

**Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF)**  
**Monitoring Committee**  
**San Jose City Hall, 200 E. Santa Clara, 18th Floor, San Jose, CA**  
**January 23, 2019**  
**Minutes**

**Members Present:** Joanne Buckley (Arena – At Large), Councilmember Devora 'Dev' Davis (San Jose City Council), Rod Hibner (Garden Alameda), Joe Navarro (JPB),

**Members Absent:** Clay Reigel (College Park),

**Staff Present:** J. Navarro, B. Tietjen

Vice Chair Joanne Buckley called the meeting to order at 6:06 p.m.

**Approval of Minutes – November 7, 2018**

Motion/Second: Hibner/Buckley

Ayes: Buckley, Davis, Hibner, Navarro

Absent: Reigel

**Public Comment**

Roland Lebrun, San Jose, asked if it was possible to Webex the meeting. Mr. Tietjen said that can be considered when there are presentations or other materials to share. Mr. Lebrun said it takes him an hour to get to the meeting location. Mr. Tietjen said he better understood Mr. Lebrun's question and that it is a Brown Act concern to have remote locations that are not noticed for a meeting call-in. Mr. Lebrun said it was an ongoing issue. Mr. Tietjen said he would follow-up with legal to answer his question.

**Staff Report**

None.

**Chairperson's Report**

None.

**Committee Report**

Joe Navarro said hopefully by the end of February the foundation train would be in the San Jose area. Mr. Navarro said Caltrain are hoping to execute that area quickly and once the foundation train is out of the way, the contractor would begin work on the extension of the pit in the yard.

Vice Chair Buckley asked how long that would take and if it would be noisy. Mr. Navarro said he hopes Balfour Beatty would be out by the end of April and that construction at the facility would start shortly after that.

Mr. Tietjen said foundation work for electrification is expected to start mid- to late-February in that area through April/May. After the foundations are complete in the area, the extension of the pit would begin. Mr. Navarro said the extension of the pit would take about eight months. Mr. Tietjen said it is mostly day work for the pit extension.

Councilmember Davis asked if it was two months of day and night work and then rest of it is daytime. Mr. Navarro said the foundation train is one contract that works mid-day and overnights. Mr. Navarro said the contractor may be in the San Jose area still doing foundations, but not in the CEMOF Yard. Mr. Tietjen said Caltrain have received a handful complaints about the potholing work, much of which is complete. Mr. Tietjen said the complaints about the foundation work were much fewer.

Mr. Navarro said there are two types of potholing, one for foundations and one for utilities. Mr. Navarro said the contractor will be out on the corridor for some time.

Vice Chair Buckley asked what kind of noise to expect for the potholing. Mr. Navarro said the contractor is out there now doing work. Mr. Tietjen said some noise reports were around 75 to 80 dB for the potholing work.

Vice Chair Buckley asked when the phase will be completed. Mr. Navarro said the pit extension is about six to eight months. Mr. Navarro said he could not give an exact timeline of when potholing and foundations will be complete in the area. Mr. Navarro said that the yard area is the first to be wired and they would be out of that area the earliest.

Vice Chair Buckley asked if the wiring train was noisy. Mr. Navarro said that is was not noisy.

#### Public Comment

Mr. Lebrun asked if Caltrain was going to lay any more track north of CEMOF for storage. Mr. Navarro said there are no plans at the moment.

Mr. Lebrun said there are issues with graffiti in the area and that Caltrain does not want to have the new trains tagged.

Mr. Lebrun asked about Track 4. Mr. Lebrun said currently Caltrain only has three tracks and that if Caltrain is only electrifying two of the three there is a problem.

Mr. Navarro said he would confirm if all the tracks would be electrified. Mr. Lebrun asked if more than one track would be electrified between Diridon and Tamien. Mr. Tietjen said no, Caltrain is only electrifying one track between Diridon and Tamien.

### **New Business**

None.

### **Old Business**

#### Talyor Street Bridge

Mr. Tietjen said the internal estimate for the netting was \$50k.

Vice Chair Buckley asked how many bids went out for the netting installation. Mr. Tietjen said the estimate was performed by internal staff.

Vice Chair Buckley asked if a better price could be had by putting the project out to bid. Mr. Tietjen said there is a maintenance contractor that would perform the work.

Councilmember Davis asked if Caltrain has connected with the Public Works Department. Mr. Tietjen said he would connect with the right staff at San Jose.

Mr. Navarro said there are audible options to deter birds from nesting.

Mr. Navarro said he would put some money into the budget for this solution.

Vice Chair Buckley mentioned there was also an issue with the train wash station and the water seeping through the underside of the bridge.

Mr. Navarro said he would share the last inspection form for the bridge.

Vice Chair Buckley asked if there are any mitigation efforts with the train wash issue. Mr. Navarro said the wash needs some new equipment and parts in the spring. Mr. Navarro said that he would have the crews reexamine the issue.

#### Public Comment

Roland Lebrun, San Jose, asked if there was an option to install an audible hawk call like they have at Tamien. Mr. Navarro said it could be considered.

Vice Chair Buckley asked if it would be helpful for her to reach out to contractors to see if she can get a cheaper price for the netting. Mr. Tietjen said there are legal requirements for contracts and the agency has to follow those.

## **Announcements**

Mr. Tietjen said there would be recruitment for members in March.

Mr. Hibner said he attended the Business Plan review meeting and said he heard there is another potential maintenance facility in the future.

Mr. Navarro said that if the cars are extended in the future, a new maintenance facility could be considered at a future date.

Mr. Hibner asked that after electrification, will the number of diesel engines go down. Mr. Navarro said there will still be nine diesel locomotives on property versus the 29 diesel locomotives on property now.

Mr. Hibner asked if there will still be the need for the bell when moving trains within the facility. Mr. Navarro said yes, there will still be the bell for safety reasons.

Mr. Hibner asked if the new trains will have the regenerative power when braking. Mr. Navarro said the new trains will have regenerative power.

## Public Comment

Mr. Lebrun asked if anyone has talked to Mr. Navarro about a new location. Mr. Navarro said no.

The next meeting will be April 24, 2019 at 6:00 p.m.

Adjourn: 6:29 p.m.