

Caltrain Community Meeting

City of San Mateo

January 30, 2025



Agenda

- Caltrain Introduction
- Parking Track & Wall Update
- Horn Noise Information and Update
- Quiet Zone Update (City of San Mateo)
- Question and Answers
 - Please fill out a card and pass to Caltrain staff after the presentation
 - Blue for Horn Noise & Quiet Zone Comment
 - Yellow for Parking Track Comment



Group Agreements

- **Use Civil and Respectful Language** – No personal attacks, offensive language, or disruptive behavior.
- **Stay on Topic** – Keep comments relevant to the meeting's agenda
- **Submit Questions & Comments on a Card** – If you have a question or comment, please write it down and submit it after the presentation.
- **No Disruptions** – Please refrain from shouting, clapping, or other disruptions that could interrupt the flow of the meeting.
- **Facilitator's Role** – The meeting facilitator will guide the discussion and ensure all voices are heard fairly.



Safety is a Core Caltrain Value



Think, work, live safe



First and always

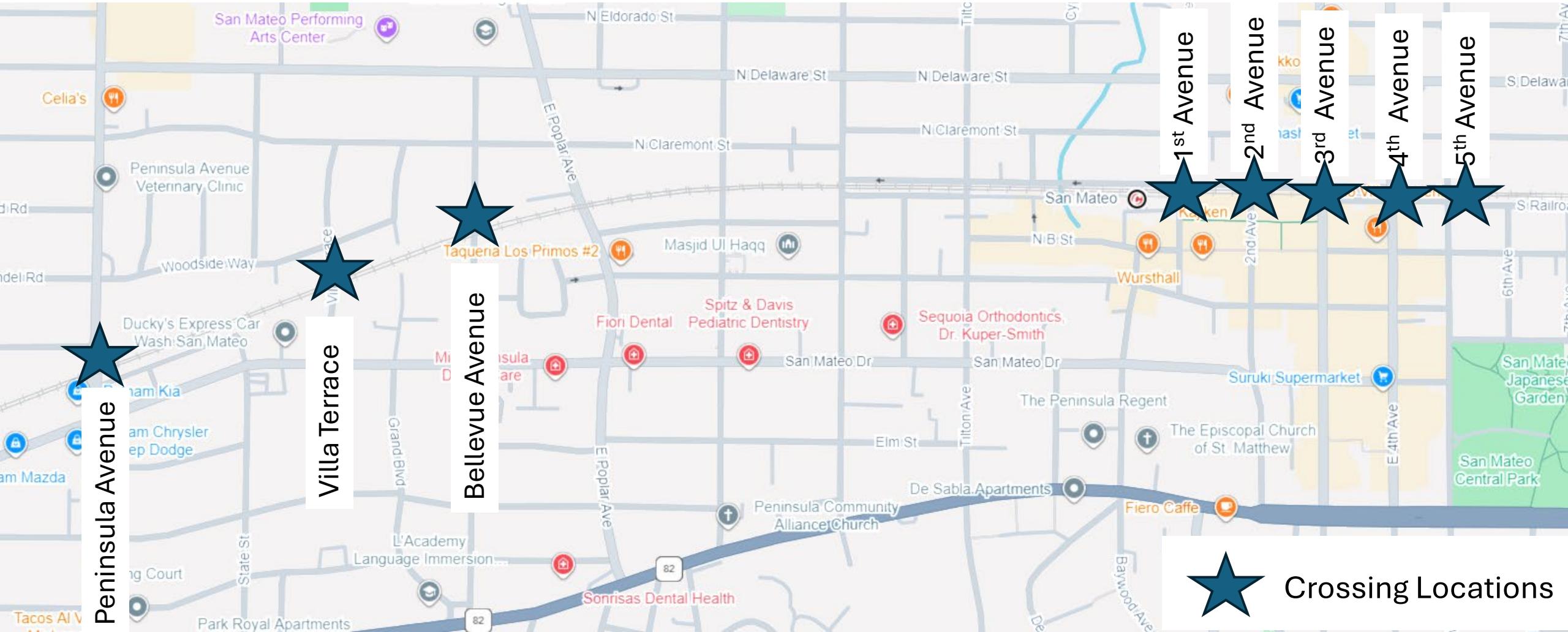


Caltrain Context

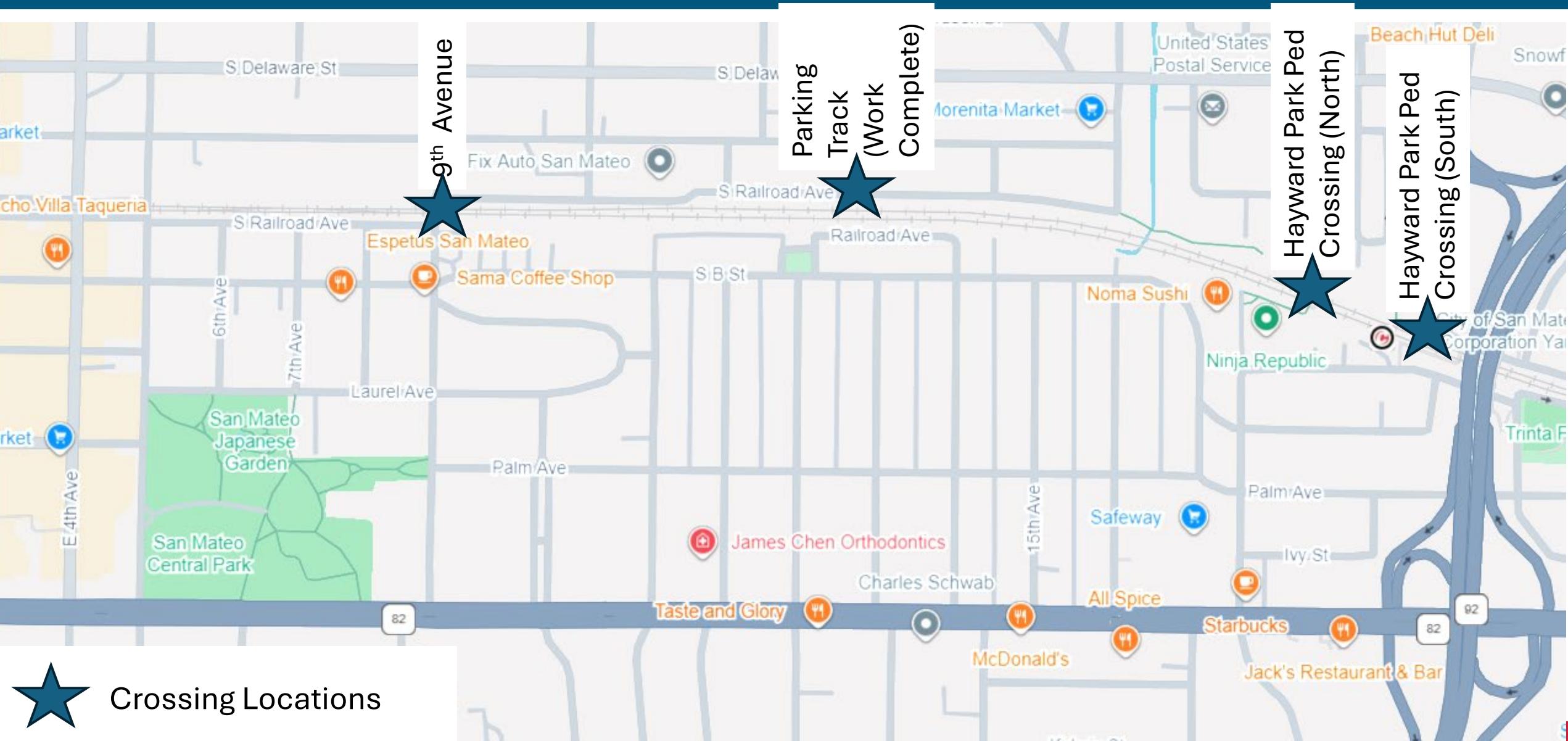
- 77 miles of track from end to end
- 31 stations
- 104 daily trains between San Francisco and San Jose (starting in August 2022)
- 41 at-grade vehicular crossings
 - 9 in San Mateo
- 11 pedestrian crossings
 - 2 in San Mateo at Hayward Park Station
- Service Hours: 4:30 a.m. - 1:30 a.m.



