

**Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF)  
Monitoring Committee  
San Jose City Hall, 200 E. Santa Clara, 18<sup>th</sup> Floor, San Jose, CA**

**January 23, 2013  
Minutes**

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

**Members Absent:** Sally Logothetti (Garden Alameda), Councilmember  
Pierluigi Oliverio (San Jose City Council)

**Staff Present:** Tasha Bartholomew, April Maguigad, Nancy McKenna,  
David Olmeda

**Others Present:** Rachel Reyes (Councilmember's Oliverio office),  
Michael Omodt – College Park  
Nancy Ivis – Garden Alameda

Chair Chris Tulin called the meeting to order at 6:02 p.m.

**Approval of Minutes – October 24, 2012**

The minutes (Escher/Riepe) of October 24, 2012 were approved.

**Public Comment**

Nancy Ivis, Garden Alameda, said she has been kept awake quite recently at night with idling trains at CEMOF. She called in one evening because the idling occurred between 10 p.m. to 4 a.m. and this is definitely affecting the neighborhood.

**Constituent Contact Log**

Chair Tulin said the complaints of idling trains started back in December with a complaint by Michael Omodt. She said in the contact log and the response to Mr. Omodt was staff was getting equipment ready, inspections were being done, engine run ups and daily testing. She said people have been told there is no curfew.

Ms. Ivis said she said she has heard complaints from neighbors about the increased noise and idling, especially on Stockton Avenue. She thinks noise is coming from Royal Coach.

Chair Tulin said it would be helpful if Ms. Ivis could report the exact time of the crashing noise for staff to investigate.

Mr. Omodt said he has lived on Ashberry Street before the facility was put in. He has never heard any noise from the facility except for the past six months. It is primarily every night starting at 11 p.m. throughout the night. He has investigated the site and can see the trains outside of the building. The noise by the Starbucks fence is 82 decibels and by the Salvation Army it reads 71 decibels. As soon as the sound wall ends at Taylor, or at Stockton Avenue, the noise level increases. He said recently trees have been removed and this could have increased the noise. There is room to install an additional 20 feet of wall to control the noise. He said he would like anyone involved to take a fieldtrip at 11 p.m. and walk down Stockton Avenue and hear the noise as it is not acceptable and his quality of life has suffered.

Mike Riepe said he appreciated Mr. Omodt calling in and there is a definite trend.

Chair Tulin said she hears the constant idling and she is very conscious of the noise.

Director of Maintenance, David Olmeda, thanked everyone for their comments. He is very proud of not having complaints for many years, but when staff sees the complaints they do not go unnoticed and are investigated. Although the spot checks have not been measured they will be in the future. In terms of activity in the yard, it is an active rail yard. There is a new rail contractor and the shared objectives were shared with them, but there has been some slippage including not powering engines down. There is no limitation to engine idling to cold weather. The JPB has been working in modifying equipment to minimize any unnecessary idling. Federal Railroad Administration inspections take 45 minutes to an hour, and if the train does not depart within hour it is shut down. A train that is in good working order with no issues should not have a problem maintaining temperature. Business as usual on the call log means nothing has changed as far as hours of operation. Train movement has not changed since the facility started in 2007. If major work is done staff has committed to notify the neighborhoods of excessive noise.

Chair Tulin said there are a lot of trains that need to depart San Jose in the morning what time does start-up of trains begin. Mr. Olmeda said the train has to be ready one hour before departure.

Mr. Olmeda said not all 19 train sets will be at CEMOF at the same time. Some are in San Francisco and a couple are in Gilroy. At any given time there may be four to five train sets at CEMOF. At night, the neighborhoods will be able to hear the air conditioning running because that cannot be put on ground power. He cannot say if at any time during the night would be absolutely quiet.

Mr. Riepe said the ground power was a large item the committee wanted installed at CEMOF. He asked what the ground power process is and is this issue strictly being followed. Mr. Olmeda said that is not possible. Inspections are not going to be finished within 15 minutes of arrival at CEMOF because sometimes it takes an hour. After the train goes to the storage yard it gets shutdown or on ground power if more work needs to be done.

Mr. Riepe said most idling should be on the east side of the facility by the Starbucks.

Chris Escher said neighbors are saying the increase noise has started within the last six months which is the time of the new contractor on site. If the new contractor is not getting up to speed on the shared objectives could it be perceived as part of the increase noise. Mr. Olmeda said there have been some deficiencies with the new operator and staff is working with them to correct this issue.

Mr. Escher asked what the committee could do with the issue. Mr. Olmeda said the date and times would be very helpful. He said sometimes freight trains are passing and staff has no control of that.

Mr. Omodt said the noise level on Monday evening January 21 was much louder than on January 22.

Ms. Ivis if the contractor could come to a meeting. Mr. Olmeda said he will make the request.

Mr. Riepe asked if the idling and start up would be longer because of the recent cold weather. Mr. Olmeda said no.

Chris Tulin asked what the next steps are for this issue besides working with the contractor to follow the shared objectives. How can this issue be sped up and corrected. Mr. Olmeda said he should have a much better report in three months. The vast majority of people working at the facility are the same, but the management team has changed and staff is working with them on the awareness.

Mr. Riepe asked if there has been any change to service. Mr. Olmeda said six trains were added in the midday, but that does not affect the service at CEMOF.

Chair Tulin said this issue should be added on the summary of outstanding issues. She asked the representatives from the different neighborhoods to call in any issues with dates and times.

Community Affairs Officer Tasha Bartholomew said if people don't want to call the hotline they can enter their complaint through the website under the contact us area. The complaint will go to customer service and directed to her. Also the complaints can be tracked.

Chair Tulin thought that every call is listed separately with each date and not just once. Mr. Olmeda said if a person calls once or ten times it still is investigated. As far as he is concerned he only needs one complaint and he investigates it.

Mr. Riepe asked Mr. Omodt's how it was using the hotline. Mr. Omodt said it is better to give very simple details.

Chair Tulin said maybe the guidelines for the hotline could be just time, date, noise and location.

Art Lloyd left at 7:12 p.m.

Chair Tulin asked if there is any change with the relationship with Union Pacific. Manager, Rail April Maguigad said no.

#### **Staff Report**

None

#### **Chairperson's Report**

None

#### **Committee Report**

None

#### **Announcements**

The next meeting will be April 24, 2013 at 6 p.m.

Adjourn: 7:14 p.m.