



## Item No. 17 Town of Atherton

### **CITY COUNCIL STAFF REPORT – REGULAR AGENDA**

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

**FROM: MICHAEL KASHIWAGI, P.E.  
COMMUNITY SERVICES DIRECTOR**

**DATE: JANUARY 17, 2018**

**SUBJECT: CALTRAIN ELECTRIFICATION PROJECT - DISCUSS AND  
PROVIDE DIRECTION REGARDING OVERHEAD CONTACT  
SYSTEM (OCS) POLE OPTIONS AND COLOR PREFERENCE  
FOR POLES WITHIN ATHERTON STATION**

#### **RECOMMENDATION**

Discuss and provide direction regarding options for OCS poles within the Town of Atherton and color preference for poles within Atherton Station.

#### **BACKGROUND**

At the November 15, 2017 City Council meeting during discussion of the Comprehensive Agreement between the Peninsula Corridor Joint Powers Board (JPB) and Town of Atherton relating to the Peninsula Corridor Electrification Project (PCEP), City Council learned that the current design (65% complete) for OCS poles within the Town of Atherton would range from approximately 35 feet in height to 45'6" in height.

Where available width between northbound and southbound tracks allow, center poles will be utilized within the Town. Center poles will have a maximum height of 35 feet. Where center poles cannot be used (approximately 0.2 miles north of Fair Oaks to the northern Town border), outside poles need to be used. For outside poles, the current design utilizes a double track cantilever design which requires a pole height of 45'6".

At the December 20, 2017 meeting, City Council reviewed and discussed the analysis below regarding the comparison of tree impacts of double track cantilever vs. single track cantilever pole systems.

DRAFT: Pole Type/Tree Impact Comparison North of Fair Oaks Ave 11/27/17							
Pole Type	Number of Poles in addition to Commitment of 17 Center Poles	Pole Height	Tree Impact Comparison				Considerations
			Trees Pruned Less than 25%	Trees Pruned More than 25%	Trees Removed	Total Trees Impacted	
Single track cantilevers	10	30' to 35'	25	2	1	28	Lower poles on both sides of tracks Increased tree impacts to residential on east side of railroad tracks
Double track cantilevers	5	45'6"	14	2	0	16	Higher poles on west side of tracks Decreased tree impacts on east side of tracks
<b>Notes:</b> Where feasible, center poles will be used for both options (17 approximately) and center poles have a height of 30' - 35'. PCEP FEIR environmentally cleared pole heights from 30' - 50'.							

Based on the above, Caltrain estimates utilization of the single track cantilever pole impacts an additional 12 trees. One additional tree will have to be removed and 11 additional trees will require pruning less than 25%. The tree requiring removal is a Silver Dollar Eucalyptus located on private property.

Although City Council recognized the additional tree impacts of the single track cantilever poles, they believed the required height of the double track cantilever poles created unacceptable visual and esthetic impacts to the Town and adjacent residents. Accordingly, City Council voted to formally oppose the installation of the double track cantilever pole system within Atherton and made a request to Caltrain staff in attendance at the meeting to only install single-track cantilever poles within the Town.

During discussion, Caltrain staff informed City Council changing the design to single track cantilevers represents a design change for their design build contractor and would result in additional costs due to re-design and additional construction costs. City Council requested that Caltrain return in January with the cost and schedule impact information.

**DISCUSSION**

In accordance with City Council direction, the Mayor Wiest sent a letter (Attachment A) to Caltrain on January 2, 2018 formally requesting the design change from a double track to single track

cantilever OCS pole system. The letter also requested specific information regarding cost and schedule impacts associated with this request. On January 10, 2018, the Town received the response from Caltrain (Attachment B). Based upon information presented in the letter along with subsequent correspondence with Caltrain staff, the cost impact (design and construction) of changing to single track cantilever poles within the Town of Atherton would result in an estimated increase of \$200,000. If the actual cost does not exceed \$200,000, Caltrain staff has the authority to authorize this change and additional Board action would not be required.