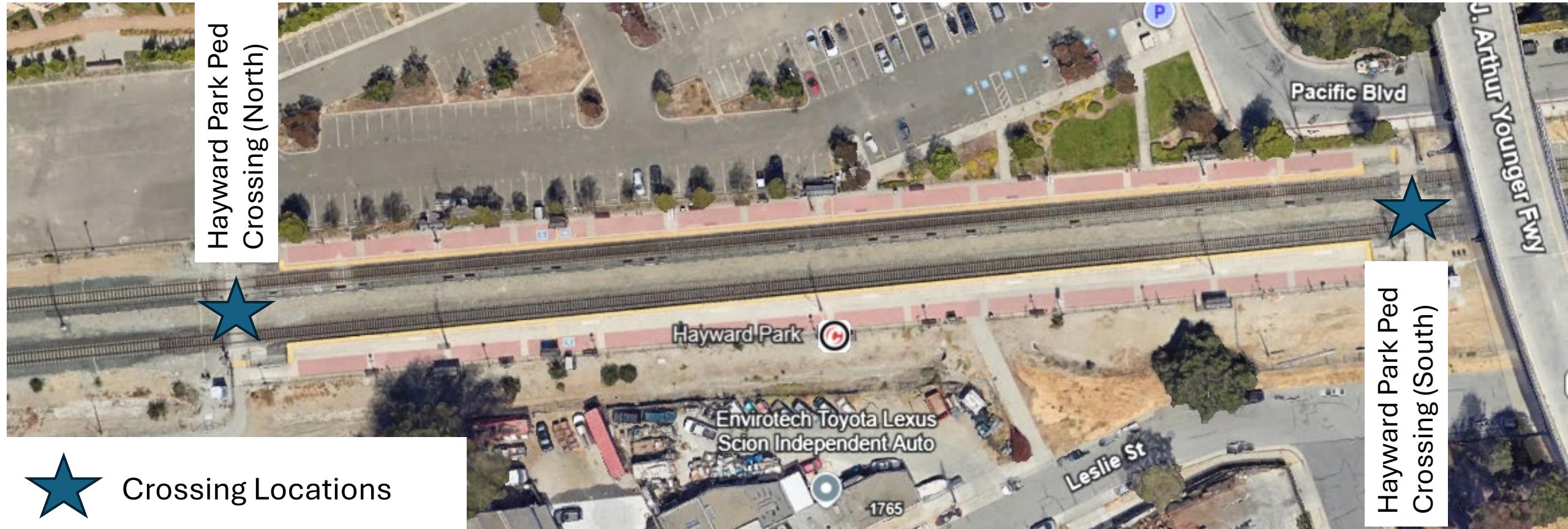
Peninsula Ave. to 5th Avenue Crossings



9th Avenue to Hayward Park Crossings



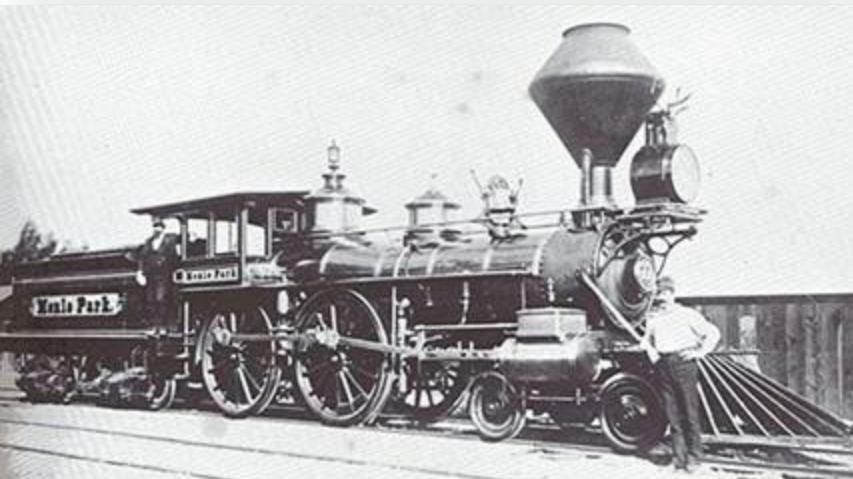
Hayward Park Station Crossings



Transformational Moment

Caltrain is the oldest continuously operating passenger railroad in the West (160 years)

First time in a generation any US system fully converted from diesel to electric system



Locomotive - Locomotive #11 of the San Francisco and San Jose Railroad. Circa 1870.

