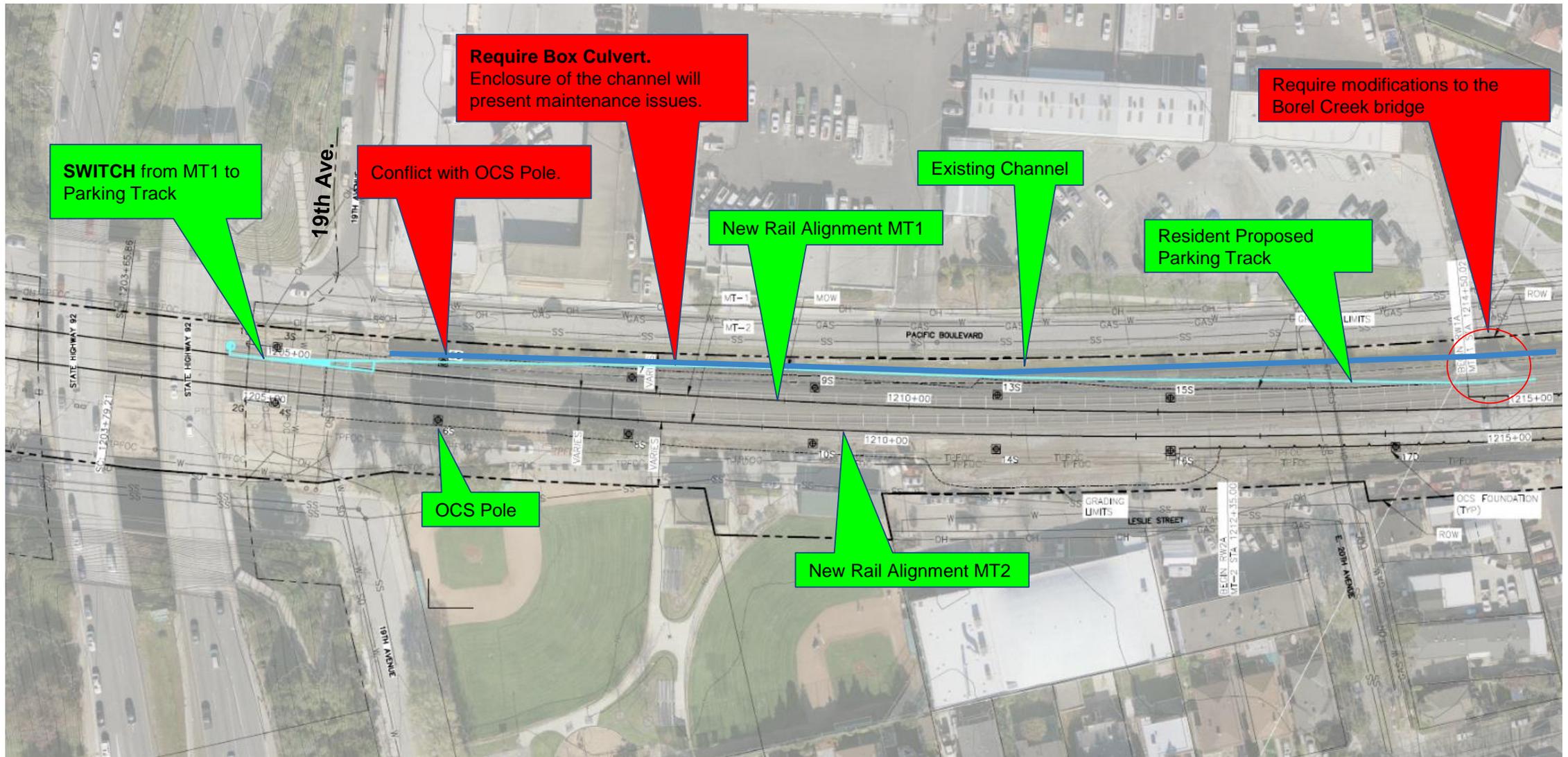
Option 4B: Resident Suggestion



Option 4B: Caltrain Assessment



Option 4B: Caltrain Assessment



SWITCH from MT1 to Parking Track

Conflict with OCS Pole.

Require Box Culvert.
Enclosure of the channel will present maintenance issues.

