

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

**October 28, 2009
Minutes**

Members Present: Chris Escher (Arena), Art Lloyd (JPB), Sally Logothetti (Garden Alameda), Councilmember Pierluigi Oliverio (San Jose City Council), Mike Smith (Shasta/Hanchett Park), Ben Tripousis (VTA), Chris Tulin (College Park)

Staff Present: Michelle Bouchard, Rosemary Lake, Todd McIntyre, David Olmeda

Attendees: Kay Gutknecht, Mike Riepe

Chair Mike Smith called the meeting to order at 6:07 p.m.

APPROVAL OF MINUTES

Chair Smith noted the following corrections to the July 22, 2009 minutes:
Page 1 – Staff Report – need a lead in response to a question concerning oil leak on Stockton Avenue.

Page 2 – Appointment of Quarterly Report Subcommittee – Chair Smith also appointed himself.

Page 4 – Neighborhood Outreach – at beginning of paragraph note copies of summary report were distributed.

The committee (Escher/Lloyd) approved the minutes with the noted corrections.

Public Comment

None.

Staff Report

No report.

Chairperson's Report

Chair Smith noted the 2010 meeting schedule was included with the agenda packet.

Committee Report

No report.

Screeching Tracks

Deputy Director of Rail Operations Michelle Bouchard said staff is going to go back to the previous plan as an interim solution to engage Union Pacific (UP) in figuring out how to fill the existing lubricators. The cost is between \$50,000-\$75,000 to implement the lubricators and an additional \$25,000 in operating costs. These are costs that the Joint Powers Board (JPB) can not afford. Ms. Bouchard said it has come to her attention that another source of the screeching is UP doing a lot of switching to the north, essentially the track that goes behind Target.

Mike Riepe asked if the increase in operating costs for the friction modifier versus the lubricator primarily material or labor.

Ms. Bouchard said if UP is installing it they bear the cost. If staff provides the lubricator to install then there is an overall bigger cost for the device and then the cost of installation.

Councilmember Pierluigi Oliverio asked if this issue could be put on the JPB agenda for discussion and action.

Mr. Riepe said this has been an ongoing issue for three years and the neighbors are losing patience.

Extended Engine Idling

Ms. Bouchard said staff was out spot checking at 5 a.m. and there was only one train idling that departed the yard at 5:30 a.m.

Community Relations Manager Todd McIntyre said he spoke to Manager of Maintenance Rail Equipment Steve Coleman and Mr. Coleman has been doing contractor checks at unscheduled times to ensure there are no trains idling unnecessarily.

Chair Smith asked if staff is finding Amtrak is in compliance. Ms. Bouchard said Amtrak is usually in compliance, but once in a while a train has to be held out for a certain reason.

Mr. Riepe said in the shared objectives engine idling is not to be more than 20 minutes. Ms. Bouchard said it is longer than 20 minutes. When the trains are started up in the morning the daily inspection needs to be conducted.

Councilmember Oliverio said that when the shared objectives were signed off didn't staff know the timing for starting up the engines or did the technology change.

Chair Smith said that at the next meeting there should be a discussion on idling protocol.

Kay Gutknecht said there has been terrible noise coming from the CEMOF facility and she has submitted several complaints through the hotline and hasn't received any response back.

Horn Testing Status

Mr. McIntyre said at the last meeting there was a discussion on the relocation of the horns. Staff has found a way to restore the horns to the bottom of the train and still be in compliance with the Federal Railroad Administration (FRA) requirements. This project is estimated to cost \$200,000 and should be completed in November.

Ms. Gutknecht said she complained four times this week regarding horn testing between 10 p.m. and midnight. Ms. Bouchard confirmed that there was no horn testing done during this period.

Neighborhood Survey

Chris Escher reviewed the results of the survey with the committee. Engine idling was the number one complaint and was intensified on the Stockton Street side. He said the committee needs to get a better handle on what is going on in the neighborhoods. He feels the hotline is not being adequately handled for the neighbors with complaints.

Sally Logothetti said for the time she has been on the committee the communication has been fairly consistent. She feels the hotline is not a satisfactory tool for response.

Improved Identification/Mitigation and Communication of Activities with Potential Neighborhood Impact

Mr. McIntyre said his department, Public Affairs, is in the process of formalizing the intra agency communication protocols and ensuring staff/public is getting information in a timely fashion. Staff has been working with Amtrak to sensitize them to the fact that there are communities that live around the facility and word needs to get out when there are extraordinary instances of work being done.

Chair Smith suggested that Mr. McIntyre get on all the neighborhood associations e-mail lists and this could be a possible means of communication.

Mr. McIntyre said in regards to the hotline issue, staff will work to get responses out at least by the next day.

Announcements

The next meeting will be January 27, 2010 at 6 p.m.

Adjourn 7:55 p.m.