

Central Maintenance Facility
Questions from February Community Meeting

#	Question	Metrolink Response
1.	What is Metrolink going to do for people living in Cypress Park for services to the Empire Center since Metro has left in limbo?	<p>Metrolink currently has three stations in the City of Burbank: Burbank Downtown; Burbank Airport North (Antelope Valley Line) and Burbank Airport South (Ventura County Line). You may find Metrolink train schedules at metrolinktrains.com/schedules or by downloading our mobile app available for Apple or Android devices.</p> <p>From the Burbank Airport South Metrolink Station, LA Metro 94/165 bus provides a connection to the Burbank Empire Center in about 10-15 minutes. The bus will drop you at Empire / Valpreda, from where the Empire Center is about a five-minute walk.</p> <p>From the Burbank Downtown Metrolink Station, you can connect to the Burbank Empire Center a couple of ways. The LA Metro 165 bus connects at the station and will take you to Empire / Valpreda, from where the Empire Center is about a five-minute walk. You can also take the 94/194 bus from Olive / San Fernando, which is about a 10-minute walk from the Metrolink station. That bus will also drop you at Empire / Valpreda.</p> <p>Services are changing due to COVID-19. For additional service information on LA Metro buses and to make sure you have the latest information, you can call 323.GO.METRO (323.466.3876) for help with trip planning. Alternatively, you can visit their website at metro.net/riding/trip-planner.</p>

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<p>2.</p>	<p>Related to the new Taylor Yard bridge - I live in Elysian Valley and want to use new Bridge to walk to Cypress Park library, Rio de Los Angeles state park, etc. What will Metrolink/City/Metro do to ensure pedestrians can safely walk from east Bank Bridge landing to Rio Park?</p> <p>(A similar question was raised in context of the Internal Audit. This response serves for that question, as well.)</p>	<p>The City of Los Angeles owns the land over the LA River where the pedestrian bridge will be built over the LA River. The scope of the project and its related amenities have been developed through a partnership with the City of Los Angeles and LA Metro.</p> <p>Metrolink is involved in the final design and construction of the bridge to make sure that all appropriate guidelines are followed to ensure the project will not interfere with rail operations. Metrolink's own forces will also construct a barrier gate in a location on the tail track to protect users of the bike path where it crosses the tail track.</p>
<p>3.</p>	<p>What compensation, (financial or otherwise) does Metrolink and its legal team believe would be enough to compensate for the public health impact of inadequate operations at the CMF? My son has lived with this age 0-8, 2012 through today.</p>	<p>Metrolink has made a commitment to the community to create the cleanest operations practical at this time and to advance a zero-emissions future. This is evidenced by Metrolink voluntarily undertaking a Health Risk Assessment in 2014 and the creating Action Plan in May 2019.</p>
<p>4.</p>	<p>Within the last year, our house hums and shakes in correlation to Metrolink activity. What are the possible causes and correlations for this?</p>	<p>While there are no regular activities that should cause your house to shake or hum, the Central Maintenance Facility is currently undergoing a Drainage Improvement Project. This project started in January 2020 and will conclude in August 2020. This work is necessary and will improve overall water quality and drainage issues from the CMF.</p> <p>If you experience these issues again, please contact the hotline at 213-452-0400 or email us at communityrelations@scrra.net so that we may investigate when it occurs.</p>

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5.	Does "modernization" of the facility include hood technology?	The Facilities Modernization Study, with the primary focus on CMF, will include a look at "hood technology" and other means of reducing and/or capturing emissions from locomotives.
6.	What does "in use" mean regarding the F125 trains?	When the new F-125 locomotives are received from the manufacturer, we must put them into what is called simulated service before they are put into full service. During simulated service, they operate with another locomotive as part of the train consist in order to provide a backup in case the new locomotive experiences any issues. That simulated service period lasts for about 2500 miles.
7.	What is the status of BNSF engines at CMF?	The locomotives that had been leased from BNSF have been removed from service for about two years, and they are in the process of being returned to BNSF.
8.	When will Metrolink place a community activist on the Board of Directors?	The Southern California Regional Rail Authority, operator of Metrolink service, was formed in 1991 by a Joint Powers Agreement (JPA) between Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. The JPA established the 11-member Board of Directors and the members represent the transportation commissions of the counties mentioned above.
9.	Metrolink staff who were in charge during the year plug-in was not used are still here. Why should the community trust that Metrolink will implement usage.	At the direction of CEO Stephanie N. Wiggins, Metrolink has established the CMF Action Plan to document the commitments we have made to the community, and to ensure accountability for addressing those issues. The latest version of the CMF Action Plan provides an update on the optimized usage of the plug-ins, which we call ground power.
10.	How often are these audits and are we to believe that this is the first audit which validates the bad neighbor practices that the community has been bringing attention to for years?	This is the first audit conducted by Metrolink as requested by the Metrolink CEO as part of the CMF Action Plan. Metrolink will continue to be transparent and the CEO is dedicated to openness with the community.