New Rail Alignment MT1

Existing Channel

Resident Proposed Parking Track

Require modifications to the Borel Creek bridge

OCS Pole

New Rail Alignment MT2

Infrastructure

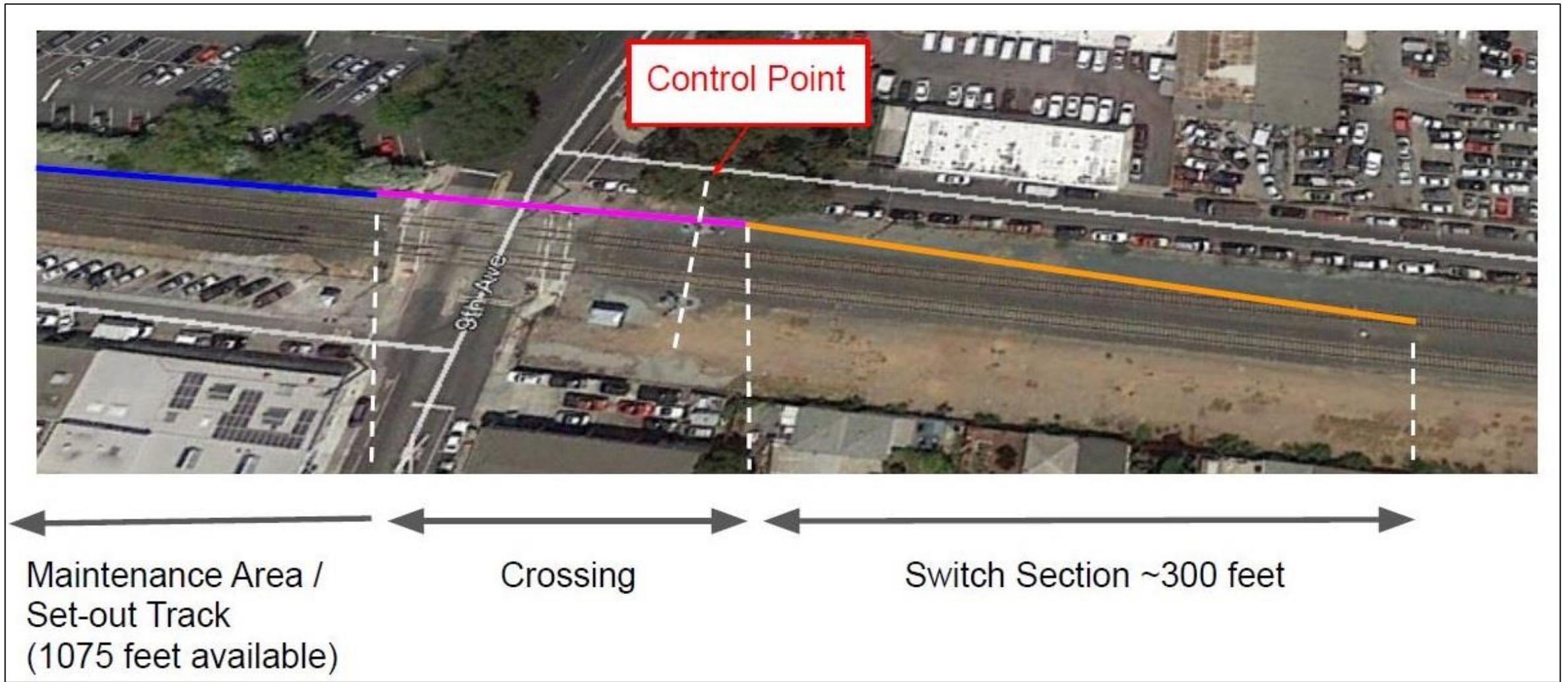
Caltrain Redesign Effort

Caltrain Assessment

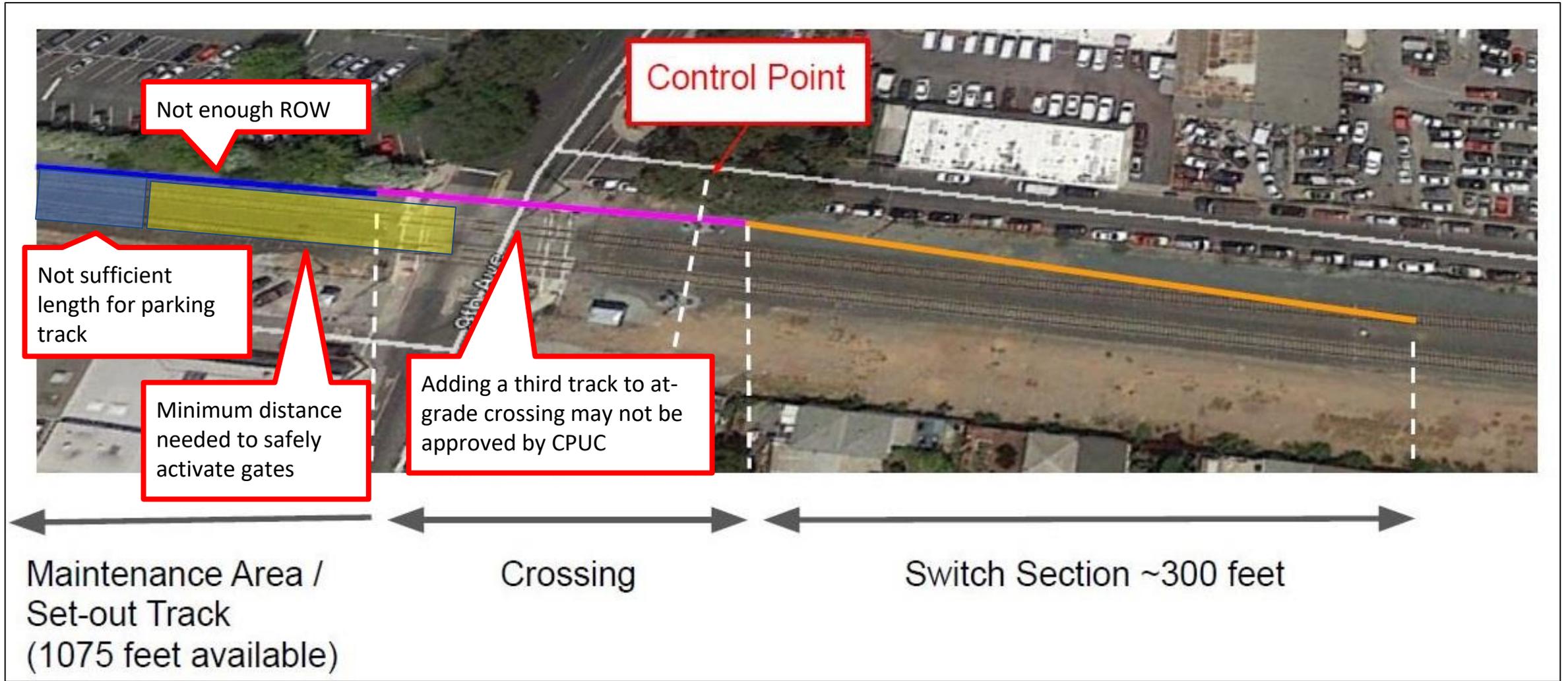
Option 4B: Caltrain Assessment

	Rail Standards	Image Presented by Residents	Result of non-compliant concept
Same issues as 4A	Minimum of 18 (on center) feet between a parking track and mainline	Space between parking track and mainline track too close	Trains would collide
	Only one crossover is used (5 degrees), and only used between two parallel tracks. Crossovers need a high degree of maintenance.	4 crossovers, 2 in close proximity to each other creating > 10 degrees	Trains would have high potential of derailment
	Minimum 9.5 feet from columns on curve and 8.5 feet from straight track	Impacts SR-92 columns Impact grade separation (MSE) wall	Trains would collide with SR-92 columns. Trains would collide with the wall.
	116 feet of straight track needed for a switch.	116 feet switch requirement is not included, if corrected to rail standard it impacts Hayward Park Station	Conflicts with station signal and platform
4B	An access road is part of a parking track	Point of access is shown from the north outside of Caltrain ROW on Pacific Boulevard	Access road conflicts with canal/existing street

Option 29B: Resident Suggestion



Option 29B: Caltrain Assessment



 Resident Proposal  Caltrain Assessment

Option 29B: Assessment

Rail Standards	Image Presented by Residents	Result of non-compliant concept
Gate down time in advance of approaching train = 20 seconds + time it takes pedestrian to cross and train to accelerate	No gate activation/down time zone shown	Cross-traffic collision or less than ~300 feet for parking track
950 feet for parking track	If corrected for gate activation zone, would be less than 300 feet	Non-functional parking track
