



COUNTY OF SAN MATEO
Inter-Departmental Correspondence
Public Works



Date: June 20, 2016
Board Meeting Date: August 9, 2016
Special Notice / Hearing: None
Vote Required: Majority

To: Honorable Board of Supervisors

From: James C. Porter, Director of Public Works

Subject: Execution of a Comprehensive Agreement between the Peninsula Corridor Joint Powers Board and County of San Mateo Relating to the Peninsula Corridor Electrification Project

RECOMMENDATION:

Adopt a resolution authorizing a Comprehensive Agreement between the Peninsula Corridor Joint Powers Board and County of San Mateo Relating to the Peninsula Corridor Electrification Project.

BACKGROUND:

On January 8, 2015, the Caltrain Board of Directors approved and certified the Peninsula Corridor Electrification Project (Project) Final Environmental Impact Report for the proposed electrification of the Caltrain corridor between San Jose and San Francisco. The Project consists of converting Caltrain from diesel-hauled to electrically-powered trains for service between the 4th and King Street Station, in San Francisco, to the Tamien Station, in San Jose. The Project will be implemented through a design-build contract and is anticipated to be operational by 2020/2021.

The Project's two major components include:

1. Implementation of an Advanced Signal System; and
2. Electrification of the corridor.

The Advanced Signal System has been constructed and is currently being tested. This system will improve the operating performance of the existing signal system, improve the efficiency of at-grade crossing warning functions, and automatically stop a train when there is a violation of safe operating parameters.

Electrification of the Caltrain corridor will occur by installing overhead catenary wires, support poles, traction power facilities, and other appurtenances necessary to convert service from diesel-powered trains to electric powered trains. This will allow for faster acceleration and deceleration than can be achieved with the current diesel-powered trains, and Caltrain will be able operate longer trains, which will increase peak-period capacity.

The Project improvements within the unincorporated areas of the County generally consist of constructing the Overhead Contact System (OCS) to distribute electrical power. The OCS is comprised of constructing poles approximately nine to 11 feet from the centerline of the tracks and stringing wires from pole to pole. The poles will be 30 to 40 feet tall and are typically spaced approximately 180 to 200 feet apart. An electric safety zone of 10 feet from the OCS will be necessary and vegetation within the safety zone will be prohibited.

Attached are maps depicting areas within or adjacent to the unincorporated areas of the County and a typical section of the OCS to be constructed.

DISCUSSION:

The Comprehensive Agreement between the Peninsula Corridor Joint Powers Board and County of San Mateo Relating to the Peninsula Corridor Electrification Project (Comprehensive Agreement) memorializes the respective responsibilities between the County and the Peninsula Corridor Joint Powers Board (PCJPB). The Comprehensive Agreement specifies each parties' role related to review and input on construction plans, interagency cooperation, County consultation to facilitate the construction of the Project, and PCJPB's role in coordinating the Project design and construction that may potentially impact County road right-of-ways or utilities.

The Comprehensive Agreement also establishes that the PCJPB pay for County staff time required for this Project. The PCJPB will make an initial deposit of \$25,000 with the County, for County staff costs required to review the Project design, issue encroachment permits, and perform construction inspections, as needed. If additional funds are needed to complete the work the PCJPB will deposit additional funds with the County as required.

The PCJPB anticipates that most of the work in the County unincorporated area will be accomplished within their right-of-way, however, there may be impacts to County road right-of-ways for haul routes, traffic control, and detours. Construction of the Project will occur outside of the weekday (Monday through Friday, non-Federal Holidays) peak commute hours, generally defined as 6:00am to 9:30am and 3:30pm to 8:00pm. Excluding work during the peak commute hours will mean that the majority of work will be performed at night.

The Comprehensive Agreement also provides that PCJPB will:

- Prepare and provide to the County a comprehensive list of affected County improvements.

- Provide the County with the haul routes along County roads for review and approval.
- Assign a lead representative to handle Project-related complaints from County residents, County officials, and/or staff.
- Respond to complaints within 72 hours and immediately for urgent matters.
- Provide weekly construction updates via social media, the Caltrain website and by e-mail.
- Provide 60-day, 14-day, and 72 hours advance notice for roadway and driveway closures.
- Identify and document the type and location of trees to be trimmed or removed and submit a tree replacement plan for the County's review and approval prior to commencing any tree trimming or removal. (The PCJPB is anticipating that 16 trees must be removed and 85 trees will be pruned.)
- Comply with the County tree replacement requirements for tree trimming or removal involving public or private property outside of the PCJPB right-of-way.
- Minimize spillover lighting during nighttime construction adjacent to residential areas.

As with all construction, there will be impacts to the adjacent community, which will predominantly include construction traffic and noise. The Comprehensive Agreement addresses many issues including steps the PCJPB will take to minimize the impact to the County communities.

County Counsel has reviewed and approved the resolution and agreement as to form.

Approval of the Comprehensive Agreement will contribute to the Shared Vision 2025 outcome of a Collaborative Community by supporting the framework for the collaborative work between the PCJPB and the cities along the corridor to work toward electrification of the corridor from San Francisco to San Jose.

FISCAL IMPACT:

The costs associated with County staff time in reviewing the Project plans, tree reports, permit issuance, construction inspection, and other work required of the County in connection with the project is estimated at \$25,000, which will be paid for by the PCJPB. If the County's costs are determined to be greater than what has been estimated, the PCJPB will deposit additional funds.

Attachments: Maps Depicting the Project Areas within or adjacent to the Unincorporated Areas of the County and a Typical Section of the OCS to be constructed