The Caltrain Response letter also included considerations of additional tree impacts beyond the quantitative impacts identified in the Tree Impact Comparison previously provided by Caltrain. The letter suggests these additional factors be considered before the Town makes a final decision regarding single track vs. double track cantilever poles. In order to avoid project delays, final direction should be provided to Caltrain as soon as possible since final design must be complete by the end of February 2018.

#### Pole Color Preference within Atherton Station

Caltrain is providing opportunities for cities to select the color of OCS poles within their station areas. Accordingly, Caltrain is asking the town of Atherton to provide their color preference. The color choices are provided in Attachment C. All other OCS poles within Atherton, will be Marine Green #23 (Attachment D). Caltrain has indicated, that if desired by the Town, a standard galvanized pole could also be used.

Please note that the colors presented in Attachments C and D are not visually accurate since the colors become distorted in the printing process. Accordingly, Caltrain staff will provide actual color samples at the January 17<sup>th</sup> Council meeting.

#### **POLICY FOCUS**

Double Track vs. Single Track Cantilever poles result in different community impacts regarding visual and esthetic concerns and minimizing impacts to existing trees. Selection of a preferred pole design by City Council will reflect Council priorities in terms of minimizing overall impact of OCS poles within the Town of Atherton.

#### **FISCAL IMPACT**

Caltrain has indicated that changing the pole type from double cantilever to single cantilever will represent a cost impact to the 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.

### **ATTACHMENTS**

Attachment A – Letter to Caltrain from Mayor Wiest

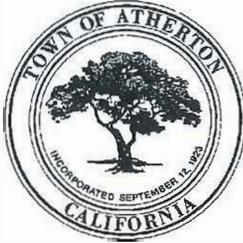
Attachment B – Caltrain Response Letter

Attachment C – OCS Pole Color Options for Atherton Station

Attachment D – OCS Pole Color for Non-Station Poles

# **Attachment A**

## **Letter to Caltrain from Mayor Wiest**



## Town of Atherton

91 Ashfield Road  
Atherton, California 94027  
Phone 650-752-0500  
Fax 650-688-6528

January 2, 2018

Michael Burns, Interim Chief Officer  
Caltrain Planning and Modernization  
2121 S. El Camino Real, Suite 300  
San Mateo, CA 94403

Subject: PCEP Overhead Catenary System (OCS) Pole Design Preference

Dear Mr. Burns:

At the December 20, 2017 Atherton City Council meeting, the City Council discussed the proposed double-track cantilever OCS pole system for portions of the Atherton rail corridor where centerline pole alignment is not feasible. Members of Caltrain staff attended the December 20 meeting. The purpose of this letter is to provide formal follow-up from that meeting.

On December 20, the City Council advised Caltrain that the Town is formally opposed to the installation of a double-track cantilever OCS pole system anywhere along the Atherton rail corridor and requests that Caltrain only install single-track cantilever poles up to the maximum height of 35 feet. The Town understands that the single-track cantilever poles will result in the removal of 1 additional tree (a Silver Dollar Eucalyptus) and require pruning less than 25% for 11 additional trees. However, the Town strongly believes the 45'6" double cantilever pole heights will have much greater visual and aesthetic impacts for the Town and nearby residents.

Accordingly, the Town respectfully requests that the current design be changed and single-track pole cantilever OCS poles be utilized within the Town of Atherton. Caltrain design team staff has indicated that modifying the current design may have detrimental cost and schedule implications. The Town is interested in the specific project impacts as well as the process and timeline for Caltrain to consider and evaluate our request. Further, at the December 20 meeting, Caltrain staff advised they would attend the Council's January 17 Meeting to advise of the these impacts as well as provide the Town with design materials and opportunity for feedback on pole aesthetic options within the Atherton Rail Station.