Grade crossing safety	Adds an additional rail through 9th Avenue	Increased risk of cross-traffic collision, may not be approved by CPUC

Caltrain Correspondence

PARKING TRACK TIMELINE



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 re-which you request that Caltrain reconsider the parking track

Parking tracks are an integral part of railroad infrastructure, limited work windows to keep the railroad functioning prop 60,000+ daily passengers, parking tracks are needed approxi parking tracks are distributed in both residential and comme San Mateo parking track was in existence prior to Caltrain b Located in the Bay Meadows area (between 31st and 25th Av until the city-sponsored 25th Avenue Grade Separation Proj

In the future, the San Mateo replacement parking track will middle of the corridor and will primarily be used if an elec contact system will also preclude the use of large equipme materials at the parking track. Caltrain will be purchasing br that they will not experience mechanical issues that are m diesel fleet. The tracks, bed, and rails near the San Mateo p the 25th Ave Grade Separation project, which will also cut do in the future. The anticipated use of approximately once a mc to temporarily stage rail maintenance equipment used to mai

Caltrain staff has worked in close collaboration with the Cit review of the different parking track alternatives. Feedback from requesting, receiving, and analyzing suggested alterr channels and efforts; to hosting six events (community meeti

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

1. Caltrain created a staff Working Group with the City any other feasible locations along the Caltrain right of
2. Caltrain created a dedicated webpage fo (www.Caltrain.com/SMParkingTrack). Caltrain poster process transparent to the community by encoura locations for review by the staff Working Group.

