



Item No. 13 Town of Atherton

CITY COUNCIL STAFF REPORT – REGULAR AGENDA

**TO: HONORABLE MAYOR AND CITY COUNCIL
GEORGE RODERICKS, CITY MANAGER**

**FROM: MICHAEL KASHIWAGI
COMMUNITY SERVICES DIRECTOR**

DATE: NOVEMBER 15, 2017

**SUBJECT: DIRECT THE CITY ATTORNEY TO PREPARE AND THE CITY
MANAGER TO EXECUTE AN AGREEMENT WITH THE
PENINSULA CORRIDOR JOINT POWERS BOARD FOR THE
CALTRAIN PENINSULA CORRIDOR ELECTRIFICATION
PROJECT**

RECOMMENDATION

Direct the City Attorney to prepare and the City Manager to execute an Agreement with the Peninsula Corridor Joint Powers Board (JPB) which defines the respective rights, obligations, and agreement between the JPB and Town of Atherton related to the design and construction of the Caltrain Peninsula Corridor Electrification Project.

BACKGROUND

The Caltrain Modernization Program envisions a series of capital improvement projects to upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain's commuter rail service. These projects include: (1) implementation of an advanced signal system; (2) electrification of the existing Caltrain corridor between San Francisco and San Jose; and (3) replacement of Caltrain's diesel trains with electric trains.

The Peninsula Corridor Electrification Project (PCEP) will convert service from the existing diesel-locomotive driven trains to Electric Multiple Units (EMU's). EMU's are self-propelled electric trains that do not have a separate locomotive. Electrification of the Caltrain Corridor will be accomplished by installing an overhead contact system (OCS) to power the new electric trains. The OCS electrical poles to be installed along the 51-mile Caltrain corridor will be spaced 180-200 feet apart and will be approximately 25 to 30 feet in height. After pole installation, electrical wire will be strung along the poles to provide power to the trains.

Actual pole locations within the Town of Atherton will be determined upon completion of the final design documents. Design is currently approximately 65% complete and based upon the

current design, it is anticipated that approximately 19 poles and 8 support foundations will be installed within the Town. In addition to the OCS, the PCEP Final Environmental Impact Report identified the need for a potential construction staging area. The staging area would be located within the JPB right-of-way between Atherton Station and Watkins Avenue. The project is scheduled to be operational by 2022.

ANALYSIS

Prior to advancing the project into detailed design and construction, Caltrain has requested each City along the corridor to enter into an Agreement to define the respective rights, obligations, and agreements between the JPB and cities. The Agreement provides both Caltrain and the Town with some certainty and expectations regarding roles and responsibilities, cooperation, and process.

The Town has reviewed and commented on several iterations of the Agreement since early 2017. Based upon input and negotiations with the Town, Caltrain has agreed to a number of modifications to the originally submitted agreement. Specific elements of the Agreement include:

- The Town will provide requested information, review design documents relevant to the Town and process required permits.
- The JPB will provide information requested by the Town and implement all mitigation measures identified in the certified FEIR.
- The majority of construction work will be performed between the hours of 7:30 pm and 6 am Monday thru Friday, however the contractor will also have the ability and may choose to work weekends if necessary to meet their contract deadlines.
- Any proposed haul route within the Town must be reviewed and approved by the Town. The JPB will be responsible for any construction related damage to Town roads. Roads used as haul routes will receive a slurry seal treatment at the end of project construction.
- The JPB will comply with all requirements of the Town of Atherton Tree Removal and Preservation Guidelines Standards and Specifications and Town Municipal Code for all required tree trimming or removal involving public or private property. JPB will also comply with all tree protection requirements identified by Town guidelines and Municipal Code.
- With regards to El Camino Real, the Town will have the ability to review and approve all traffic control, lane closure, and detour plans between Woodside Road and Ravenswood Avenue.
- The JPB will pay the Town for staff and/or consultant costs resulting from any and all work associated with the Agreement. The JPB will make an initial deposit of \$25,000 to cover these costs.

To date, Caltrain has approved agreements with 16 of 19 jurisdictions. In addition to the Town of Atherton, agreements with the cities of San Francisco and Palo Alto are still pending.

POLICY FOCUS

This agreement enables the Town to be reimbursed for staff time necessary to review and provide comments associated with the design and construction of the Peninsula Corridor Electrification Project and defines the respective rights and responsibilities between the JPB and town of Atherton. Execution of this agreement by the Town of Atherton is not a representation of the Town's support for the project.

With the coincident timing of the Civic Center Project, any work lay down areas will need to be strictly coordinated.

FISCAL IMPACT

The Comprehensive Agreement between the Peninsula Corridor Joint Powers Board and Town of Atherton requires payment to the Town from the JPB for staff and/or consultant costs resulting from any and all work associated with the Agreement. Upon execution of the agreement, the JPB make an initial deposit of \$25,000 to cover these costs. The JPB will also pay for all required town permits required by this project.

PUBLIC NOTICE

Public notification was achieved by posting the agenda, with this agenda item being listed, at least 72 hours prior to the meeting in print and electronically. Information about the project is also disseminated via the Town's electronic News Flash and Atherton Online. There are approximately 1,200 subscribers to the Town's electronic News Flash publications. Subscribers include residents as well as stakeholders – to include, but be not limited to, media outlets, school districts, Menlo Park Fire District, service providers (water, power, and sewer), and regional elected officials.