Sincerely,

Cary Wiess, Mayor  
Town of Atherton

cc: Atherton City Council Members  
George Rodericks, City Manager

## **Attachment B**

### **Caltrain Response Letter**

 **Modernization Program**  
Peninsula Corridor Electrification Project (PCEP)

BOARD OF DIRECTORS 2018

JEANNIE BRUINS, CHAIR  
GILLIAN GILLET, VICE CHAIR  
CHERYL BRINKMAN  
CINDY CHAVEZ  
DEVORA "DEV" DAVIS  
JEFF GEE  
DAVE PINE  
CHARLES STONE  
MONIQUE ZMUDA

JIM HARTNETT  
EXECUTIVE DIRECTOR

JPB-PCEPDB-LTP-000044

January 9, 2018

Cary Wiest, Mayor  
Town of Atherton  
91 Ashfield Road  
Atherton, CA 94027

Subject: Response to PCEP OCS Pole Design Preference

Honorable Mayor:

We are in receipt of your letter of January 2, 2018 requesting the Peninsula Corridor Joint Powers Board (JPB) to change the current design of the Overhead Catenary System (OCS) through the Town of Atherton to remove any double track cantilever poles and replace them with the single track double pole system. As the Town Council asked at its December 20, 2017 meeting, the Peninsula Corridor Electrification Project (PCEP) team has studied further the effect of making this design change. Prior to your next council meeting at which this subject will be revisited, we wanted to share more information.

We have mentioned before that the current pole design was guided by the goal of shielding the OCS as much as possible along the entire right of way, following the requisite measures in the Mitigation Monitoring Plan. This approach resulted in small areas of the double track cantilevers in virtually every jurisdiction along the corridor. In Atherton, there are currently five such double track cantilevers across approximately 1,000 feet.

The effect of this project on trees has been one of the Town's major concerns since the start of the planning process for the PCEP. The reference in your letter to the removal of one additional tree and the pruning less than 25% of 11 additional trees is a quantification that may not fully capture the actual impact of this design change. As we mentioned in our prior letter, the requested design change has a ripple effect that will be felt by other Atherton property owners. These consequences include:

- The removal of a tree on private property. The JPB does not have the right to go on private property and remove a tree without the owner's consent, which the JPB does not now have relative to this tree. In designing the PCEP, the JPB tried to avoid removing trees on private property.

CALTRAIN MODERNIZATION PROGRAM  
Peninsula Corridor Electrification Project (PCEP)  
2121 S. El Camino Real, Suite 300  
San Mateo, CA 94403

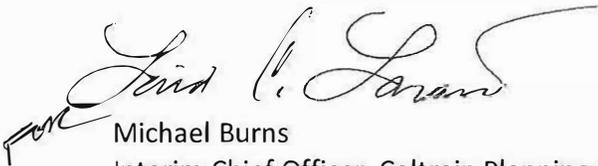
- The number of poles in the subject area will be doubled and will be placed on each side of the right of way in closer proximity to the adjacent private properties.
- The landscape screen of the project relative to three other adjacent properties in the area will be reduced. These properties include: 80 Jennings Way, 92 Jennings Way, and 96 Jennings Way.

We have attached pictures of the area in question that show the utility poles and wires that currently populate the right of way and existing foliage. We have also attached a map of the area that compares the tree impacts as between the two scenarios—the planned design and the requested redesign. This chart shows more clearly the nature and scope of the additional tree impacts on the three properties designated above.

The cost estimate of the design change is \$200,000. If the actual cost of this design change is higher than this estimate, it may have to be approved by the Change Management Board that has been established to oversee and monitor change orders to the PCEP. This Board is comprised of representatives of all of the project funding partners, including the Valley Transportation Authority, the City and County of San Francisco, the San Francisco County Transportation Commission, the California High Speed Rail Authority, the Metropolitan Transportation Commission, the San Mateo Transportation Authority, and the JPB. The JPB has a minority vote on this Board.