Steam 1864



Diesel 1950s



Electric 2024



Electrification Project (Construction 2017-2024)

Key Elements:

Overhead Contact System

- Foundations (3,000+)
- Poles (2,500+)
- Traction Power Facilities (10)
- Overhead Wire (2.5 million feet)



New Signal System

- Upgraded the Signal System San Francisco to San Jose (41 at grade crossings) including Wireless Crossing



New Electric Multiple Unit (EMU) Trains

- 16 trainsets delivered (19 total)
- Note: Battery EMU Pilot 2027 Gilroy segment



Electrified Service Plan Benefits

Improved service for all riders



Get There Faster

Express from SF to SJ in an hour

Quicker local service, 78 minutes instead of 100

Save more than 20 minutes on trips from Southern Santa Clara County to SF



Ride More, Wait Less

20% more train service

26% more train service at equity priority stations

Half-hourly service during weekends and off-peak



First Class for Everyone

Free Wi-Fi

Smoother, quieter experience

Outlets at every seat

Digital trip information onboard

Spacious, accessible bathrooms



Clean and Green

GHG emissions reduced by 250K MTCO2 annually – equivalent to taking 55,000 cars off the road each year

Improves local air quality
Quieter trains, both onboard and off



Service at San Mateo Stations

STATIONS	STATION STOPS	Diesel Service	Electric Service
SAN MATEO	Stops per Weekday	78	104
	Weekday Stops per Peak Hour*	2	4
	Weekday Stops per Off Peak Hour	2	2
	Weekend Stops per Hour	1	2
HAYWARD PARK	Stops per Weekday	46	75
	Weekday Stops per Peak Hour*	1	2
	Weekday Stops per Off Peak Hour	1	2
	Weekend Stops per Hour	1	2
HILLSDALE	Stops per Weekday	89	104
	Weekday Stops per Peak Hour*	3	4
	Weekday Stops per Off Peak Hour	2	2
	Weekend Stops per Hour	1	2



Parking Track

San Mateo Replacement Parking Track Overview

- Parking Track installed as part of 25th Avenue Grade Separation Project
 - Parking Track to be used infrequently or not at all. Not active maintenance or construction site.
- During the 2024 construction period, Caltrain built the physical parking track.
- In the future, Caltrain will install poles and overhead (OCS) wires for the electrification of the parking track to ensure it is fully operational. This additional work is still pending scheduling and funding.



Overview Continued

- Per request from Community, the City of San Mateo in coordination with Caltrain, added enhancement wall and vegetation.
 - Enhancement wall between 10th and 14th
- Communications
 - 6 Community meetings/City Council Study Sessions
 - Weekly noticing during construction
 - Flyers for construction & night work
- Timeline Track Work
 - Work Started in Spring 2024
 - Substantially completed construction in December 2024
- Closeout items
 - Restoration of the site (completed week of 1/20/25)
 - Fencing (completed week of 1/20/25)
 - Environmental Monitoring started 1/28/25 and will last until 1/30/25
 - Work windows: 6a.m. - 12a.m.
 - *Schedule contingent upon weather changes*



Wall Installation – Update

10th Ave Update

- Due to environmentally sensitive conditions, the wall was set back roughly 90 feet south.



12th Ave: Interim Phase

- Interim slatted fencing- will extend the wall once installation of OCS is complete.



Hanrahan Ct./ 12 Ave Pedestrian Access Door

- For railroad emergencies, not expected to be used.



14th Ave Update

- The wall extends up to the tree at the site.
- With consultation with the city, to preserve the tree, a slatted fence was installed instead of a solid wall.
- It also ensures access for adjacent property owner.