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11.	What about electric pull car use?	An electric car mover is currently used in the south end of the yard. However, it is a small unit and is not able to move larger trains. Metrolink has submitted grant applications to acquire two more electric car movers and will keep the community updated on the status of that application.
12.	What is being done about permanent sound barriers, not just sound monitors?	Sound barriers are being evaluated as part of the Facilities Modernization Study. A recommendation and estimated cost will be provided by that study, which is scheduled to be complete at the end of 2020.
13.	What are our electeds doing to hold Metrolink accountable for compliance failures, are more fines? What solutions do you propose?	Through the CMF Action Plan and the updates to the community, Metrolink also provides updates to elected officials representing the surrounding communities. Additionally, LA City Councilmember Paul Krekorian is a member of the Metrolink Board of Directors and routinely monitors Metrolink's progress in addressing community concerns.
14.	Can you talk more about Tier 4 (F-125) pollution mitigation?	Tier 4 locomotives reduce emissions between 65% and 85% compared to Metrolink's legacy Tier 2 and Tier 0 locomotives, respectively. Metrolink has received 35 of the total 40 new Tier 4 locomotives to date. Due to COVID-19, the delivery of the final five locomotives has been delayed until fall 2020. Metrolink also retired its last Tier 0 locomotive on April 10, 2020.
15.	How many meetings necessary for tangible improvements to be realized?	Metrolink has made significant improvements over the past year since the CMF Action Plan was developed. Metrolink has completed nearly all of the short-term goals and has made significant progress on all of the medium and long-term goals. Nearly all of the goals will be completed by the end of 2020.
16.	What are contractor accountability measures?	Contractor accountability is measured by Standard Operating Procedure (SOP) .
17.	With Tier 4 (F-125) engines, 23 Tier-0 locomotives out of how many are phased out?	In February 2020, 24 locomotives had been decommissioned. As of May 2020, all 31 Tier 0 locomotives

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		have been decommissioned. These can no longer be used in Los Angeles or California.
18.	For the contractor, what is the 3rd party liability insurance amount required of the new contractor to carry? And what is contract term? Also, do penalties for non-compliance include termination and financial penalties exceeding \$5000 and minimum allowable bad findings?	The current contract term for the equipment maintenance contractor (Bombardier Transportation) is 10 years, with two four-year options. Standard termination clauses exist in this contract.
19.	What is happening with the legacy engines? They are often idling.	To date, all the legacy engines have been decommissioned. Metrolink no longer runs Tier 0 engines as part of their fleet. Metrolink has received 35 out of 40 Tier 4 engines and hopes to have all 40 in place by fall of 2020.
20.	What is the plan for these engines and why are they so often left idling on the storage tracks? Was this question answered at the meeting, and if so, what was that answer?	There were occasions where we used the engines to switch the units around, but they do not idle there. As of March 2020, all engines in our legacy locomotives on the track towards the north end of the facility were decommissioned. The track by the guard shack at the entrance is now empty. All old locomotives have been moved off this property. What we refer to as storage tracks is the section along the east side of the building where equipment is worked and set to depart from.

