

**Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF)
Monitoring Committee
San Jose City Hall, 200 E. Santa Clara, 18th Floor, San Jose, CA
April 27, 2016
Minutes**

Members Present: Nahom Debessay (Caltrain), Brent Pearce (VTA), Jos Peijnenburg (Garden Alameda), Clay Riegel (College Park), Mike Riepe (Shasta-Hanchett Park)

Members Absent: Councilmember Raul Peralez (San Jose City Council)

Staff Present: B. Tietjen

Chair Jos Peijnenburg called the meeting to order at 6:04 p.m.

Election of Officers

Clay Riegel nominated Mike Riepe for vice chair.

Motion/Second: Riegel/Peijnenburg
Ayes: Debessay, Peijnenburg, Riegel, Riepe
Absent: Pearce, Peralez

Mr. Riegel nominated Jos Peijnenburg for chair.

Motion/Second: Riegel/Riepe
Ayes: Debessay, Peijnenburg, Riegel, Riepe
Absent: Pearce, Peralez

Approval of Minutes – January 27, 2015

Motion/Second: Peijnenburg / Riegel
Ayes: Debessay, Peijnenburg, Riepe, Riegel
Absent: Pearce, Peralez

Public Comment

None.

Staff Report

Brent Tietjen, Acting Community Relations Officer said that Jos Peijnenburg, Brent Pearce, and Mike Riepe were all reappointed. Vice Chair Riepe asked if he and Chair Peijnenburg term out at the end of their terms. Mr. Tietjen said yes.

Chairperson's Report

Chair Peijnenburg said he attended the public meeting for the South Terminal Phase II Project. He said the comment during that meeting that stood out was the complaint of "clanging" bells. Chair Peijnenburg said from the meeting he gathered the bells were required to notify workers when a train is being moved. Chair Peijnenburg asked if there is another way to notify workers when trains are being moved.

Nahom Debessay said Caltrain is governed by the General Code of Operating Rules. In those rules there is a specific safety requirement for engine bells to be used when trains are being moved. The bells are used as a warning signal and must be used near equipment or when workers on or near the track. Those factors require that bells be used during any move within the yard.

Chair Peijnenburg asked if there a specific decibel that is required and if the sounds could be lowered. Mr. Debessay said he could check but that he thinks the bells are mechanical and the decibel might be set. Mr. Debessay said the horns for Caltrain are much lower than the horns on freight trains.

Vice Chair Riepe said the ringing of the bells was one concern when the committee first started. Vice Chair Riepe said the bells were a surprise when the facility opened. Vice Chair Riepe said he recalls that there is some leeway of when the conductors use the bell. He said one thing that he would like to explore is to have the conductors only ring the bells when necessary and not just ring the bells excessively. Vice Chair Riepe stated there may be times when the train is in motion when the bell might not have to be sounded, such as in the train wash.

Chair Peijnenburg said the second comment he heard at the South Terminal Phase II meeting was regarding a noise monitoring system. Chair Peijnenburg said he would like to request that Caltrain look into that system again, especially to deal with excessive idling noise at night.

Vice Chair Riepe asked if the audits are verifying that the operator is hooking into ground power and following other processes.

Mr. Debessay said there are yard visits that oversee activities at the yard. Mr. Debessay said those audits are not recorded for data purposes, but there is a notification to the operator when they are not following set procedures.

Vice Chair Riepe said the Shared Objectives need verification to be useful. Vice Chair Riepe requested an audit of the yard during a weekend evening or

weeknight evening. He requested that a check on idling would be included in one of the audits that are already being planned.

Committee Report

None.

South Terminal Phase II Project Presentation (Informational) – Chuck Bernardo

Chuck Bernardo, Senior Project Manager, presented:

- Project Location
 - Located along Caltrain line in San Jose:
 - San Jose Diridon Station to Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF)
 - Taylor St. to Emory St. (north of CEMOF)
 - Primarily within existing right-of-way
- Purpose and Need
 - Maintain operational flexibility and minimize delays by allowing out-of-service trains to move to and from CEMOF without conflicting with in-service (e.g., trains carrying passengers)
 - Address operational bottleneck
 - Improve the ability of Caltrain service to respond to unanticipated events, such as delayed trains, weather, or mechanical issues.
- Project Elements
 - New fourth track on east side of existing tracks (approx. 2,000 feet in length) from Diridon Station to CEMOF plus several thousand feet of existing track replaced with new track
 - Realign existing tracks to accommodate new track
 - 9 cross-overs/ 6 turnouts/ 3 slip-switches
 - New signal controls
- Environmental Setting
 - The project area is entirely urbanized, consisting of an active railroad corridor surrounded by lands that are currently developed at a high density with industrial and commercial uses
 - There are no waterbodies, wetlands or sensitive habitats present within the project limits
- Right-of-Way Requirements
 - Right-of-way acquisition includes 84 SAP Center parking spaces. Mitigate by restriping parking lot to prevent any net loss of parking spaces
- Potential Impacts and Mitigation
 - Project will acquire land from known contaminated site - SAP Center