Parking Track Communications



Caltrain is **committed** to keeping the community informed as we continue to advance this work.

Caltrain Customer Service

Webpage: <https://www.caltrain.com/about-caltrain/contact-us>

Phone Number: 1.800.660.4287

Sign-up for the weekly construction notice.
email construction@caltrain.com.



Horn



Horn Decibel Level

49 Code of Federal Regulations

- Parts 222 and 229, Use of Locomotive Horns at Highway-Rail Grade Crossings
- Requires horns to be between 96-110 decibel (dB) tested at 100 feet from front of locomotive

Diesel Trains

- Loud idle noise from engine; horn level was tested at 97-98 dB

Electric Trains

- Electric trains have quieter ambient levels than an idling diesel train
- When new electric trains arrived in 2024, horn decibel tested at ~106 dB
- **As of early December, Caltrain has lowered all horns on new trains to the federal legal minimum of 96-97 dB**



Horn Location



Horn Audits – January 4th-10th

- Audited for sounding of correct pattern and location
- 55 trains audited over 4 days
 - San Mateo Station
 - 10th Avenue
 - Hayward Park Station
 - Hillsdale Station
- All Caltrain trains within compliance

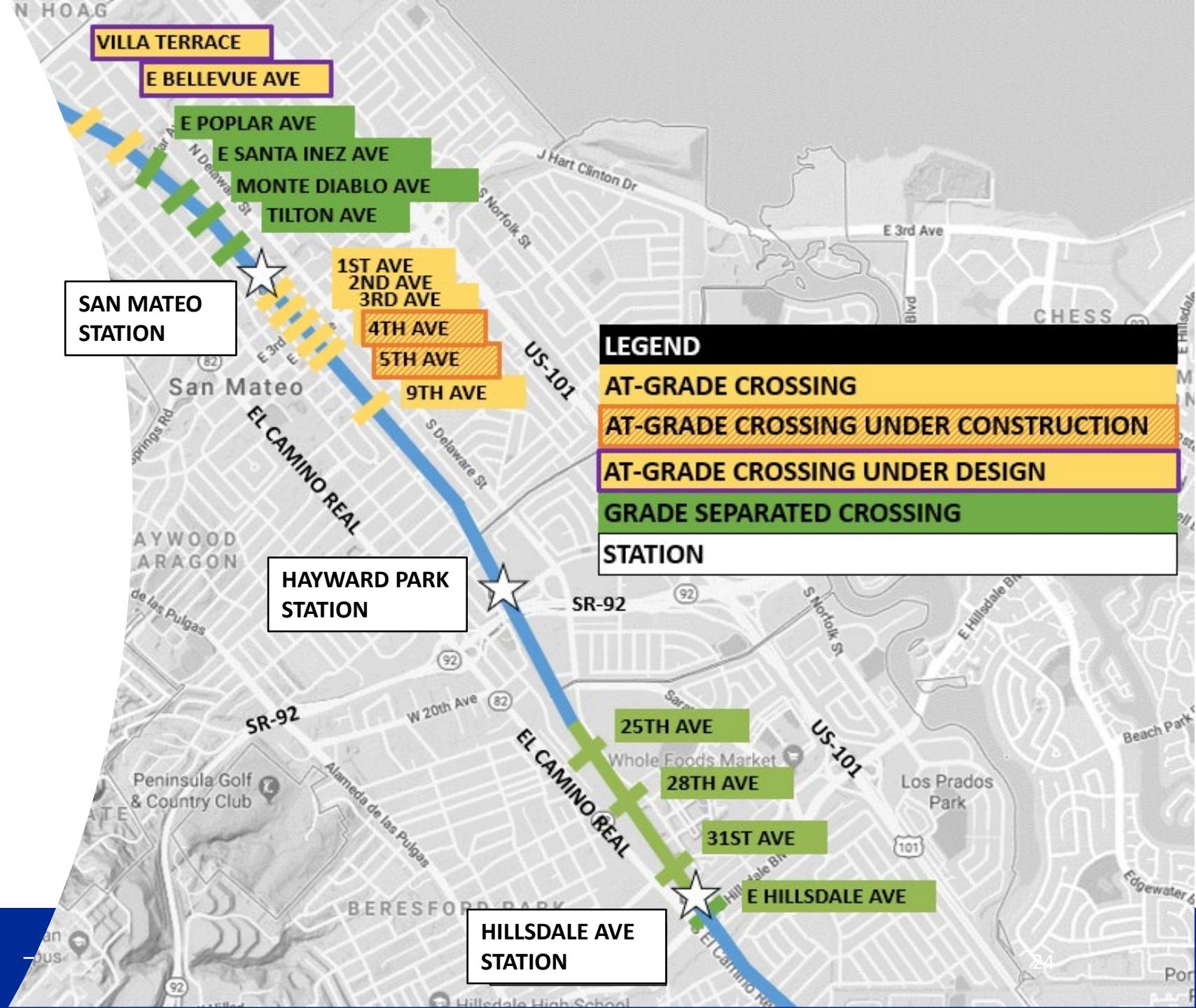


Horn Laws / Regulations

- **Mandated by FRA Regulations**
 - At “public highway-rail grade crossings”, including adjacent or contiguous pedestrian crossings (49 CFR 222)
 - Requires a horn use policy when train is approaching railroad workers
- **Mandated by California Law**
 - When approaching a pedestrian-only crossing (49 CFR 222.27, Cal. Pub. Util. Code § 7604 and BNSF Ry. Co. v. Pub. Utils. Com., 218 Cal. App. 4th 778 (2013))
- **Required by GCOR and Caltrain Railroad Operating Rules**
 - Vehicle crossings, pedestrian crossings, approaching a construction site and in emergencies as a warning or when crossing signal devices are malfunctioning
- **Federal Railroad Administration outlines Quiet Zone Establishment and Rules**

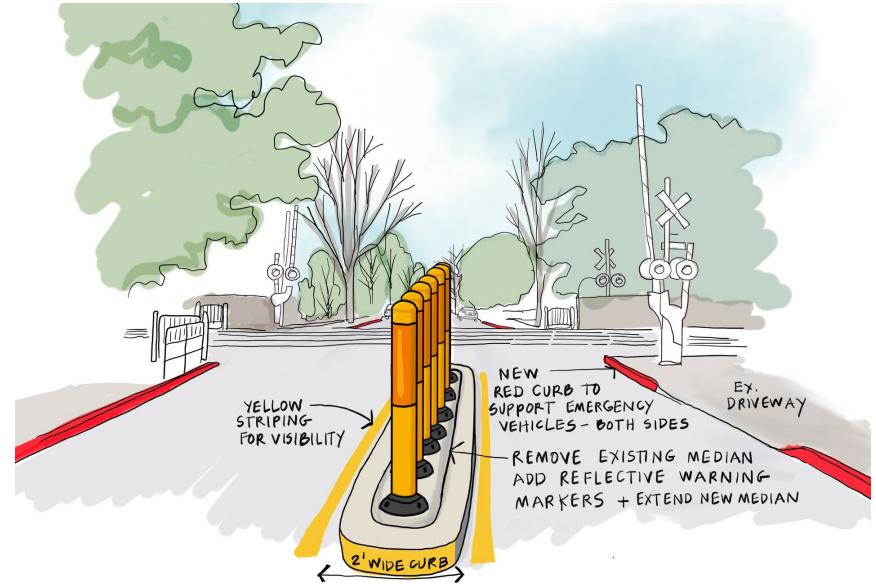
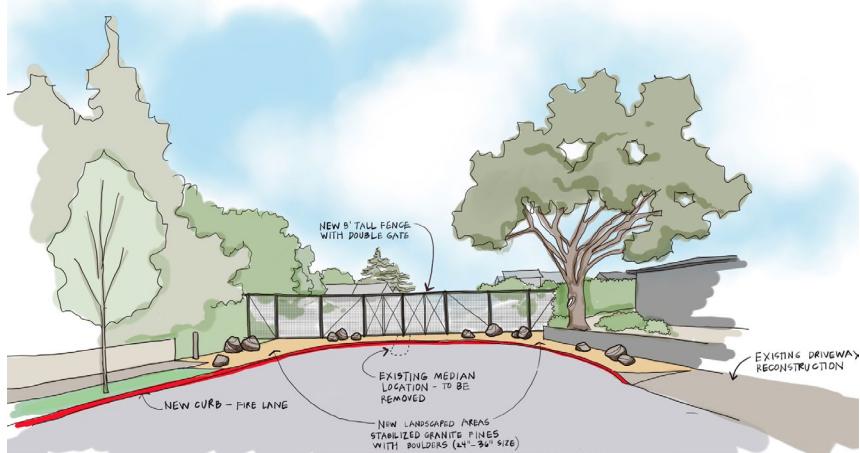


