



CALTRAIN CENTRALIZED EQUIPMENT MAINTENANCE
AND OPERATIONS FACILITY
MONITORING COMMITTEE MEETING
AGENDA

Note Meeting Room

San Jose City Hall
200 E. Santa Clara, 18th Floor, Rm. T-1854

Members of the public are welcome to attend the teleconference location at 1250 San Carlos Avenue, Executive Conference Room, 3rd Floor, San Carlos

Wednesday, January 23, 2013

6:00 p.m.

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES – October 24, 2012
4. PUBLIC COMMENT
5. STAFF REPORT
6. CHAIRPERSON'S REPORT (C. Tulin)
7. COMMITTEE REPORT
8. OLD BUSINESS
 - a. Constituent Contact Logs T. Bartholomew
9. NEW BUSINESS
10. ANNOUNCEMENTS
11. NEXT MEETING: Wednesday, April 24, 2013 at 6 p.m.
12. ADJOURN

Members : Chris Tulin, *Chair*-College Park
Chris Escher-Arena
Art Lloyd-JPB
Sally Logothetti-Garden Alameda
Pierluigi Oliverio-San Jose City Council,
Mike Riepe-Shasta-Hanchett Park
Vacant, VTA



Accessibility for Individuals with Disabilities

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**Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF)
Monitoring Committee
San Jose City Hall, 200 E. Santa Clara, 8th Floor, San Jose, CA**

**October 24, 2012
Minutes**

Members Present: Chris Escher (Arena), Sally Logothetti (Garden Alameda),
Mike Riepe (Shasta/Hanchett Park), Chris Tulin (College Park),
Art Lloyd (JPB)

Members Absent: Councilmember Pierluigi Oliverio (San Jose City Council)

Staff Present: Tasha Bartholomew, April Maguigad, Nancy McKenna

Others Present: Lara Tran (Councilmember's Oliverio office)

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

Approval of Minutes – July 25, 2012

It was noted Director of Maintenance David Olmeda was in attendance at the meeting and he was not and his name should be deleted.

The amended minutes (Logothetti/Riepe) of July 25, 2012 were approved.

Public Comment

None

Staff Report

None

Chairperson's Report

Chair Tulin said she and a representative from Transit America (TASI) did a track fence line walk on October 2. A train from Union Pacific (UP) was backing up and there was a horrible screeching noise.

Art Lloyd said when people ride Bay Area Rapid Transit (BART) they hear the screeching and it is the flanges, which is the same noise coming from the UP trains. Mr. Lloyd said passenger trains don't have flanges.

Sally Logothetti said this noise is coming from a UP train and not a train at CEMOF.

Mr. Riepe said in the past when the trains screeched going around the curve it was a CEMOF issue because the curve was installed for the facility. If the train is making noise on the straight a-way there may be nothing we can do.

Committee Report

None

Track Screeching

Manager, Rail Operations April Maguigad said there have been internal changes with the new operator. She said currently staff is taking a more of a lead in dealing with partners like UP. She said she is expecting an email from someone at UP on correcting this issue. She said staff is trying to cultivate a relationship with UP that wasn't there with Amtrak.

Mr. Riepe said it would be great if an engineer could report on this issue.

Ms. Logothetti said this group has worked hard on addressing the screeching issue and delineating what belongs to whom. She said as committee members we need to let the neighborhood associations know that these are complex issues and trains are going to screech but just need to educate our neighbors.

Chair Tulin said it is in the committee's realm to know why there is screeching and why is UP stopping and backing up and causing this noise and possibly could be done at another location.

Mr. Lloyd said if people are out and see sparking, write the freight car number down and we can let UP know about this.

Chair Tulin asked who at UP the committee should contact. Ms. Maguigad said the committee should contact her directly.

Chair Tulin asked if the committee can be told when freight trains will be passing through. Ms. Maguigad said no.

Ms. Maguigad asked how far this issue is from Interstate 880. Chair Tulin said it is between Hedding Street and Interstate 880.

Ms. Maguigad asked how this issue plays into the CEMOF committee. Chair Tulin said College Park hears a lot of screeching and noise. This may be more than an issue dealing with the curve.

Chair Tulin asked if the lubricator is still being maintained. Ms. Maguigad said she is not sure but that is why the relationship is being built with UP.