We hope this information is helpful in facilitating our continuing consideration of this issue.

Sincerely,



Michael Burns  
Interim Chief Officer, Caltrain Planning and Modernization

Enclosures

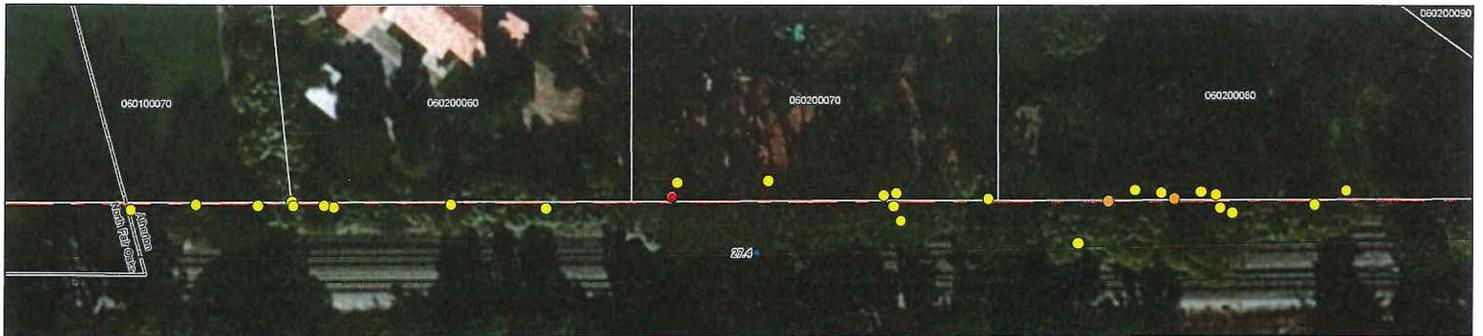
cc: Atherton City Council Members  
George Rodericks, City Manager  
Zhenlin Guan  
Stacy Cocke  
Dave Couch  
Liria Larano  
Joan Cassman



Approx.  
33.43' tall

Would be  
height of  
45.5' pole





**Tree Impact**

- No Impact
- < 25% Prune
- ≥ 25% Prune
- Remove

- Track Mile Post
- JPB Caltrain ROW
- +— Tracks
- Parcel

**Notes:**

1. Trees identified based on Hort Science assessment.
2. Tree Impacts based on preliminary design (April 2015); subject to change. Maps indicate impacts to trees based on the April 2015 overhead contact system (OCS) design and associated electrical safety zone (ESZ), which vary based on different OCS designs.
3. Tree locations are approximate due to GPS error (typically less than 5 feet discrepancy).