San Mateo Caltrain Rail Corridor Quiet Zone



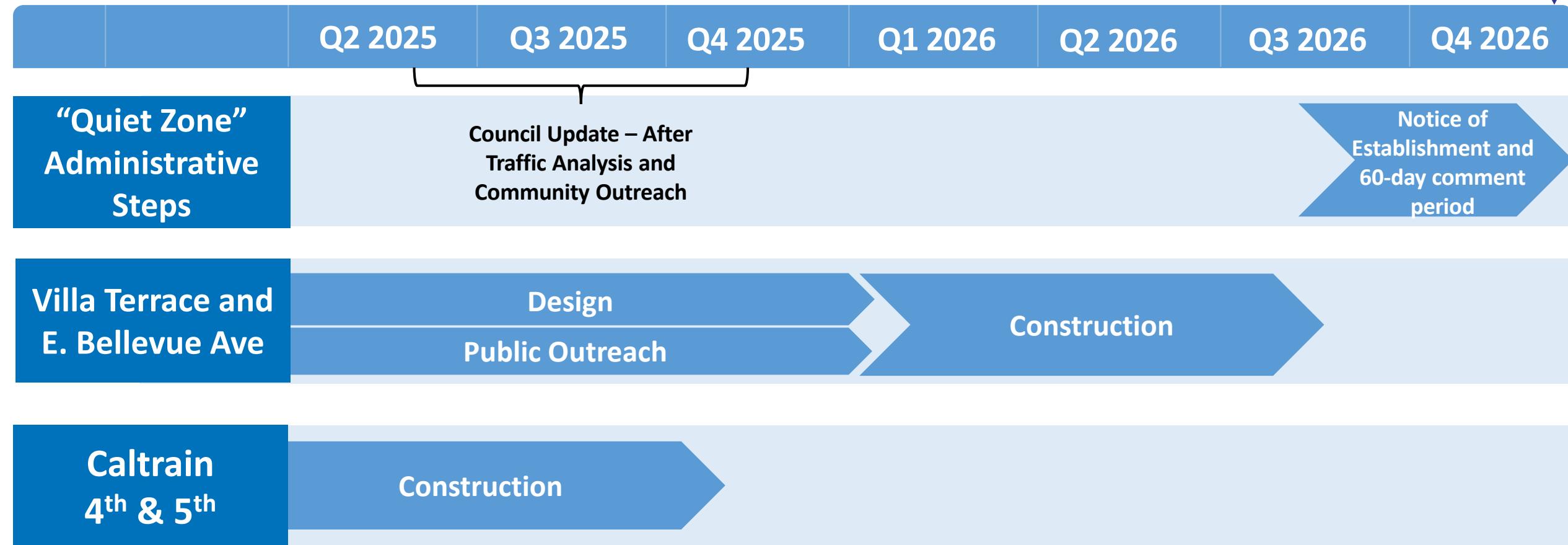
City of San Mateo - Train Horn Quiet Zone Project

- Original Proposal: Closure at Villa Terrace & installation of medians on East Bellevue Ave to create a Train Horn Noise Quiet Zone
- **Council Direction:**
 - Investigate alternative improvements for East Bellevue Ave (including closures)
 - Assess closure impact on traffic, bike routes, and pedestrian access
 - Conduct additional public outreach



Anticipated Schedule

Zone Establishment



Note: After Train Quiet Zone Establishment, additional safety improvements may be needed to ensure Train Quiet Zone is maintained

Questions

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