PENINSULA CORRIDOR JOINT POW
1250 San Carlos Ave. - P.O.
San Carlos, CA 94070-1306 (6

BOARD OF DIRECTORS 2020

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Joe Goethals, Mayor
January 17, 2020
Page 2 of 3

3. The staff Working Group compiled all 28 suggestions from the communit from the neighborhood Focus Group meetings) and listed all op operationally feasible or not operationally feasible. The staff Workii detailed spreadsheet of all options under consideration and identifie Assessment Matrix.
4. Working with estimates provided by the staff Working Group, the CI determined that of the 29 proposed alternatives, only two sites were financially feasible. The originally planned location (with mitigation/acces alternate location between 14th Avenue and Hayward Park Station on the
5. Caltrain posted the Feasibility Assessment Matrix to Caltrain's project we to questions related to each option's viability.
6. Caltrain issued a press release to area media to promote a follow-up c Oct. 8, 2019 and provide an online link to the Feasibility Assessment distributed a printed notice to a wider address list in the neighbo information.
7. Held a second community meeting on October 8, 2019 to present the Matrix to the community, highlighting the two feasible options and promt Session on Oct. 21, 2019.
8. After further design assessment, Caltrain found a potential problem wi options, as it conflicts with a preschool and other local businesses. The st City Council Session was cancelled while the issue was further discussed v
9. Caltrain responded to a large number of follow-up emails from the additional information.
10. Met with councilmembers on site to view the feasible alternative maintenance yard (CEMOF in San Jose) with a parking track.
11. Met three times in November/December 2019 with a neighborhood focus 10 community members to address questions, and to determine if th missed any feasible alternatives. An additional option (5th to 9th Av further examined to the matrix. Many City and Caltrain staff hours operational needs as well as alternatives. In addition to mitigation discussed enhanced communication efforts for the community related track.
12. Caltrain published updates of the above items online, along with responses to questions and supporting documentation.

Joe Goethals, Mayor
January 17, 2020
Page 3 of 3

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 service 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 CAHSR, 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 #9) 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 horn noise; 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 Hartnett
Executive Director, Caltrain

