

Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF) Monitoring Committee - Quarterly Report

Date of Report	Q3 Meeting, July 22, 2009	Report Issued by	Michael Smith (Chair), Christopher Escher, Sally Logothetti
Notes			
<p>The CEMOF Monitoring Committee Quarterly Report supplements the official meeting minutes. It provides the community, the San Jose City Council, the Peninsula Corridor Joint Powers Board (JPB) and the Santa Clara Valley Transportation Authority (VTA) Board with a brief overview of unresolved issues. Each issue is assigned a tracking number when first added to the report and is removed from the report one quarter after being resolved.</p>			
Current Issues			
No.	Issue	Planned Action(s)	Comment
001	Screeching train wheels on track relocated by Caltrain for CEMOF project. Primary noise sources are Union Pacific (UP) freight trains. In violation of Shared Objectives, Goal A (Eliminate objectionable noise during nighttime hours).	Union Pacific to install rail lubricator. Equipment to be provided by Caltrain. Ongoing equipment maintenance to be provided by UP.	Opened 10/26/05. Equipment installed by UP in August 2006. Noise reduced, but not eliminated. Reports indicate UP not consistently maintaining lubricator and wants to switch to different type. Trial run will be made with new top-of-rail "friction modifier" as recommended by consultant following noise assessment.
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 will first evaluate situation, including discussion with Amtrak 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. Caltrain randomly monitors nighttime activities and provides retraining/additional monitoring when necessary. Extended idling noise appears to result from a succession of engines being serviced rather than individual engines idling for extended periods. Committee will continue to monitor status.