Constituent Contact Logs – Policy and Status

Community Relations Officer Tasha Bartholomew said the log and the new guidelines for the after-hours call service was sent to Chair Tulin and Chris Escher. She said one call came into the line at 3:30 a.m. on October 22 from Susan Tobin complaining of loud machine noise. Ms. Bartholomew contacted staff at the CEMOF facility and there was nothing unusual happening at the facility.

Chair Tulin asked when people call in does the answering service get their addresses. Ms. Bartholomew said yes, but they are not included in the log.

Chair Tulin said it is hard to pinpoint some of the complaints and will take the answer of nothing unusual, but if there are a lot of complaints the committee will need more detail from staff.

Mr. Riepe asked if in the future when a complaint comes, can staff ask the staff at CEMOF what the activity was that caused this noise.

Ms. Bartholomew said Customer Service Manager Rona Rios developed guidelines for the after-hours answering service. Calls are handled through the San Mateo County Transit District's customer service center during normal business hours and after hours by Access 24 Communications. All calls are tracked and if an emergency issue arises it goes directly to Ms. Bartholomew. Ms. Bartholomew said the after-hours contractor has not changed since Ms. Rios has been working here. Ms. Bartholomew said every call is being logged and reported to staff. She said she has signed up for all the neighborhood associations mailing lists.

Chair Tulin asked if the phone number could be posted at the facility. Ms. Maguigad said she will research and report at the next meeting.

Mr. Riepe asked when the committee will see the complaint log. Chair Tulin said Ms. Bartholomew sends it to her and after she approves it staff posts it to the website.

Mr. Riepe said he attended his neighborhood association and asked for an alternate.

2013 Meeting Schedule

The committee approved the 2013 meeting calendar.

Announcements

The next meeting will be January 23, 2013 at 6 p.m.

Adjourn: 6:45 p.m.

CEMOF Monitoring Committee
Contact Report

Date Received	Time	Method*	Consumer Name	Comment Summary	Initial Response	Date Closed	Response Given
1/12/13	10:04 AM	T	Ivis	Caller said on 1/10/13 between 10 p.m. and 4:30 a.m., trains idled all night.	1/14/13	1/17/13	<p>After speaking with the manager of CEMOF and our new rail contractor Transit America (TASI), it appears that a TASI foreman on the second and third shift did not properly follow instructions and took it upon himself to not shut down equipment due to cold weather. This is strictly outside the guidelines that have been established prior to and upon the time of moving into CEMOF. There are other ways to protect the diesel locomotive during colder weather by instructing that they are started every four hours, or less, and run for a short period of time, such as with the automated start systems on six (6) of our locomotives. It satisfies temperatures of coolant and oils and then shuts back down. We apologized for this failure to follow direction and set procedure. Our TASI manager has assured Caltrain staff that he will address this issue with the foreman who did not properly shutdown the equipment on Jan. 10, to ensure that this does not happen again.</p>
1/14/2013	10:14 AM	E	Cacal (Pierluigi Oliverio's Office)	Melrose Cacal, assistant to Councilman Oliverio, wanted follow-up answers to a constituent's questions/concerns regarding noise at CEMOF.	1/14/2013	1/17/2013	<p>(1) Are there any special projects/activities occurring between 10pm-5am on any given night that nearby residents may have been informed of in the past 4 months? No, there has been no special projects that would be outside of the expected normal inspections. However, there was a situation on Jan. 10 where a Transit America (TASI) foreman went against Caltrain procedures and guidelines by idling trains overnight due to the cold weather. We have spoken with TASI management about the situation, who in turn will speak with the foreman to ensure that this does not happen again. We have also contacted the resident who called us about the situation to let her know the situation is being taken care of.</p> <p>(2) There is a sound wall installed at the CEMOF Yard but residents feel it not blocking the engine, ringing sound despite insulation upgrades. The sound would last anywhere from 45 seconds to 1 minute with a 10-15 minute break in between. The sound wall was designed by professional acoustical engineers and sound tests conducted by a professional acoustical sound monitoring firm was conducted after the start-up of CEMOF at the area by the Stockton Gate. There were no testing results that mandated any change in operation.</p> <p>(3) Is there an agreement or clause somewhere that either says A. Cut off time for excessive is 10pm unless of an emergency or to follow FRA regulations - There is no cut-off time or curfew at CEMOF, nor is there a noise limit; therefore there is no violation of regulations. Caltrain is committed to minimizing the noise pollution as part of shared objectives to respect the surrounding neighborhoods. B. CEMOF may perform equipment ready activities late evening and after midnight – Staff at CEMOF is allowed to perform ready activities late in the evening and after midnight. The Federal Railroad Administration requires specific fundamental tests to be performed prior to placing the equipment into service. The Caltrain maintenance guidelines comply with the requirements and there is no allowance for non-performance of the tests. Trains start departing very early in the morning out of CEMOF so the window to perform all the work for the fleet is very limited and in the late hours of the night and early morning. Operations at CEMOF have not deviated from past practices.</p>