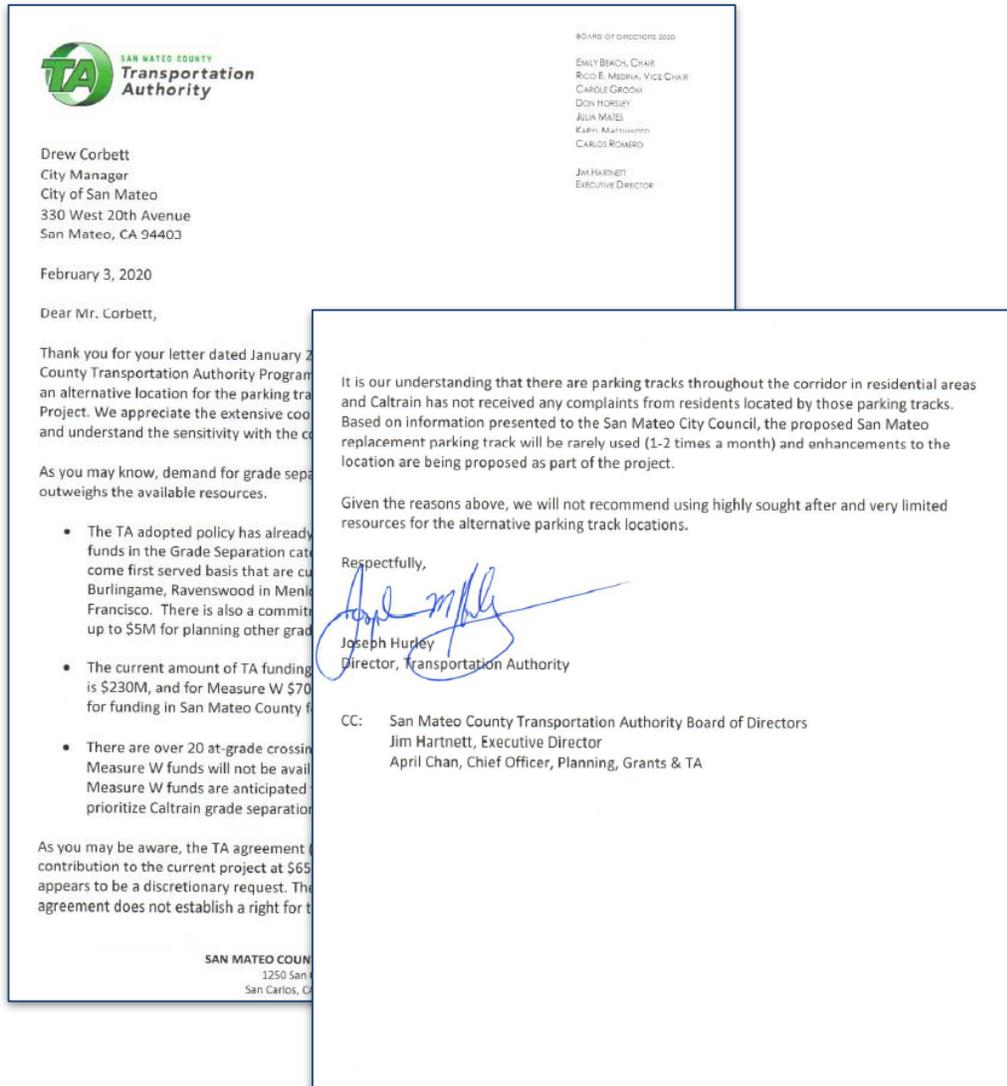
CC: Caltrain Board

February 28, 2020
Start of Final Design

MAY 2020
Completion of Final Design

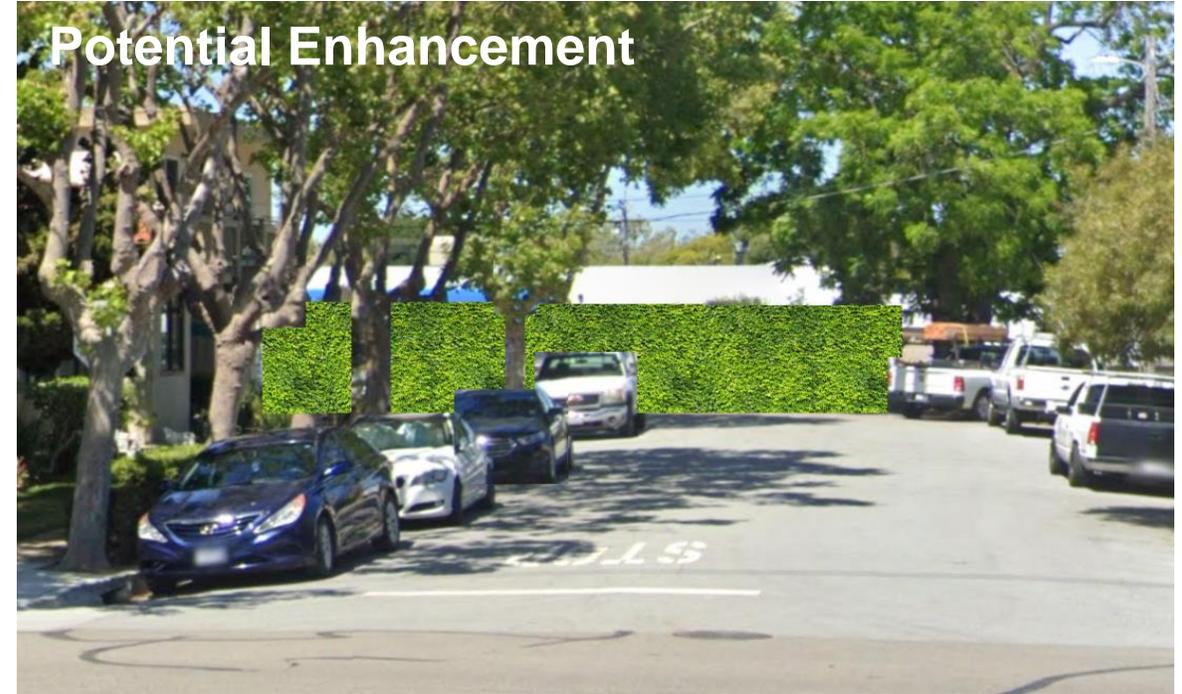
AUGUST 2020
Award Contract

SMCTA Funding Response



- The TA adopted policy has already committed to programming the remaining Measure A funds in the Grade Separation category for the following pipeline projects on a first come first served basis that are currently in the pre-construction phases: Broadway in Burlingame, Ravenswood in Menlo Park, Scott/Linden in San Bruno and South San Francisco. There is also a commitment in the Measure A Grade Separation category of up to \$5M for planning other grade separation projects in San Mateo County.
- The current amount of TA funding available for grade separation projects in Measure A is \$230M, and for Measure W \$70M (per the newest Strategic Plan). The collective need for funding in San Mateo County for these projects greatly exceed the funding available.
- There are over 20 at-grade crossings still to be considered in San Mateo County, and Measure W funds will not be available immediately. Future calls for projects with Measure W funds are anticipated to occur after Caltrain completes a study that will help prioritize Caltrain grade separation projects.

