

Caltrain Maintenance Facility - SHARED OBJECTIVES

Assume all commitments will be performed in accordance with all applicable laws, rules and regulations of the federal, state and local governments

CATEGORY	GOAL		ACTION	STATUS AS OF APRIL 2010
A. Noise	Eliminate objectionable noise during night time hours.		<u>ORIGINAL COMMITMENTS:</u>	
	Include design features and operational policies to reduce general noise output from the facility to the maximum extent feasible	A-1	Construct a wall or walls along the westerly property boundary between Taylor Street and Lenzen Avenue to provide a positive barrier between the facility and the neighborhood receptors in areas where existing buildings do not provide a barrier. Length, height, and limits of the wall(s) shall be determined by JPB, in cooperation with and with input from City monitoring committee or task force, during final design and shall intercept the line of sight from locomotive and car sources. Wall construction shall be completed on or before the completion of facility construction.	Done as a first phase of the facility construction
		A-2	The facility shall be designed to minimize train movements between the various maintenance and storage sites to the extent possible.	Procedures have been established to minimize train movements to the extent possible.
		A-3	Locate sites of active maintenance away from the west side of the project site to the extent possible.	Storage, as well as all inspection and maintenance work is performed over the service and inspection (S&I) pits located on the east side of the facility building
		A-4	Place shielding on heating and air-conditioning equipment and fans that have exit points above the height of walls or adjacent buildings prior to the commencement of operation of such equipment.	Wall parapets have been extended above the roof line to shield the outlets of the HVAC equipment, which has been housed in cabinet structures.
		A-5	Prior to the opening of the facility, establish a policy to utilize ground power instead of diesel engine power whenever possible during storage or layover of trainsets. The new operating contract includes the following statements: "Locomotives shall not be allowed to idle unnecessarily." "Any train in active service having a layover of more than one hour shall be connected to standby ground power. Train shall be retained on ground power during any cleaning and/or inspection process which requires electrical power. Locomotive Head-End power shall not be used for the equipment prior to twenty minutes before scheduled departure time." Note, it is necessary to begin warm-up of the main locomotive engine approximately 20-30 minutes prior to departure.	Ground power is provided at the CEMOF facility, and Amtrak puts any train that will be in the facility longer than an hour on ground power.
		A-6	On or before the completion of facility construction, provide insulation of building walls and ceilings to reduce noise. Details to be determined by JPB in cooperation with and with input from City monitoring committee or task force during design process.	Completed
		A-7	No external public address system is planned for the facility. Daily communications will be conducted using personal communication devices. Exceptions are audible emergency warning systems as required by regulatory agencies for safety. If these plans change and an external public address or other external, noise producing system is contemplated, JPB shall provide the City monitoring committee or task force with prior written notice of these planned changes in a sufficient amount of time to allow the JPB and the City oversight committee or task force to meet to discuss appropriate guidelines for use of such a system.	No external public address systems have been installed and none are planned or needed for the foreseeable future.
		A-8	Close the Lenzen Avenue grade crossing prior to the completion of facility construction.	Completed
		A-9	Construction activities will be limited to daytime hours, meaning from 7:00 a.m. to 7:00 p.m., to the extent possible. Planned activities that have the potential to impact train operations and safety may be performed during restricted timeframes including night time and weekend periods. Activities necessary to address emergency situations, whether or not planned, may be performed at any time.	Construction is completed