**Tree Impact Scenarios**  
Atherton, San Mateo County

# **Attachment C**

## **OCS Pole Color Options for Atherton Station**

**Balfour Beatty**  
Infrastructure Inc.

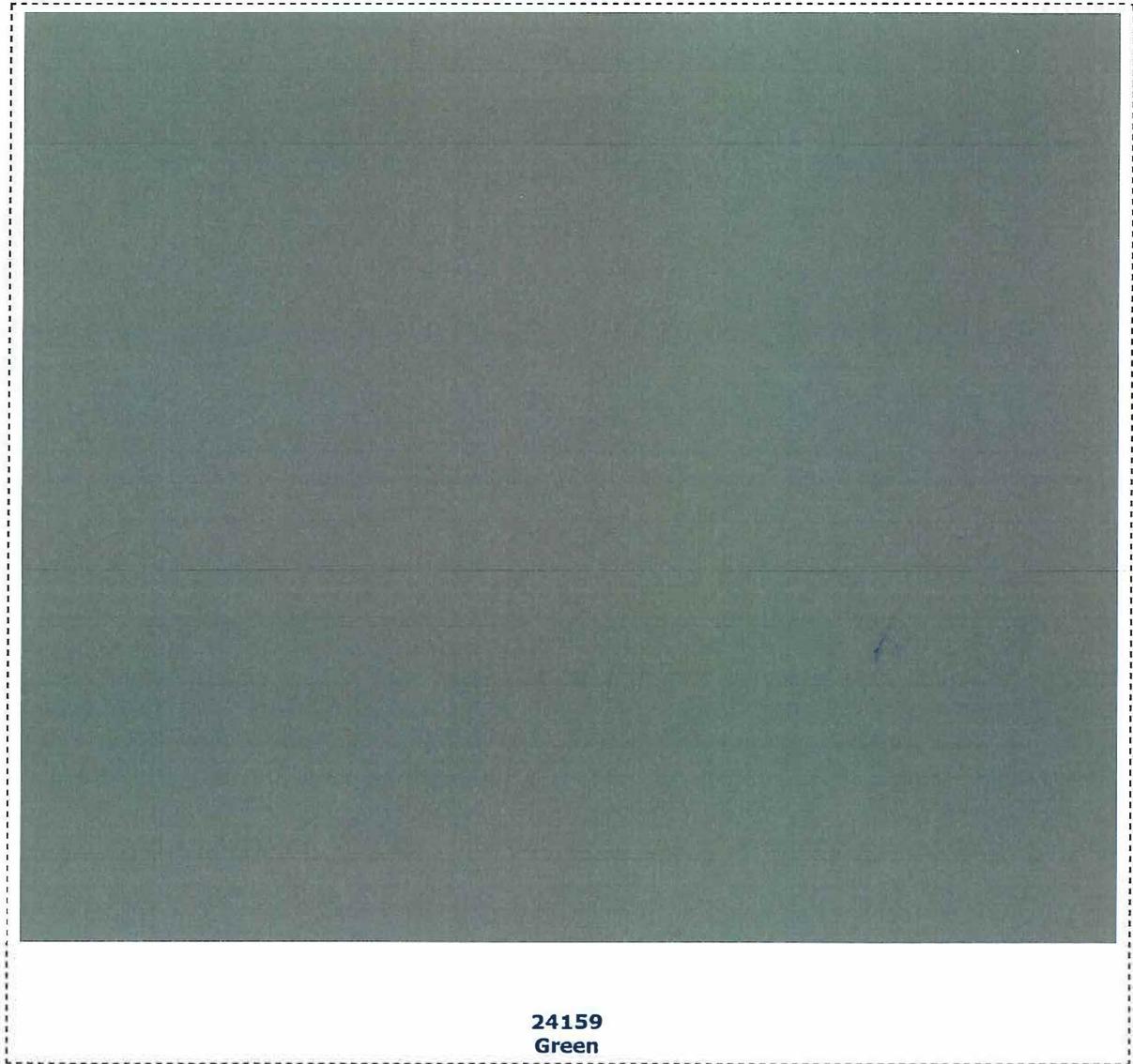
**WE** PGH WONG  
ENGINEERING INC.