Enhancement / Mitigation



Staff Recommendation / Request for Feedback

- Mitigation: Yes
- Cost not to exceed (note budget estimate dependent on parking tracking installation occurring during grade separation time frame): \$1.1M
- Feedback on Type: Wall, tree, bush etc

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 Meetings*

25th Grade Separation Project

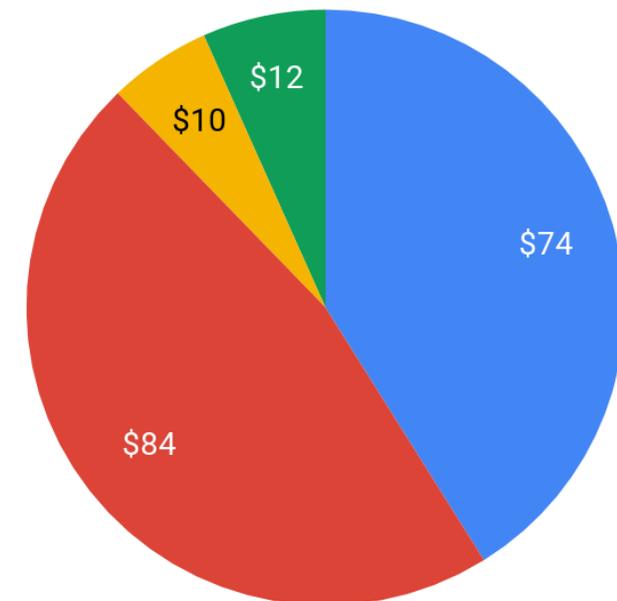
Citywide Improvements to:

- **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

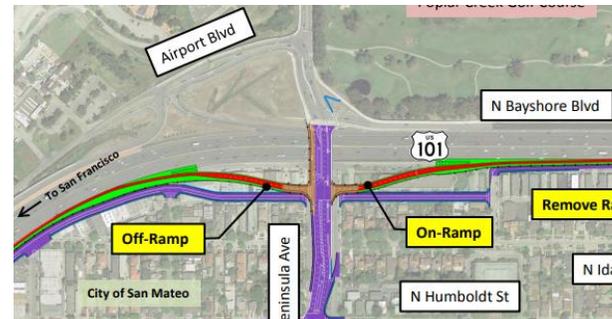


City uses the Traffic Impact Fee to deliver projects that will alleviate the traffic impacts by the development

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



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
10. January 21, 2020 City Council Study Session