- Coordination with California Department of Toxic Substances Control regarding construction within parking lot
- Caltrain to implement Site-specific Soil Management Plan and Health and Safety Plan to protect workers and public
- Potential Impacts and Mitigation
 - Temporary construction noise
 - Minimal impact due to industrial/commercial land uses adjacent to tracks
 - Implement community outreach program
 - Cultural resources
 - No adverse effect on Diridon Station Historic District
 - Archaeological monitoring during excavation due to sensitivity for historic-era archaeological resources
 - Project area not sensitive for Native American resources; however outreach will be conducted as part of Section 106
- Construction Schedule
 - Two year construction project starting in fall 2018
 - Staging designed to avoid impact to existing operations
 - Majority of work necessary during the evening, at night or on weekends to avoid disruption of train operations
 - JPB will notify community well in advance of any night time activities.
- Project Benefits
 - Increase operational flexibility = less train delays and improved service reliability
 - Eliminate conflicts between in-service and out-of service trains destined to/from CEMOF
 - Address operational bottleneck north of Diridon that will be worsened in the future by increases in train service by Caltrain Electrification, ACE, UPRR etc.

Mr. Tietjen presented:

- Public Review Period
 - Draft Initial Study and Mitigated Negative Declaration available for review
 - Download from www.caltrain.com/stp2
 - Hard copy available at Santa Clara County Clerk's office: 70 West Hedding St, E.Wing, 1st Flr
 - Email stp2@caltrain.com
 - Comment period: April 11, 2016 to May 10, 2016
 - Submit comments to Hilda Lafebre, Caltrain: – Postal Mail: P.O. Box 3006, San Carlos, CA 94070-1306
 - Email: stp2@caltrain.com
- Public Outreach and Engagement

- Dedicated Web page: www.caltrain.com/stp2
- Construction Outreach Hotline: 650.508.7726
- Post card mailing to project area and newspaper notices
- Regular Updates and Public Meetings
 - Pre-construction and during construction
 - Tied to critical milestones/project decisions
 - Mail/Email/Website
 - Outreach to community organizations

Chair Peijnenburg asked when electrification is supposed to start and asked if Caltrain would have to perform additional work in the same project area. Mr. Bernardo said the electrification project was accounted for as part of the South Terminal Phase II Project. Mr. Bernardo said the two teams were coordinating so the amount of duplicative work is minimized. Mr. Bernardo said there are constraints with the bridges because of the width.

Vice Chair Riepe asked if the UPRR tracks would have to be moved again. Mr. Bernardo said yes, those tracks will be realigned.

Vice Chair Riepe said there was a problem with UPRR trains when the radius of the turn was decreased. He said it led to squealing wheels. Vice Chair Riepe said the solution for that problem was for Caltrain to install track greasers and UPRR to maintain them. Vice Chair Riepe asked that the project take the movement of those track greasers into consideration.

Brent Pearce asked if the nine switches identified are new switches. Mr. Bernardo said those are new elements that will be implemented as part of the project. Mr. Pearce said special track elements like switches often create more noise when trains are going over them. Mr. Bernardo said he would need to revisit the environmental documents for more information. Mr. Pearce said there was no analysis of switches in part of the environmental document. Mr. Bernardo said he would bring that to the attention of the environmental team. Mr. Bernardo said there is a switch at the northern section.

Mr. Riegel asked if there is additional track being added north of the facility. Mr. Bernardo said there are no new additional linear feet of track north of the facility.

Mr. Riepe asked if there is additional track being laid over the bridges. Mr. Bernardo said yes. Mr. Riepe asked if the bridges needed to be widened. Mr. Bernardo said no, the bridges do not need to be widened.

Mr. Riepe asked if there has been any analysis of how the project will affect CEMOF and its operations. Mr. Bernardo said there may be an increase of trains

in CEMOF. Vice Chair Riepe said that is probably more a function of schedule and the increase of trains as electrification comes online. Mr. Tietjen said the South Terminal Phase II Project may reduce the amount of time trains are idling outside the facility.

Chair Peijnenburg asked if work in the SAP parking lot could be done during the daytime. Mr. Bernardo said yes, some elements including the removal of pavement in the SAP parking lot can be done during the day.

Chair Peijnenburg said there are plans for residential buildings

Mr. Pearse said there are no mitigation measures identified as part of the environmental documents. Mr. Bernardo said noise monitoring and mitigation can be incorporated as part of the final design bid package.

Mr. Pearse asked if a noise assessment was done on how the switches would affect operational noise. Mr. Bernardo said as the report is finalized that is something the team can attempt to address.

Mr. Pearse said in the noise impact analysis that there is no baseline set for nighttime work. Mr. Bernardo said the decibel level of the work would be the same but the level that would be acceptable may change.

Appointment of Arena Neighborhood Representative – Brent Tietjen

Mr. Tietjen said Kelly McDonough is no longer eligible to serve on the committee. Mr. Tietjen asked Chair Peijnenburg if he could contact the president of the neighborhood association to see if they have someone to recommend.

Hotline Update – Brent Tietjen

Mr. Tietjen said there were two complaints received in February about noise at the facility. Mr. Tietjen said the complaints were likely attributed to the additional service for the Super Bowl.

Chair Peijnenburg asked if electrification would increase the number of trains at night. Mr. Tietjen said he would check and get back with an answer.

Vice Chair Riepe also asked if only southbound trains would be diesel after electrification or if both directions would have diesel trains. Mr. Tietjen said he would also check on that question.

Old Business

None.

Announcements

None.

The next meeting will be July 27, 2016 at 6:00 p.m.

Adjourn: 7:01 p.m.