**PENINSULA CORRIDOR ELECTRIFICATION  
PROGRAM**

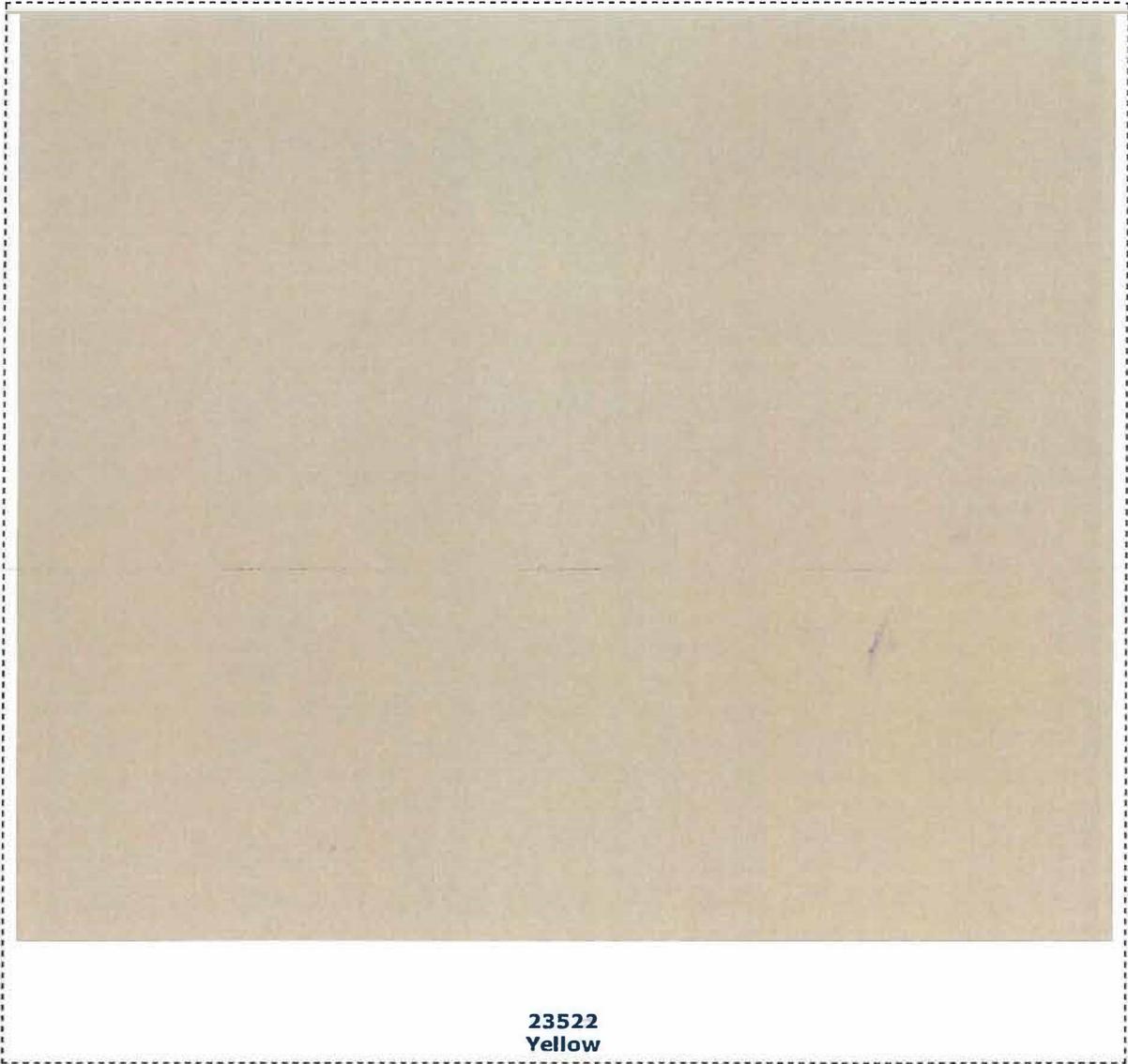
**TOWN OF  
ATHERTON**

**OCS COLOR POLE OPTIONS FOR  
PASSENGER STATION**



This colour-swatch is meant as a guide only.