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



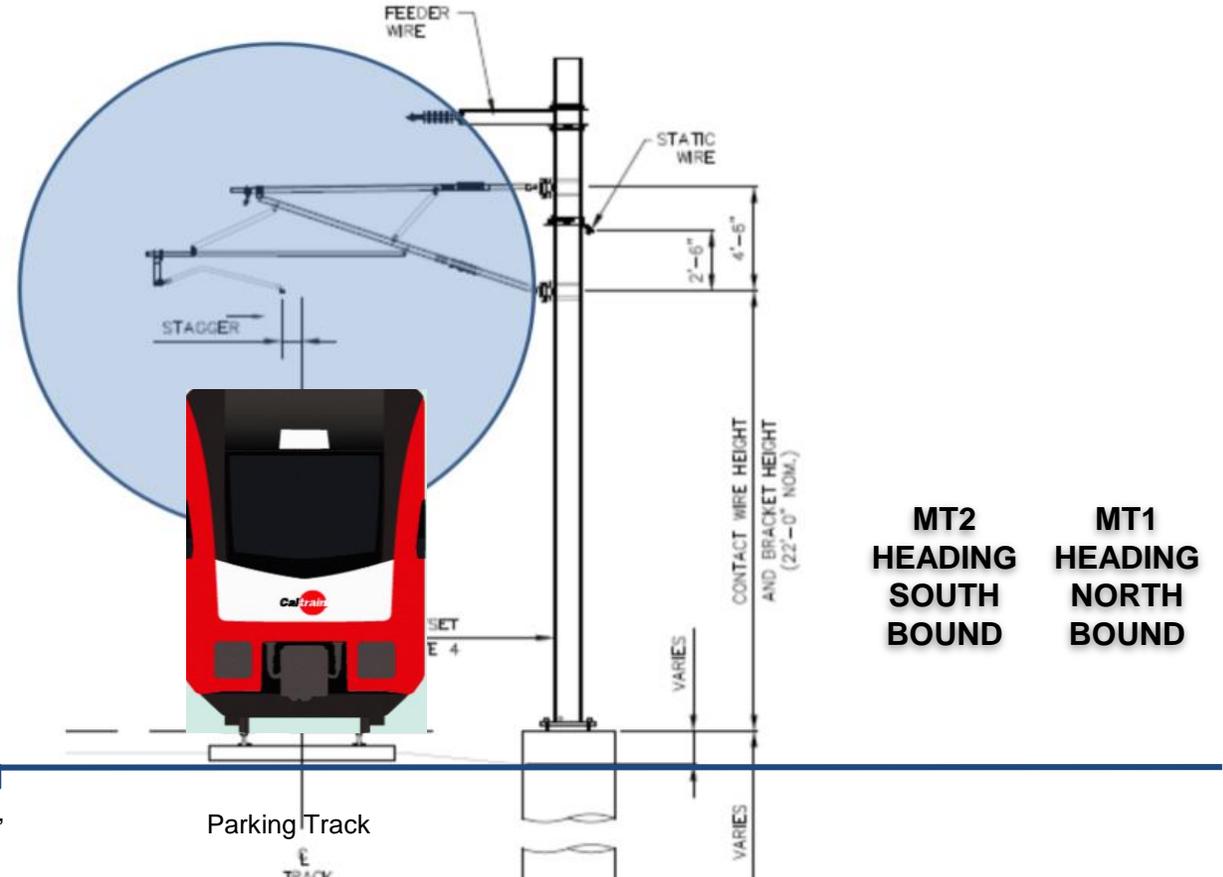
Railroad Street



Ivy Wall



Parking Track Road 12'



