

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

**March 10, 2009
Minutes**

Members Present: Chris Escher (Arena), Elizabeth Monley (College Park), Sally Logothetti (Garden Alameda), Mike Smith (Shasta/Hanchett Park)

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

Staff Present: Tasha Bartholomew, Michelle Bouchard, Nancy McKenna

Attendees: David Barry, Kay Gutknecht, Melrose Cacal (City of San Jose), Mike Riepe, Ben Tripousis (City of San Jose), Chris Tulin

Chair Mike Smith called the meeting to order at 6:12 p.m.

APPROVAL OF MINUTES

It was noted that Kay Gutknecht's name was listed as an attendee and should be removed as she was not at the meeting.

The minutes of October 22, 2008 were approved (Escher/Logothetti).

Staff Report

There was no report.

Chairperson's Report

Chair Smith said Elizabeth Monley will be replaced by Chris Tulin as the representative for College Park and thanked Ms. Monley for her service on the committee. There has been no JPB or VTA rep appointed and it has been two years since VTA has had a representative and one year for the JPB. Chair Smith said Melrose Cacal from Councilmember Pierluigi Oliverio's office has replaced Frances Reyes and will now be attending the meetings. The Committee will have elections at the next meeting for chair and vice chair.

Committee Report

There was no report.

Reappointment of Arena Neighborhood/At-large Member

Chair Smith said Chris Escher has been the at-large member for the last year and needs to be reappointed. The motion (Logothetti/Monley) to reappoint Mr. Escher was approved by all.

Squeeling Tracks/Lubricator Maintenance

Deputy Director of Rail Operations Michelle Bouchard said staff has made good progress since the last meeting on this issue. A company has been found to do a test on the rails. On February 10, 2009 they came out and installed the lubricator. Ms. Bouchard said the problem was it was raining and this product needs to be put on in dry weather. She said business on the Union Pacific (UP) line has decreased and there are only two through trains on the tracks versus ten previously.

Mr. Escher asked if there is a before and after test and Ms. Bouchard said the before test has been done. She said testing be done on track one which is also owned by UP. The product being tested is used by UP on their other lines. Ms. Bouchard said when the oil lubricator functions properly the screeching is reduced.

Mr. Escher asked if there is a sense on the readings. Ms. Bouchard said she doesn't know. She said can take very objective readings, but it is all about perception.

Chair Smith asked about UP maintaining the greaser. Ms. Bouchard said they are maintaining it and it has been confirmed.

Sally Logothetti asked about the number of trains UP is running. Ms. Bouchard said staff has confirmed UP has reduced the number of trains.

Approval of Revised Bylaws

Chair Smith said the San Jose City Council approved the bylaws on October 28. The significant changes allow for alternate members and VTA and JPB can appoint representatives to the committee who are not on their respective Boards. Chair Smith said the alternate from the Shasta Hanchett is Ms. Gutknecht and Mr. Riepe is the alternate for Garden Alameda.

Nancy McKenna said a letter must be received from Shasta Hanchett appointing Ms. Gutknecht and Mr. Riepe as alternates.

Ms. Monley said the College Park Association is meeting tomorrow night and will ask that an alternate be appointed.

This issue is closed.

Extended Engine Idling

Ms. Bouchard said she is not sure what the committee wants. Chair Smith said monitoring and the concern is this could be multiple trains versus one train. Ms. Bouchard said there was a schedule change March 2 for construction along the right of way for the next two years. When the trains finish revenue day at Tamien or Diridon it is a non-revenue move to CEMOF across the service and inspection (S&I) tracks for about an hour and trains can only move 4 mph and connect through to the train washer (5-7 minutes) and come out on the storage tracks and park.

Ms. Bouchard said if the train is going to be there for more than an hour it is shutdown and put on ground power. In the morning the train is started up 45 minutes prior to departure and this allows for daily inspection.

