

**Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF)
Monitoring Committee
San Jose City Hall, 200 E. Santa Clara, 18th Floor, San Jose, CA
January 28, 2015
Minutes**

Members Present: Chris Escher (Arena), Kelly McDonough (Garden Alameda Alternate), David Olmeda (JPB), Jos Peijnenburg (Garden Alameda), Raul Peralez (San Jose City Council), Mike Riepe (Shasta/Hanchett Park), Chris Tulin (College Park)

Members Absent: Brent Pearse (VTA)

Staff Present: Josh Averill, Tasha Bartholomew, Casey Fromson, April Maguigad, Nancy McKenna

Chair Chris Tulin called the meeting to order at 6:03 p.m.

Approval of Minutes – July 23, 2014

Motion/Second: Riepe/ Peijnenburg

Ayes: Escher, Peijnenburg, Peralez, Olmeda, Riepe, Tulin

Absent: Pearse

Public Comment

None

Staff Report

None

Chairperson's Report

Chair Tulin said she is terming out from membership. She said the contact log was going to be a means to be reactive, but the data was lacking good quality. Tasha Bartholomew, Community Relations Officer, helped the committee establish protocol with the customer service and create a script to get more detail from the callers. The committee established a proactive method of alerting neighborhoods about CEMOF activity. The committee felt the responses were too vague, but Ms. Bartholomew ensured more appropriate and detailed responses were given, and established an e-mail address to streamline gathering the data. Chair Tulin thanked Ms. Bartholomew. She said even though there are few complaints, it is critical to maintain this relationship with the neighborhoods and CEMOF committee.

Mike Riepe thanked Chair Tulin for her service to the committee.

Chris Escher arrived at 6:09 p.m.

Committee Report

None

New Business

Caltrain Modernization Project Update – Casey Fromson

Casey Fromson, Government Relations Officer, said staff is working on installing Positive Train Control (PTC), which will keep trains from derailing and running into each other and is mandated to be in place by 2015. The project is called Communications-based Overlay Signal System (CBOSS) and will also help with capacity by allowing trains to run more closely together. Staff is on track to have this operational by the end of this year.

The CBOSS/PTC team has been installing equipment on the trains in the CEMOF yard. The installation has occurred during the regularly scheduled maintenance intervals. Staff hopes to be completed with installation by late summer.

Conduit and fiber is also being installed along the right of way to support the project. Staff will be testing the system in the next few months.

Ms. Fromson said the Peninsula Corridor Electrification Project includes the electrification infrastructure and new electric trains. At the January Peninsula Corridor Joint Powers Board meeting, the Board certified the project's environmental review, which provides clearance to move forward with procurement. This will be a design-build contract. The Request for Proposals (RFP) for the qualified bidders will be released after the February Board meeting. It will be a six- to eight-month process to get responses from those bidders.

A separate RFP for the vehicles will be released this summer. Public outreach has been conducted on the interest of the mix between bathrooms, bikes and seats. A contract will be awarded to builders at the end of 2015.

The project implementation schedule has been extended from 2019 to 2020. The reason for the extension is due to the challenges associated with constructing the project on an active railroad. The program cost has also been adjusted to reflect inflation costs. Internal experts have developed these numbers, but the real numbers will only be available when the bids come in.

Chair Tulin asked where the location of substations will be. Ms. Fromson said the Final Environmental Impact Report (FEIR) listed all options, and at the February Board meeting, a decision on exactly where those locations are will be made.

Chair Tulin asked for the location directly north of CEMOF facility or whatever is closest. Ms. Fromson said she will send a list of closest power traction facility locations.

Chair Tulin asked what concerns people have about the substations, such as noise, emissions, or vibrations. Ms. Fromson said the EIR looks at those elements and determines ways to mitigate them. There is mitigation in place to make sure there are no significant impacts to the community. This includes sound barriers and visual barriers. The electromagnetic waves were found to be not significant.