MT2
HEADING
SOUTH
BOUND

MT1
HEADING
NORTH
BOUND

Upgrades Prompt Relocations



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

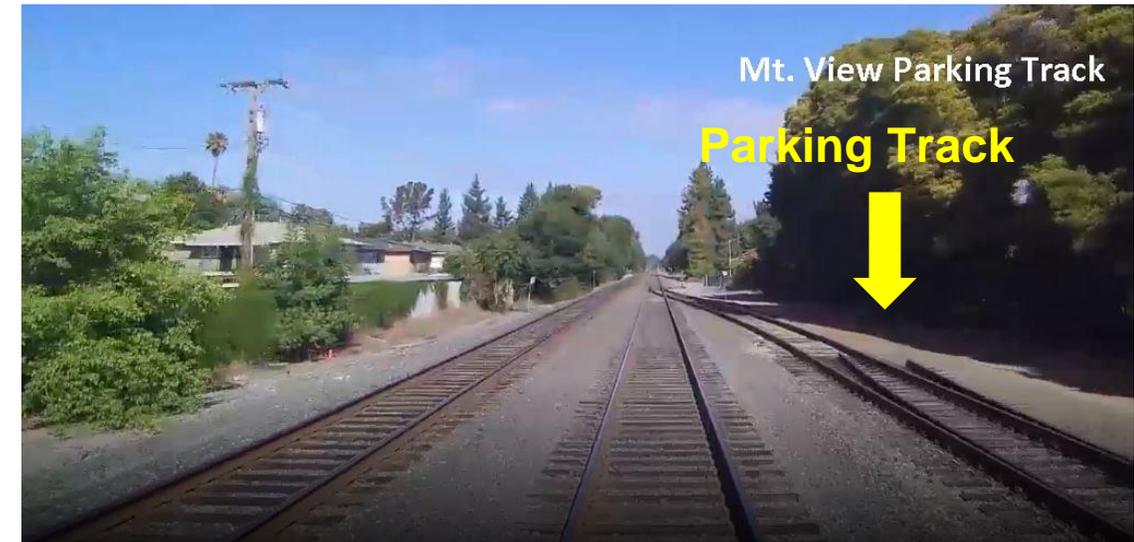
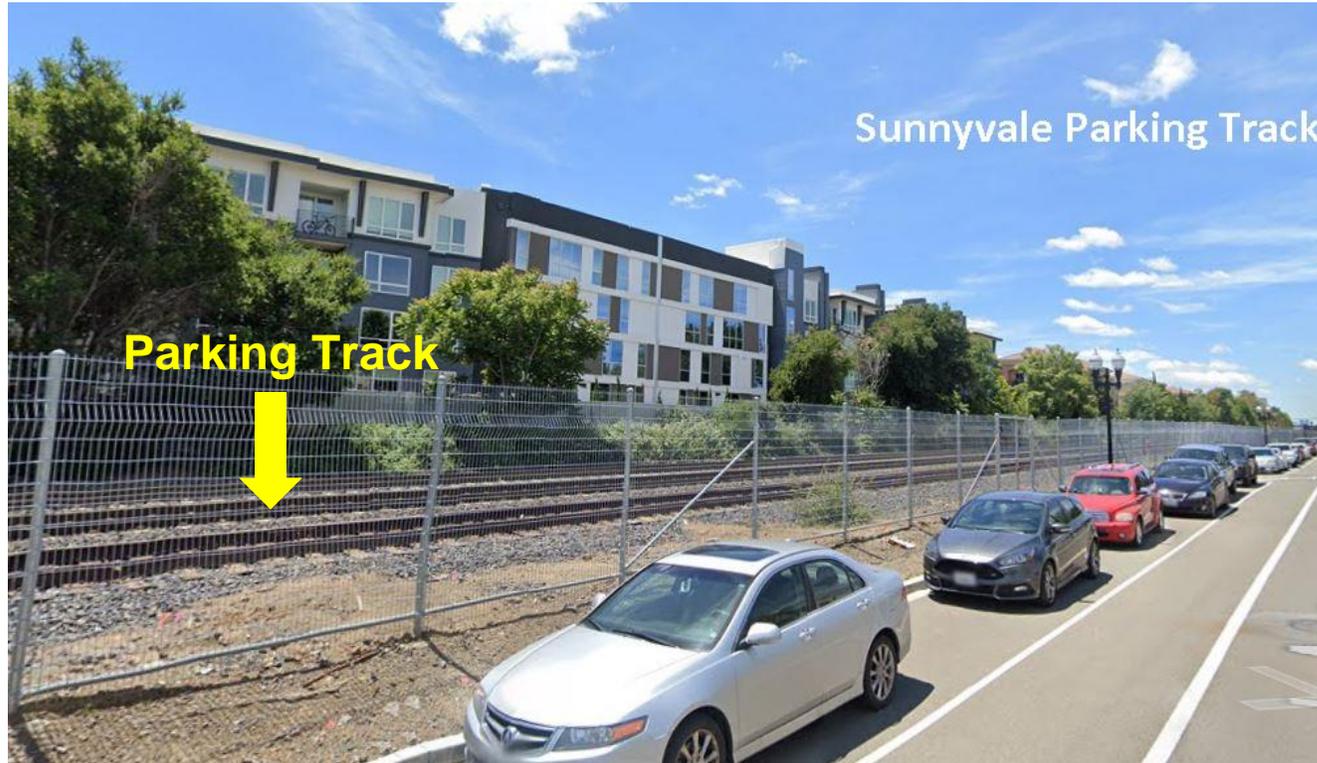
Existing Parking Tracks



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

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

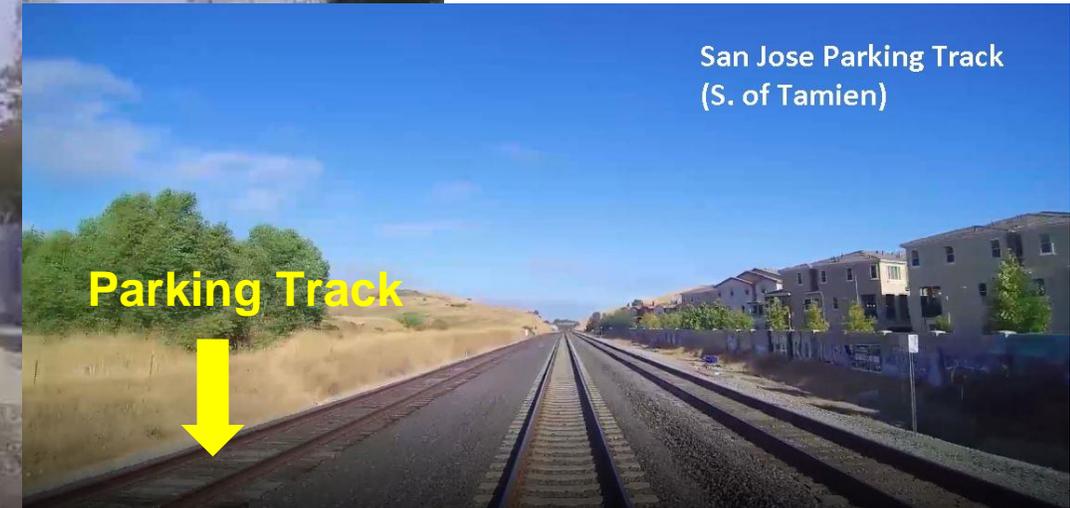
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Operational Use

- 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)