Ms. Tulin asked how many trains go through CEMOF. Ms. Bouchard said all 20 trains go through during the day and 11 trains layover at night. She said trains start arriving around midnight at the facility. The trains do idle on the S&I tracks on low. The new engines have the ability to be quieter and require less power to move. Ms. Bouchard said it is probable that there could be one or two trains idling at the same time. She said the first train starts up at 2:30 a.m. to get to Diridon for the start of the commute.

Mr. Escher said the perception of extended engine idling could be multiple trains and not a single train. Ms. Bouchard said there is a monitoring system with Amtrak to put the trains on ground power when possible to save fuel. Director of Maintenance David Olmeda and Manager of Rail Maintenance Steve Coleman are doing spot checks to make sure these rules are followed.

Mr. Riepe asked about the growlers and how practical is it to not use them on the last trains and can different engines be used. Ms. Bouchard said there is a daily plan and if things happen things can change. She said she can try, but there is also a neighborhood group in San Francisco by the 4th & King station who don't want the growlers either. It can be looked at, but fairly difficult to achieve on a daily basis.

Ms. Gutknecht asked about the share objectives that all trains are to be on head-in power and no trains are to be idling for 1 hour. Ms. Bouchard said when the trains are in storage they are on ground power.

Ms. Gutknecht said it is bad on the inversion layer and there is so much noise. She is shocked to hear the length of time the trains are idling. Ms. Bouchard said the idling can be turned down, but to move the trains off the S&I tracks they have to be revved up.

Ms. Gutknecht said the hotline has never been a hotline and when a person calls they get someone that doesn't know anything about the facility. She said the purpose of the hotline was to get immediate response from someone on-site.

Ms. Gutknecht said there has been a lot of bell ringing from the Diridon end. Ms. Bouchard said that is entirely possible because when the train initiates movement there is ringing. She said the requirement is for bell ringing to continue through the movement. Staff worked with Amtrak to take on an acceptable risk which is to ring the bell only during train movement.

Chair Smith doesn't know what can or should be done. Ms. Bouchard said it has been looked at the degree of idling and shutdown. Trains are going on ground power or shutdown on storage tracks unless moved within 30 minutes.

Ms. Gutknecht asked about electrification and the schedule. Ms. Bouchard said the schedule is 2015 and very much the official schedule, but is contingent on funding from the three JPB parties. High Speed Rail (HSR) is seen as a way to subsidize the cost.

Ben Tripousis said the city is aggressively working with HSR to move the project along. He said there is \$8 billion in stimulus money and \$5 billion in the budget which positions the City to get a good chunk of this money for the Caltrain corridor. The mayor and city council are working very hard lobbying for this money.

Ms. Gutknecht asked how HSR will impact the CEMOF system. Mr. Tripousis said it takes away all the crossings; there will be no horn blasts; the Electric Multiple Units (EMUs) will be quieter than diesel especially at the low speed around the facility; and operating noise is significantly lower than diesel.

Chair Smith asked if there is anywhere we can go with the idling issue. Ms. Bouchard said staff receives reports from Amtrak daily so if there is something odd going on staff will know.

Neighborhood Outreach/Online Survey

A discussion among the committee on the survey included adding the number of people living at an address; remove question number two (How does this disruption impact your life?), four (Does vehicle traffic from CEMOF disrupt your ability to travel through your neighborhood?) and five (Compared to the airport, how would you rate the noise level from CEMOF?) and add a final question on the survey if there are any additional comments.

Dave Barry said two additional questions should be added that ask about BART and HSR coming through the facility and what has CEMOF done for the neighborhood, i.e. no trees at dead end. The committee decided not to add the BART and HSR issue because it has nothing to do with the facility.

The committee had issues with only Survey Monkey being used. Some people don't have computers and need to be able to have hard copies distributed.

Mr. Barry said the survey shouldn't be distributed until the warm weather when people keep their windows open at night.

Mr. Escher will e-mail the neighborhood associations and let them know about the survey.

Announcements

Ms. Bouchard asked since the January meeting was delayed is there a problem with cancelling the April meeting. It was decided that the April meeting will be cancelled.

The next meeting will be July 22, 2009 at 6 p.m.

Adjourn 7:45 p.m.