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<p>21. Major concern with health issues. What are Metrolink actions to mitigate Metrolink operational impact on health issues? Has Metrolink looked into impacts to human health? Metrolink has done a "noise study". Can Metrolink do a health study?</p>	<p>A Health Risk Assessment (HRA) for the CMF was voluntarily undertaken by Metrolink in 2014. The assessment found that CMF emissions would decline 79 percent from 2010 levels in response to voluntary emission reduction measures implemented at the CMF by Metrolink, including the introduction of 40 new Tier 4 locomotives. The HRA further determined that CMF emissions are much less than emissions of other off-site sources within one mile of the CMF, including Interstate 5 and other freeways. Also, the HRA recognized that the area in and around the CMF on the Cypress Park side was zoned as a manufacturing area, and that a railroad maintenance yard had existed in this area for over a century.</p> <p>Additionally, Metrolink is implementing the CMF Action Plan to further reduce noise and emissions in the community.</p> <p>The Health Risk Assessment can be viewed at Community Resources page in the Community section of the Metrolink website.</p>
<p>22. When a Tier 4 engine pushes their train sets (to the south) they're often very loud and disruptive. This occurs at various time throughout each weekday after each engine is serviced and needs to be taken to the staging area on the southern end. However, a number of times its witnessed Tier 4's pushing their train sets that can be surprisingly real quiet. Example: just this week I witnessed a Tier 4 pushing 10 passenger cabins and 1 engine and it was quiet. It would reason then that since all these Tier 4's are built the same they all could be quiet if operated a certain way. Is this something you can look into further and report back on?</p>	<p>Metrolink Operations staff have determined that the difference in the sound levels for Tier 4 locomotives is related to the load on the engine, as well as external temperatures. The primary noise heard is from the cooling blowers. To mitigate this noise, the blowers have two different speeds so that they can ratchet down when possible. The noise produced by the engine is not influenced by the push or pull configuration.</p>

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<p>23. The Metrolink HRA claimed by 2014 they would be purchasing a new electric rail car mover to perform yard switching operations. Yard switching operations normally occur from 4:00 PM to 8:00 PM. In 8 years this mover was never used or ever seen moving engines nor passenger cabins but rather these operations have always been carried out with both newer and older engines. If an electrical car mover had been implemented as committed to, some positive noise reductions would have occurred. Will Metrolink commit to following up on this past commitment by getting an electric car mover?</p>	<p>A car mover is currently used on one side of south yard, but it is a small unit and is not able to move larger trains. Metrolink has applied for grant funding to purchase two new electric car movers further reduce emissions and noise. Also, we will continue to optimize the use of the ground power stations to reduce engine idling to the minimum required for operations and maintenance activities.</p>
<p>24. It has been found that the Tier 4's and older engines can be very loud during regular servicing, up to 79 decibels in the neighborhood anytime temperatures reach above 93 degrees. This is a huge concern as all these engines will be very disruptive and very stressful on the community during these hot days. Are you aware of this and will you be taking any actions to correct this such as engines software re-programming? The other possible solutions would be sound absorbing sound barriers. What consideration and action are being taken minimized louder noise on hot days?</p>	<p>Metrolink does acknowledge that the blowers on the Tier 4 locomotives can be louder than experienced with earlier locomotives. As mentioned earlier, those blowers have two speeds in order to ratchet down when possible.</p> <p>Permanent sound barriers are being evaluated as part of the Facilities Modernization Study. Also, Metrolink will use the data and findings from the LA Metro-led Sound Study to help determine need and potential placement of sound barriers.</p>

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<p>25. 4 of 8.) At a community meeting five years ago during CEO's Michael Depallo tenure, Metrolink staff presented numerous wall photos as possibilities to be used at the CMF. Shortly thereafter a mulch sound barrier was discussed and seemed promising at the time as such walls had been implemented successfully in Long Beach. Two years later it was it was explained by Metrolink staff in a phone call that the mulch sound barrier had been abandoned as it was not a feasible solution due to its strength. Can you address the use of using strategically placed sound barriers as it is believed that such barriers will ease a lot of the stationary sound volumes effecting many homes in the area?</p>	<p>Permanent sound barriers are being evaluated as part of the Facilities Modernization Study. Also, Metrolink will use the data and findings from the LA Metro-led Sound Study to help determine need and potential placement of sound barriers.</p>
<p>26. One of the #1 noise concern comes from the engine air blowers, especially from the older engines and more so on hot days. The air blowers from my understanding are part of the air conditioning to cool the passenger cabins. Will using electrical ground power stations reduce this noise? It seems it will not as blowers are just getting power by different means therefore noise will NOT be reduced by the ground power and will only be useful for reducing engine exhaust. Can you elaborate?</p>	<p>It is correct that much of the sound heard by the community is a result of the engine blowers that serve cooling functions, including for the interior air conditioning. Ground power will help with engine idling concerns and some associated noise. However, when the air conditioning and other systems need to run for activities like maintenance, inspection and cleaning, the climate control functions will still need to run on the train. The cooling for the cab area and passenger compartments in the cars is powered by the Head End Power (HEP). We supplement this power with the ground power stations. The fans on the passenger cars will continue to turn on with ground power as the air conditioning units are still working.</p>

