

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

<b>Date of Report</b>	Q1 Meeting, January 23, 2008	<b>Report Issued by</b>	Michael Smith (Chair), Michael Riepe, Kay Gutknecht
<b>Notes</b>			
This CEMOF Monitoring Committee Quarterly Report is a supplement to the official meeting minutes. It is intended to provide the community, the City Council, the JPB, and the VTA Board of Directors with a brief overview of all unresolved issues being monitored by the Committee. Pending issues are assigned a tracking number and removed from the report one quarter after being marked "resolved".			
<b>Current Issues</b>			
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 (refill grease) to be provided by UP.	Opened 10/26/05. Equipment installed by UP in August 2006. Noise reduced, but not gone. Reports indicate UP not maintaining lubricator and wants to switch to a different type. Caltrain still trying to contact UP and evaluate options.
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. 1 <sup>st</sup> draft approved 7/26/06. 2 <sup>nd</sup> draft approved 10/25/06. Approval pending from City Council and JPB. Feedback not being provided by City Attorney regarding concerns with "alternate" clause and any other issues.
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. Committee will continue to monitor instances of nighttime idling, engine run-up, and maintenance events.
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 on 7/30/07, startup test on 8/27/07 and nighttime noise test on 10/2/07. Low level of fan noise discernible at edge of College Park neighborhood after airport curfew. Committee will continue to monitor status.
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.</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) excessive bell ringing.	Opened 1/23/08. Sound wall extension may need to be considered if operational approaches are insufficient to address the problem. Caltrain evaluating alternatives.