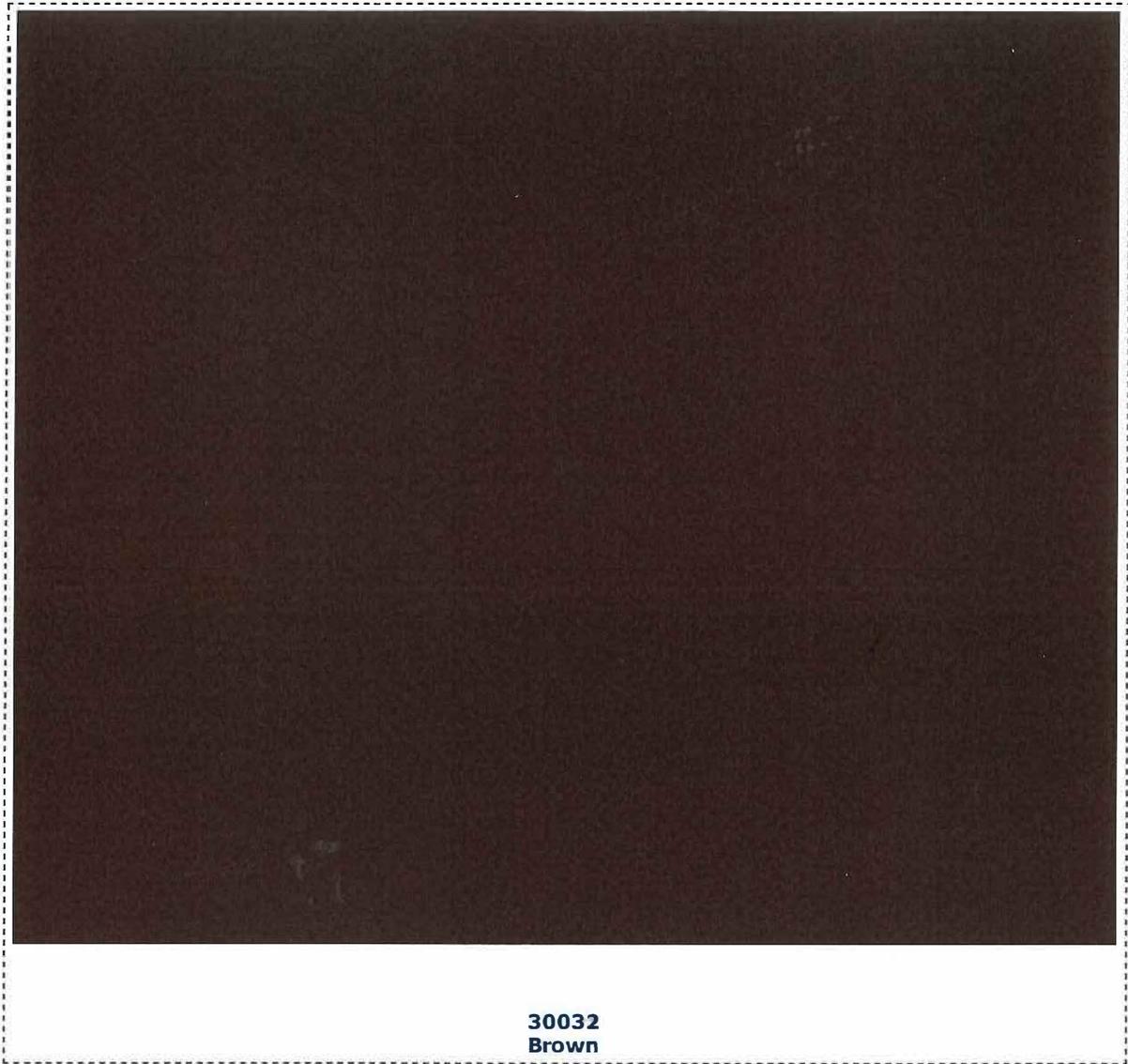
Whilst every effort has been made to match these colours as closely as possible to US Federal Standard colours, the actual colours printed will depend on the printer and the printing ink used and may be significantly different from that shown on the monitor. In addition, the colours of paints from different suppliers can vary - even for US Federal Standard 595C colours and change over time. E-paint.co.uk cannot be held responsible in any way for any variance between these colours and those they are intended to match.