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	A-10	At least seven days prior written notice, by regular U.S. mail or hand-delivered fliers, shall be given to the surrounding neighborhoods for any pile driving activities during construction. Contract specifications shall address these requirements.	Complied with during facility construction.
		<u>APRIL 6, 2001 WORKSHOP COMMITMENTS:</u>	
	A-11	Prior to the completion of facility construction, enclose the train washing facility and equipment to the extent possible. This includes the sides of the washer but not the ingress/egress or overhead areas. Pumps and tanks will be housed in an enclosed structure at all times.	Completed. Members of the committee were brought out to view the testing of the washer and the drying fans.
	A-12	Provide an alternate method of maintaining engine oil temperature when ambient temperature is below 40 degrees F in lieu of idling the locomotive diesel engine, which alternate method is intended to be and shall be quieter than the noise level produced by the idling engine.	Even in temperatures below 40 degrees F, engine oil typically retains a high enough temperature for approximately 4 hours, eliminating the need for them to idle unnecessarily. Additional discussion on idling is contained in a supplemental memo.
	A-13	Limited curfew on engine load testing: Implement a policy to conduct annual load tests on locomotive engines only during daytime hours of 7 AM to 5 PM. Perform the annual load tests on the east side of the shop building at all times.	This policy has been implemented.
		<u>APRIL 25, 2001 COMMITMENTS:</u>	
		<u>PROPOSALS REVIEWED AFTER 4/6/01 WORKSHOP:</u>	
Extension of soundwall limits south of Lenzen Avenue in area of switches.	A-14	A wall can be accommodated across Lenzen Avenue, prior to the completion of facility construction. Final design will consider height, length and sight distance issues. Design details shall be determined by JPB, in cooperation with and with input from City monitoring committee or task force.	A sound barrier has been constructed between Coleman and Lenzen.
Design northern lead track and signal system to avoid activating Stockton crossing gates for most yard moves.	A-15	Trains on the maintenance yard lead track that do not pass through the mainline switch will not activate the crossing gates.	This operating procedure has been established and remains in effect.
Limit scheduled maintenance activities to only daytime shifts - need to evaluate day shift capacity.	A-16	Prior to the opening of the facility, establish and implement a policy to limit car body repair (as needed) to day shift (7am-5pm) only. Prior to the opening of the facility, establish and implement a policy to limit engine checks for 15-day and 92-day maintenance to day shift (7am-5pm) only. Second shifts will likely be needed upon opening of the facility. Some scheduled maintenance activities are currently performed on second shifts.	This is currently done to the degree possible
Muffler over horns during daily inspections.	A-17	Prior to opening of the facility, establish and implement a policy to utilize muffling device when performing any horn tests.	No muffling device exists that will allow the horn tests to be conducted for function and sound level, as dictated by federal regulations. Additional discussion on this objective is contained in a supplemental memo.
Alternatives to limit engine run-up noise at night as a result of daily inspections.	A-18	Upon opening of the facility, shift performance of the daily engine run-up and horn check from CEMOF to Diridon for trains after 11:00PM. Upon opening of the facility, shift overnight storage of the first four outgoing trains to Diridon.	The first four trains of the day are moved to Diridon as soon as they are completed with the service, inspection and cleaning so they do not depart from CEMOF during late night/early morning hours
Other alternatives for encapsulating noise at the site	A-19	Prior to the completion of facility construction, provide doors on the ends of shop buildings. Details to be developed during final design process by JPB in cooperation with and with input from City monitoring committee or task force.	Doors were part of the final design, and have been constructed at each end of the maintenance building.

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	Extension of sound barrier south of Lenzen Avenue behind PG&E yard	A-20	Prior to the completion of facility construction, develop and implement (all in coordination with and with input from City monitoring committee or task force) modified fence design to maximize sound attenuation.	A sound barrier has been constructed between Coleman and Lenzen.
	<u>PROPOSALS REQUIRING ADDITIONAL EVALUATION:</u>		<u>Evaluations would occur prior to the opening of the facility.</u>	
	Alternatives to limit night time noise from train engines		Minimize dispatches from CEMOF prior to 6:30am. Evaluate potential for train storage at Tamien.	Trains are serviced at CEMOF and then sent to Diridon terminal station for the start of daily service.
	Provide alternate warning mechanism to reduce bell ringing for yard movements.		Audible warnings required for worker safety. Further investigation needed to determine if pitch can be altered to reduce or eliminate noise heard in the neighborhood. Such investigation to be undertaken in cooperation with and with input from City monitoring committee or task force.	Reduced horn and bell noise only to start and reversal of direction of equipment