CEMOF Monitoring Committee
Contact Report

Date Received	Time	Method*	Consumer Name	Comment Summary	Initial Response	Date Closed	Response Given
2/10/12	12:05 PM	T	Stanton	Caller said on 2/9/12 from 12 a.m. to 3 a.m., there was a loud grinding sound.	2/13/12	4/3/12	Spoke with Mr. Stanton to acknowledge his concerns and explain that the sounds were likely wheels turning and shaving. Caller would like to tour CEMOF and suggest the sound walls or cages be improved.
6/19/12	4:51 PM	W	Woodmansee	Resident heard clanging sound.	6/21/12 & 6/29/12	7/27/12	Staff tried contacting the resident twice and left voicemail messages. Rail staff checked their calendar and daily report for notes pertaining to activities on 6/19. Also checked with the General Foreman who reported that the CEMOF 2nd shift Foreman did not recall any unusual noise being generated.
6/26/12	nighttime	T	McDowell	Caller heard squealing noise on the tracks.	6/26/12	N/A	Caller initially was told by after hours phone service rep who contracts with Caltrain, that it takes 10 calls to report an issue. Follow-up research with the Caltrain Customer Service Center showed that is not true and that ALL calls are to be logged. The contracted after hours phone service was working under old guidelines. Since this issue was discovered, the contractor has been educated on to how manage and record all calls based on new guidelines provided by Caltrain. In addition, rail staff checked their calendar and daily report for notes pertaining to the squealing noises on the tracks on 6/26. Rail staff said the only squealing observed from the yard came from the mainline tracks. Staff said the noise may have come from the UP track, which causes very loud squealing noises when a slow freight train has movement.
10/2/12	3:30 a.m.	T	Tobin	Resident heard loud and constant machine noise.	10/3/12		Staff contacted the resident about looking into the matter. Rail staff checked their calendar and daily report for notes pertaining to activities at CEMOF on 10/2. Rail staff also checked with TASI managers who did not recall any unusual or abnormal noise being generated the morning in question.
12/3/2012	10:39 AM	T	Omodt	Mr. Omodt called regarding the noise level from CEMOF in San Jose. He lives about a quarter of a mile from the facility and states that the noise level has been significantly elevated over the last several months. Caller said he has lived at his current address for many years and hasn't experienced any noise disturbances until about the last 6 months. Mr. Omodt cited the following nights as being especially bothersome: November 26, 27, 28, 29, 30 and December 2. He claims that the noise level was pretty consistent from about 11 p.m. until about 5 a.m. and stressed that the 29th was worse than the other nights. Mr. Omodt believes that Caltrain is violating regulations regarding noise levels during certain hours. He wants the noise level appropriately reduced as soon as possible. He has been advised of the January 23 CEMOF committee meeting.	12/4/2012	12/5/2012	After speaking with the manager of CEMOF, who reviewed the daily calendar and reports for the dates provided to verify probable cause, he said nothing out of the ordinary could be identified. When asked what is considered normal activity at CEMOF during the middle of the night, he said normal activity is the activity related to making the equipment ready for service, such as daily inspections, fueling, train movements to spot in the yard, engine run-ups/horn test/HEP Start-Up and tests, etc. This takes place on nine (9) train sets after the trains' arrivals, many of which are late in the evening and after midnight. An abnormal activity would be a stuck horn, or some extra moves outside of the normal hours of preparation such as disruption in service that requires many more yard moves than normal. The Federal Railroad Administration requires specific fundamental tests to be performed prior to placing the equipment into service. The Caltrain maintenance guidelines comply with the requirements and there is no allowance for non-performance of the tests. Trains start departing very early in the morning out of CEMOF so the window to perform all the work for the fleet is very limited and in the late hours of the night and early morning. After speaking with the Director of Maintenance, to his knowledge, operations at CEMOF have not deviated from past practices. Yard spot checks performed by staff have verified a reduction in engine idling. There is no curfew at CEMOF or a noise limit; therefore there is no violation of regulations. Caltrain is committed to minimize the noise pollution (shared objectives), and we have done so with TASI.