Mr. Riepe asked if he can see the FEIR. Ms. Fromson said it is on the website, as is the presentation given to the Board.

Mr. Esher asked what the scope of the cost increase is and the impact on how much can be done. Ms. Fromson said the overall project was a \$1.225 billion program including vehicles and infrastructure. With the increase it is about \$1.5 billion. Ms. Fromson said the funding partners all committed to helping fund this additional gap.

Mr. Riepe said the guiding principal the committee has always followed is the Shared Objective Document. Whenever work was done involving CEMOF the committee would get an itemized description of the potential impact for each item on the shared objective. He said he would like to see that for this project. He said there is currently a commitment that a train will not idle in the yard for more than 15 minutes before being put on ground power. The new trains will be different, but he would like to know if they will be completely silent or if there will be cooling fan or other noises. He would like staff to keep an eye on that as it goes through the bidding and design process.

Jos Peijnenburg asked if diesel engines will still be used from San Jose to Gilroy. Ms. Fromson said yes, the tracks south of Tamien are owned by Union Pacific (UP) and UP does not want to electrify, so Caltrain will continue to run diesel trains to serve those commuters.

Mr. Peijnenburg asked what the timeframe is for that. Ms. Fromson said before high-speed rail comes to the corridor, the system will need to be fully electrified. A mixed fleet will be in place by 2020 to 2021.

David Olmeda, Director, Maintenance, said high-speed rail is not expected to be in this area until after 2029. Staff will continue to operate diesel trains south of San Jose. North of San Jose into San Francisco will be electrified and a mixed fleet of electric and diesel will be run on the line. Even after Caltrain is electrified, diesel trains will still be operated by the tenants Altamont Corridor Express, Capitol Corridor and Amtrak.

Mr. Escher said other commuter systems will be using the line and for the foreseeable future will operate diesel trains. Mr. Olmeda said all trains to Gilroy will be diesel unless UP decides to electrify and a grant becomes available.

Chair Tulin asked how many trains go to Gilroy. April Maguigad, Manager, Rail Operations, said three round trips for a total of six trains.

Kelly McDonough asked if the diesel trains that go to Gilroy will still be serviced at CEMOF. Mr. Olmeda said yes, but those trains tend to spend the night in Gilroy.

Mr. Riepe said it must be expensive to run six diesel trains and maintain overhead for a small number of trains. He asked if the contractor will try to consolidate. Mr. Olmeda said he doesn't expect it will increase expenses.

Hotline Update – Tasha Bartholomew

Ms. Bartholomew said one call came in on November 25. The caller noticed noise and repair work. Ms. Bartholomew spoke with the manager at CEMOF to check the logs and reports. There was nothing out of the ordinary, so this was normal activity related to making equipment ready for service. That was the only complaint since July.

Chair Tulin asked if there is a way to know the location of the caller. Ms. Bartholomew said she can check to see if that information was collected through the consumer reporting software from customer service.

Chair Tulin said that question is something they would like to understand better to help identify the problem and solution.

Chair Tulin asked if any other complaints came in from the other channels people use to make complaints such as through the website or calling in customer service. Ms. Bartholomew said she has checked and no other complaints were received.

Ms. Bartholomew asked if the weekly updates have been helpful. Chair Tulin said she and Mr. Escher get them, and if they seem to be active or concerning, she forwards them to the group herself. She said they should be sent to the entire group.

Old business

None

Election of officers

Mr. Escher said he would volunteer to be chair.

Mr. Peijnenburg volunteered to be vice chair.

Motion/Second: Riepe/Peralez

Ayes: Escher, Peijnenburg, Peralez, Olmeda, Riepe, Tulin

Absent: Pearse

Chair Tulin asked for Nancy McKenna, Assistant District Secretary, to send out the updated list of who will term out.

Announcements

The next meeting will be April 22, 2015

Adjourn: 6:45 p.m.