B. Air Quality	Minimize diesel locomotive emissions.		<u>ORIGINAL COMMITMENTS:</u>	
	Minimize air quality impacts during construction of the facility.	B-1	The facility shall be designed to minimize train movements between the various maintenance and storage sites to the extent possible.	Completed
		B-2	Contaminated or hazardous materials will be handled in accordance with applicable Federal, State, and Local requirements at all times.	In compliance
		B-3	Caltrain rolling stock shall conform to existing applicable regulations.	In compliance
		B-4	Utilize propane or electric fork lifts in lieu of diesel forklifts to the extent possible. Some activities would still require the larger diesel forklifts, but their use shall be minimized to the greatest possible extent.	In compliance
		B-5	Utilize battery powered personnel carriers at the facility to the extent possible. Other vehicles, such as standard diesel and gas powered pickup trucks, would still be utilized, but their use shall be minimized to the greatest possible extent.	In compliance
			<u>APRIL 6, 2001 WORKSHOP COMMITMENTS:</u>	
		B-6	Prior to the opening of the facility, develop and implement a policy to utilize smaller engines or other transporting equipment to move locomotive and cars within the limits of the maintenance facility to the extent possible instead of using the locomotives to move unit trains. Some train movements would still be accomplished with the locomotive engine, for example but not limited to: arriving and departing from the yard, or in cases when the number of moves exceeds the available equipment. Prior to the opening of the facility, provide a budget to purchase this equipment.	CEMOF uses a car mover, "red wagon", to move rail cars and single locomotives around the yard instead of using a passenger locomotive. This vehicle is also used to move full train consists, when appropriate. Also, MOW (maintenance of way) diesel locomotives are used at CEMOF to minimize the use of the larger passenger locomotives.
		B-7	Prior to the opening of the facility, establish and implement a policy to utilize ground power instead of diesel engine power whenever possible during storage or layover of trainsets. The new operating contract includes the following statements: "Locomotives shall not be allowed to idle unnecessarily.", "Any train in active service having a layover of more than one hour shall be connected to standby ground power. Train shall be retained on ground power during any cleaning and/or inspection process which requires electrical power. Locomotive Head-End power shall not be used for the equipment prior to twenty minutes before scheduled departure time." Note, it is necessary to begin warm-up of the locomotive engine approximately 20-30 minutes prior to departure.	Ground power has been installed at CEMOF, and it is used whenever possible. Discussion on engine start up procedures and idle time is contained in a separate memo.
		B-8	Prior to the opening of the facility, provide an alternate method of maintaining engine oil temperature when ambient temperature is below 40 degrees F in lieu of idling the locomotive diesel engine.	See A-12 above

