

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

<b>Date of Report</b>	Q1 Meeting, January 27, 2010	<b>Report Issued by</b>	Michael Smith (Chair)
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### Notes

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.

### 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 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 agreement to maintain lubricator in January 2010. Caltrain is also considering installing lubricators on Tracks #2 and #3. Trial run is planned with 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 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.</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.</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 draft was presented on 1/27/10. Caltrain has begun implementing key elements of the plan such as email notification.
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 is under development and may be 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.