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<p>27. Metrolink assured the community that all older engines would be replaced with the new Tier 4's being services at the CMF once all 40 engine were operational as this would be a BIG part of the solution to reducing air and noise pollution. This was also indicated as such in the Metrolink's Health Risk Assessment. Our understanding from recent community meeting in late 2019, some of the older engines will continue to be serviced at the CMF. Metrolink stated years earlier the older engines would only be serviced INSIDE the main CMF service building. This new information was very ALARMING because of prior commitments made to the community. For years we have been counting on this commitment as a solution in reducing the noise and air pollution as this was the basis of getting behind the funding of the Tier 4's to begin with.</p>	<p>Currently Metrolink requires 40 locomotives for its daily service. When all Tier 4 locomotives are delivered we will have enough Tier 4 units to run most of our daily service. There will still be about 15 Tier 2 locomotives providing service to the system, particularly when Tier 4 locomotives require scheduled or unscheduled maintenance. Today, all Tier 0 locomotives have been retired from service.</p>
<p>28. Metrolink yard workers are on two work shifts. Weekdays after 4:00 PM consistently has the loudest volumes and a time of much disruption to the people who live near the area. Is a yard foreman or yard supervisor during the afternoon shift who can monitor engineer behavior as far as engine noise is concerned?</p>	<p>Supervision at CMF is divided into AM and PM shifts. There is always a supervisor present at CMF during operating hours. If you experience these issues again, please contact the hotline at 213-452-0400 or email us at communityrelations@scrra.net at that time so that we may investigate when it occurs.</p>
<p>29. The internal audit found many ground power stations were non-operational for various reasons. All defects were reported late 2019. New ground power cables were ordered in December. Have the new cables arrived? If yes, are all ground</p>	<p>The new cables were received in December 2019. Also, Metrolink procured about 10% more cables as spares in the event there are failures or damage to the cables. Since January, 15 ground power stations are available for usage at any one time. The ground power stations have been operational since December of 2019.</p>

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	power stations now operational? If no, when will they all be operational?	
30.	Why is Metro "leading" a "Metrolink" "Noise" Study in CMF? CMF is not a Metro facility for metro trains. So what would Metro have to do with CMF.	LA Metro is leading the CMF Sound Study so that it is conducted by a neutral third party to provide the accountability and transparency the community has requested.
31.	Air conditioning usage creates additional exhaust fumes, fuel consumption, consumes 40-50 gallons. On the older models, is the HEP there to ensure a power source?	The HVAC (air-conditioning) systems on our trains (old and new) require head-end power (HEP). When the locomotive is supplying HEP, it does require the locomotive to run at higher revolutions per minute (RPMs). We have established guidelines for servicing which minimize the time we use head-end power, including the use of ground power. There are occasions where head-end power is required to service the trains at CMF. HEP motors also must be inspected and maintained themselves.
32.	Will Metrolink correct the record and stop claiming that prior to CMF "there as a train maintenance facility at the location of CMF?"	Please see pictures at metrolinktrains.com/cmfi . While the Metrolink CMF yard was built and started operations in 1993, the area was purchased from Southern Pacific Railroad (predecessor to Union Pacific Railroad). Southern Pacific used this location as a train yard for close to 100 years. The configuration and location of various aspects of the yard are different from what Southern Pacific operated. Nevertheless, this has been a train yard for over a century.
33.	Will Metrolink voluntarily comply with AQMD 3501 and 3502 Rules to regulate train idling?	Metrolink complies with AQMD Rules 3501 and 3502 . All Metrolink engines are equipped with Automatic Engine Stop and Start (AESS). AESS allows the engine to temporarily shutdown when it is only used for idling to reduce emissions.

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34.	Will Metrolink commit to a full electric future for any future acquisitions?	Metrolink is striving for? a zero-emissions future. Our agency has been working with public and private sector partners to advance the state of the industry. Right now, battery electric and hydrogen appear to be the two front running technologies. However, neither is mature for rail operations at this point. As a result, we are working on the Fleet Modernization Plan as mentioned in the CMF Action Plan, as well as an update to the Metrolink Fleet Management Plan that will include a demonstration project with a zero-emissions locomotive or trainset. We will continue to keep the community updated on these initiatives.
35.	With respect to the audit, what is compliance with Internal Audits relative to the Water Board, EPA, and AQMD?	The Internal Audit team did not look at California State Water Resources Control Board (Water Board), U.S. Environmental Protection Agency (EPA) or South Coast Air Quality Management District (AQMD) rules and regulations particularly. They only reviewed Metrolink Standard Operating Procedures (SOP's) and prior commitments made to the community. However, the SOP's were created in compliance with Water Board, EPA and AQMD rules and regulations.