

**Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF) Monitoring Committee - Summary of Issues**

<b>Date of Report</b>	October 26, 2011	<b>Report Issued by</b>	Michael Smith (Chair)
-----------------------	------------------	-------------------------	-----------------------

This report presents summary information on all issues identified and tracked by the CEMOF Monitoring Committee since the formal tracking of issues was initiated in October 2005. Information herein is taken from Quarterly Reports issued through October 26, 2011.

<b>No.</b>	<b>Issue</b>	<b>Planned Action(s)</b>	<b>Comment</b>
001	Screeching train wheels on track relocated by Caltrain for CEMOF project. Primary noise sources are Union Pacific (UP) freight trains on Track #1. In violation of Shared Objectives, Goal A (Eliminate objectionable noise during nighttime hours).	UP to install rail lubricator using equipment to be provided by Caltrain. Ongoing equipment maintenance to be provided by UP.	Opened 10/26/05. UP installed rail lubricator on Track #1 in August 2006. Noise was reduced, but not eliminated. Caltrain obtained UP commitment to maintain lubricator as of January 2010. UP installed longer wiper bars and increased capacity to improve lubricator performance on Track #1 and Caltrain installed lubricators on Tracks #2 and #3 in June 2010. Testing in July 2010 confirmed that top-of-rail "friction modifier" would perform better than lubricator in reducing noise on Track #1, but it is currently cost prohibitive. <b>Resolved 10/26/11.</b>
002	Construction debris accumulating on Stockton Ave. near Lenzen. Contractor employees parking on street block street sweeper. In violation of Shared Objectives F.3 ("Construction contracts shall require dust control ... measures") and E.1 ("Employee parking will be located on the east side of the mainline railroad tracks...")	Contractor to sweep streets after debris hauling activity at a time when parked cars are not present. Contractor employees to park on construction site, not on Stockton Ave.	Opened 2/22/06. Debris is not from CEMOF construction. City is responsible for sweeping, but blocked by cars from Cinnabar Commons tenants. Not a CEMOF issue. <b>Resolved 2/28/2007.</b>
003	Request for paperwork on internal process controls to ensure that Shared Objectives are binding in perpetuity.	Committee requires a report from Caltrain on legal review procedures for future projects and operational changes at CEMOF.	Opened 2/22/06. Shared Objectives are binding as per First Amendment to Cooperative Agreement dated December 4, 2001. <b>Resolved 7/26/2006.</b>
004	Approval of pending Bylaw changes. New committee "alternate" clause is urgently needed to obtain a quorum when City Council and VTA representatives cannot attend in person.	Bylaw changes to be written and approved by Committee, and then approved by City Council and JPB after review by City Attorney and JPB Counsel.	Opened 1/25/06. First draft approved by Committee 7/26/06; second draft approved 10/25/06; third draft approved 8/12/08. Third draft also approved by JPB on 8/7/08 and City Council on 10/28/08. <b>Resolved 3/10/2009.</b>
005	Shared objectives commitment being weakened for item A-12 (provide alternate method of maintaining engine oil temperature). "Hot start" warming devices will not be installed in all trains prior to facility opening. Committee was assured that all mitigations were budgeted.	Caltrain to revisit cold weather engine idling protocol. Committee requires explanation for why "hot start" devices will not be installed as promised.	Opened 2/22/06. Caltrain has re-written operating instructions to eliminate requirement for cold weather idling. <b>Resolved 8/21/2007.</b>

**Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF) Monitoring Committee - Summary of Issues**

No.	Issue	Planned Action(s)	Comment
006	Shared Objectives commitments being weakened for items A-16 (Limit scheduled maintenance to daytime shifts) and A-18 (Limit engine run-up noise at night) due to expanded service schedules and changes in federal regulations regarding timing of daily inspections.	Caltrain to provide operations schedule and updated status regarding ability to perform all scheduled maintenance and daily inspections during daytime shifts.	Opened 2/22/06. Caltrain limits scheduled maintenance to daytime shifts. Daily inspections and other maintenance performed on all shifts, but no major problems reported due to nighttime idling, engine run-up and maintenance events. <b>Resolved 4/23/2008.</b>
007	College Park neighbors concerned that trainwash drying fans will cause excessive noise. Not blocked by sound wall. Potentially in violation of Shared Objectives, Goal A (Eliminate objectionable noise during nighttime hours).	Committee to observe trainwash testing performed by Caltrain in July/August, and make judgment at that time.	Opened 2/28/07. Committee observed trainwash acoustic test 7/30/07, startup test 8/27/07 and nighttime noise test 10/2/07. Low level of fan noise discernible at edge of College Park neighborhood after airport curfew. No significant neighborhood impact noted. <b>Resolved 8/12/2008.</b>
008	Shared Objectives commitment being weakened for item A-18 (Upon opening of the facility, shift overnight storage of the first four outgoing trains to Diridon) due to plans for having train crews report to work at CEMOF.	Caltrain to evaluate alternatives for minimizing noise due to startup and operation of trains departing from Diridon before 6:30 am.	Opened 4/25/07. Caltrain has reinstated plan for overnight storage of first four outgoing trains at Diridon. <b>Resolved 1/23/2008.</b>
009	Excessive nighttime noise due to engine run-up and bell ringing as trains move beyond north end of sound wall and reverse direction while moving from service and inspection tracks to storage tracks. In violation of Shared Objectives, Goal A (Eliminate objectionable noise during nighttime hours).	Caltrain to evaluate alternatives for minimizing noise due to engine run-up and (within constraints of federal safety regulations) bell ringing.	Opened 1/23/08. Caltrain implemented revised operating instructions to minimize noise due to engine run-up and bell ringing. No significant neighborhood impact noted. <b>Resolved 8/12/2008.</b>
010	Garden Alameda neighbors report excessive nighttime noise due to extended engine idling. Potentially in violation of Goal A (Eliminate objectionable noise during nighttime hours) and Shared Objective A-5 (Locomotives shall not be allowed to idle unnecessarily).	Caltrain to evaluate situation, including discussion with Amtrak (site contractor) management and stepped up monitoring by Caltrain staff during nighttime hours.	Opened 10/22/08. Caltrain has established procedural steps to minimize nighttime idling and instituted management reports to document anomalous occurrences. Nighttime activities are randomly monitored, and retraining/additional monitoring are provided when necessary. Extended idling noise appears to result from sequential servicing of multiple locomotives. Note that warm-up of main locomotive engines must begin ~45 minutes prior to departure to allow time for required safety checks. <b>Resolved 1/27/2010.</b>
011	Loud, disruptive noise as late as 10 pm due to testing of relocated/modified horns on locomotives and cab cars. In violation of Shared Objectives, Goal A (Eliminate objectionable noise during nighttime hours).	Caltrain to impose cutoff time for horn testing, and develop/implement plan for advance identification and mitigation of potentially disruptive activities.	Opened 9/22/09. 7 pm cutoff was imposed on 9/21/09, although testing may still be performed after 7 pm as required to address horn failures. Relocation testing of horns on locomotives and cab cars was completed on 11/30/09. Plan for advance identification/mitigation of disruptive activities is under development, and will be tracked as Issue 013. <b>Resolved 1/27/2010.</b>

**Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF) Monitoring Committee - Summary of Issues**

<b>No.</b>	<b>Issue</b>	<b>Planned Action(s)</b>	<b>Comment</b>
012	Failure to respond to complaints regarding horn testing within 72 hours. In violation of Shared Objective H-3 (JPB will respond to community complaints within 72 hours of receipt).	Caltrain to develop/implement plan for improved communications regarding potentially disruptive activities.	Opened 9/22/09. On 10/28/09, Caltrain presented draft communication plan for using e-mail, public service announcements and website postings to provide: (1) advance notification and explanation of potentially disruptive activities; and (2) clear and timely responses to community complaints. Second and third drafts were presented on 1/27/10 and 5/19/10. Caltrain is making final revisions to plan based on Committee input and has begun implementation. <b>Resolved 5/19/2010.</b>
013	Horn relocation project (Issue 011) identified need for advance identification/mitigation of disruptive activities to ensure compliance with Shared Objectives, Goal A (Eliminate objectionable noise during nighttime hours).	Caltrain to develop/implement plan for advance identification and mitigation of potentially disruptive activities.	Opened 1/27/10. Plan has been incorporated into communication plan (Issue 012). Caltrain's Public Affairs staff now participates in capital project planning meetings to identify potential issues and initiate work to minimize disturbances when possible. <b>Resolved 5/19/2010.</b>