

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

| Date of Report | Q4 Meeting, October 28, 2009 | Report Issued by | Michael Smith (Chair), Christopher Escher, Sally Logothetti |
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| 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 was reduced, but not eliminated. Reports indicate UP is not consistently maintaining lubricator and wants to switch to a different type. Trial run will be made with new top-of-rail "friction modifier" as recommended by consultant following noise assessment. In parallel, Caltrain will renew efforts to obtain UP agreement to maintain existing lubricator. |
| 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 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. |
| 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 7 pm cutoff for horn relocation/modification testing, and to 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 horn testing may still be performed after 7 pm as required to address horn failures. Relocation testing of horns on locomotives and cab cars is scheduled for completion by 11/30/09. Specific plan for future identification/mitigation of disruptive activities is under development. |
| 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. |