

JOINT MOTION (COMBINED ITEMS 49 AND 50) BY
MAYOR ANTONIO VILLARAIGOSA
SUPERVISOR MICHAEL ANTONOVICH
SUPERVISOR DON KNABE
MAYOR ARA NAJARIAN
DIRECTOR RICHARD KATZ
ON ENHANCED COMMUTER RAIL SAFETY

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD MEETING
THURSDAY, SEPTEMBER 25, 2008

Villaraigosa Antonovich Knabe Najarian Katz Motion **as amended** that the MTA Board of Directors:

1. Instruct the Los Angeles delegation to the Metrolink Board of Directors and request the whole Metrolink Board of Directors to:
 - A. Direct Connex Railroad LLC/Veolia Transportation to immediately staff Metrolink locomotive cabs with two qualified engineers and authorize the Metrolink CEO to negotiate any associated contract amendments
 - B. Implement “automatic train stop” (ATS) wayside infrastructure immediately to compliment Metrolink trains that are already equipped with ATS equipment and capability
 - C. Install in all Metrolink locomotive cabs as soon as possible video cameras and digital video recorders (or equivalent technology) that will record all engineer and other staff activity in the cab for forensic and investigative purposes, including appropriate discipline for engineers who violate operating procedures required by law or contract
 - D. Immediately establish an independent “Commuter Rail Safety Peer Review Panel” to review Metrolink’s existing rail safety plans, operating procedures, and protocols. The panel shall include experts in applicable fields to review and recommend both immediate and longer term improvements that will increase

safety, reduce the risk of a catastrophic event, and focus on creating safety redundancy in Metrolink's operating procedures, vehicles, facilities (wayside), and systems. In addition, the panel should be requested to review the safety plans and protocols of the Burlington Northern Santa Fe and Union Pacific railroads operating in Metrolink service area. The results of the peer review need to be presented within two weeks at a special Metrolink Board meeting.

- E. Concurrent with the work of the "Commuter Rail Safety Peer Review Panel" challenge the Burlington Northern Santa Fe and Union Pacific railroads to implement ATS infrastructure on their locomotives operating in the Metrolink service area, including the County of Los Angeles
2. Direct the CEO to:
- A. Immediately identify and program \$5 million for implementation of "automatic train stop" (or positive train control systems and/or other effective collision avoidance systems) on the commuter rail system in the County of Los Angeles
 - B. Report back to the Board in October with cost estimates and any additional programming required to implement these automatic train stop systems
 - C. Include funding for ATS and any other recommended safety improvements in MTA's proposed FY 2009 budget
3. Direct the CEO to work with Metrolink's other funding partners to secure, identify and program funding for implementation of positive train control systems (or other effective collision avoidance systems) on the commuter rail system in the non-Los Angeles portions of Metrolink's service area
4. Request the CEO to report on actions needed to secure and allocate for rail safety improvements in the Metrolink service area, the \$97.0 million of Trade Corridor Improvement Fund revenues, programmed by the California Transportation

Commission for the Colton Crossing project, consistent with Article 2.5. Section 8879.52 (d) of AB 268

5. Adopt “SUPPORT” positions on the following federal legislation that would implement positive train control and other collision avoidance systems on commuter rail lines and create federal assistance for families of passengers involved in rail passenger accidents and the aggressive timeline in the Feinstein/Boxer bill:
 - A. S. 3493 (Feinstein/Boxer)
 - B. H.R. 2095 (Oberstar)
 - C. S. 1189 (Lautenberg)

6. Authorize the CEO to work with the Congressional authors to amend the respective bills to meet the policy and safety goals of this motion

7. Direct the CEO to report back to the Board in October with a work plan to develop a comprehensive “Los Angeles County Commuter and Freight Rail Master Plan” that includes, but is not limited to, the following:
 - A. Identify, evaluate, and recommend additional technological and systems investments including, but not limited to:
 - Positive train control
 - Automatic train stop
 - **Seat belts**
 - Upgraded signals
 - Enhanced communications
 - Upgraded dispatch
 - On-board cameras

 - B. Identify, evaluate, and recommend new rail infrastructure upgrades that include, but not limited to:
 - Grade separations

- Track straightening
 - Tunnel improvements
 - Adding new track (double tracking, etc.)
 - Improved highway-rail crossing intersections
- C. Other recommended rail improvements not identified above or recommended by the Metrolink “Commuter Rail Safety Peer Review Panel” process.
8. Direct the CEO to include advocacy for additional federal and state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area
9. Direct the CEO to prepare for signature by all 13 MTA Board members a letter to Los Angeles County’s Congressional and state delegations urging them to:
- A. Support additional federal and state funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations, and double tracking single track portions of Metrolink’s service area
 - B. Adopt laws requiring the railroad industry to implement enhanced safety measures on the nation’s commuter rail and freight network
 - C. Urge regulatory and enforcement agencies, including the Federal Railroad Administration and California Public Utilities Commission, to allow and approve (if necessary) implementation of existing automatic train stop technology while a national standard for a more advanced positive train control system is being developed
 - D. Urge Congress to direct the FRA to be more aggressive in implementing safety measure that protect commuters
 - E. Urge Congress to empower and require FRA to regulate railroad worker hours

in a manner similar to how the Federal Aviation Administration regulates airline pilots to reduce the risk of fatigue causing or contributing to human error that can lead to a catastrophic rail incident

Yaroslavsky Amendment that the MTA Board of Directors direct staff to report back to this Board at the October meeting on the feasibility, including implementation and costs, for installing shoulder harness/lap belts on all Metrolink trains.

Najarian Amendment that funds have been identified in Prop C 10%, fiscal years '09 and '10. These funds should be utilized and/or combined with Prop 1B Los Angeles County Metrolink funds, to immediately fund the directives (ATS and other recommended safety improvements) contained in paragraph 2 (A), (B), (C) of said motion.

Parks Amendment that lessons learned or discovered from the safety investigation that can be applied to Metro Light Rail or Subway operations shall be reported at the October meeting.

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