**23522  
Yellow**

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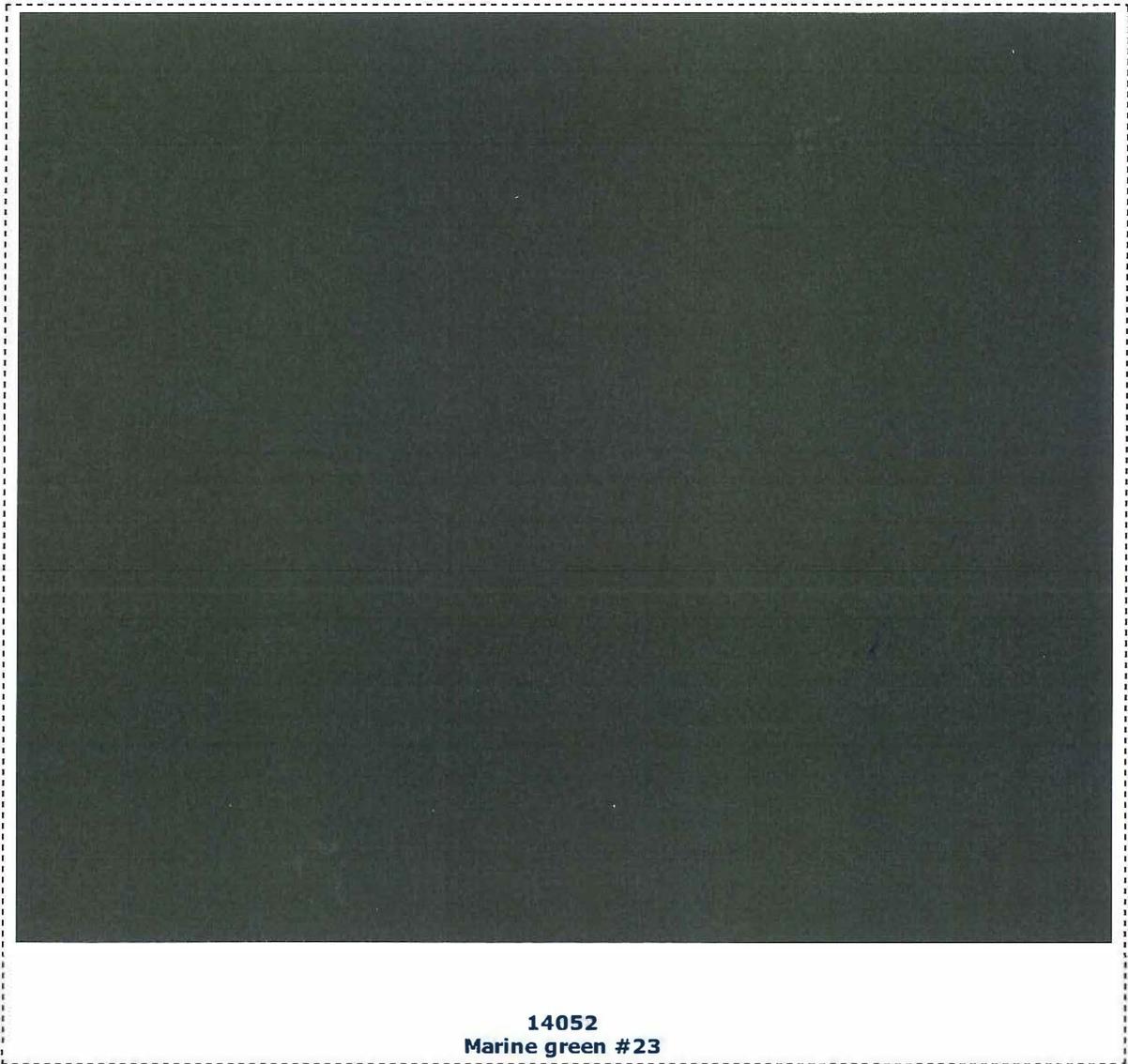


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# **Attachment D**

## **OCS Pole Color for Non-Station Poles**



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