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	PROPOSALS REQUIRING ADDITIONAL EVALUATION:		ADDITIONAL COMMITMENTS APRIL 25, 2001:	
	Alternate Fuel switch engines to move equipment within the yard limits.		LNG (Liquefied Natural Gas) powered switching engines available. Incremental cost needs to be identified and agreed to by the JPB Board.	CEMOF uses a "Car Mover" to position rail rolling stock around the facility instead of using a locomotive, whenever appropriate and possible. The car mover is powered by a small diesel engine. In compliance with California's Air Resource Board (CARB), Caltrain uses Ultra Low Sulfer Diesel.
			ORIGINAL COMMITMENTS:	
C. Lighting	Minimize light intrusion	C-1	The height of external overhead lighting masts shall be minimized to the extent possible.	Done as requested.
		C-2	All external facility lighting shall be designed and installed to minimize intrusion of light into surrounding residential areas.	In compliance.
D. Safety	Minimize fuel storage at the facility	D-1	Fuel storage at the site will be minimized at all times in anticipation of future electrification.	In compliance.
		D-2	Any proposed fuel storage would be located as far away from any residential areas as is feasible.	The fuel tanks are located on the east side of the facility, away from surrounding residential neighborhoods.
	Provide adequate security for the facility	D-3	Security gates and fences will be erected where determined appropriate through the design process prior to the completion of facility construction.	Secured access was implemented during facility construction and is maintained today.
E. Traffic	Minimize facility related traffic on west side of facility. Conform to local traffic ordinances	E-1	Employee parking will be located on the east side of the mainline railroad tracks with access via the Autumn Street extension.	Employee parking and main access is located on the east side of the mainline railroad tracks.
		E-2	Construction specifications will require conformance to local traffic ordinances.	Done during construction phase.
F. Construction Phase	Construction activities to conform to local ordinances. Minimize construction activity impacts on neighborhoods.	F-1	At least seven days prior written notice (via regular U.S. mail or hand-delivered fliers) shall be given to the surrounding neighborhoods for any pile driving activities during construction. Contract specifications shall address these requirements.	Done during construction phase. In accordance with the Caltrain Communication Plan dated April 14, 2010, written notice will be given via various paper and electronic methods prior to the commencement of construction activities that may affect surrounding communities.
		F-2	Construction activities will be limited to daytime hours, meaning from 7:00 a.m. to 7:00 p.m., to the extent possible. Planned activities that have the potential to impact train operations and safety may be performed during restricted timeframes including night time and weekend periods. Activities necessary to address emergency situations, whether or not planned, may be performed at any time.	Done during construction phase.
		F-3	Construction contracts shall require dust control, sound control, air and water pollution control measures.	Done in accordance with State, Federal and local laws.

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G. Aesthetics	Construct and maintain a facility that is aesthetically compatible with the surrounding area	G-1	The design process will provide opportunity for timely and thoughtful community input regarding aesthetics of the shop buildings. Aesthetic treatments will be focused on the portions of the buildings that are visible from the residential areas.	Complete.
		G-2	A landscaping plan will be developed for the ingress and egress points of the facility (3 locations). Landscaping shall be installed prior to the completion of facility construction and shall be maintained by Caltrain or its agents.	In compliance.
		G-3	Prior to opening of the facility implement a graffiti maintenance program at the maintenance facility. This program will focus on the areas that are visible from surrounding residential areas. At a minimum, this program will provide for graffiti removal on areas visible from the surrounding residential neighborhoods within 48 hours of discovery of the graffiti tagging.	In compliance.
H. Ongoing Community Communication	Implement the concept of an Oversight Committee in accordance with the Cooperative Agreement between the City and JPB	H-1	The JPB and the City agree to work with the community on identifying and implementing traffic calming mechanisms along Stockton Avenue.	Complete.
		H-2	Upon the start of facility construction, and at all times thereafter, JPB will provide a staffed 24-hour community complaint telephone line that is a local contact and local telephone number.	JPB has a 24-hour hotline in place and has since the beginning of construction. This line is monitored by staff during normal business hours, and by a contracted service outside of those hours.
		H-3	JPB will respond to community complaints within 72 hours of receipt. JPB shall keep a written log of all community complaints received, which log will include the date and time the complaint was received, a summary of the complaint, and the action taken to resolve the complaint. JPB will make this log available to the City or a member of the public upon request. JPB will regularly report complaints from the community to the Maintenance Facility Monitoring Committee including description of complaint, date and time received, and any action taken to resolve the complaint.	JPB has been in compliance with all aspects of this objective until August 2009 when response time lagged due to extenuating circumstances. The 72-hour response time has been again complied with since September 2009. The complaint log will be revised to include information on the date and nature of the resolution to the complaint.
		H-4	JPB to provide adequate staff support to Maintenance Facility Monitoring Committee, including funding for newsletters and neighborhood notices.	JPB has significant staff resources dedicated to support Committee meetings and respond to Committee issues. The staff members represent Rail Operations and Maintenance, Public Affairs, and a Committee Secretary
I. General	Support future electrification of Caltrain system and future fourth track installation.	I-1	Facility will be designed to accommodate future electrification and fourth track alignment.	The facility can accommodate electrification but can only accommodate three through tracks. A fourth track between CEMOF and Diridon Station is planned as part of future capital improvements.