

# ATTACHMENT A Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA



## Board Report

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Response

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### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MAY 19, 2016

**Motion by:**

**Director Najarian and Antonovich**

May 19, 2016

#### **BSNF Locomotives Noise Factor**

Since the approval from the Federal Railroad Administration (FRA) and the California Public Utilities Commission (PUC) for a quiet zone through the City of Glendale, I have been receiving inquiries from cities in Los Angeles County that are subjected to horn sounding required by the engineer for up to a mile through the communities. With the addition of the BSNF locomotives on certain Metrolink lines, the noise has been exacerbated by the locomotive's five chime horn. Residents are complaining that this horn is much louder than Metrolink's normal horn, creating an unacceptable state and will be demanding a long-term solution.

Due to the ongoing investigation by the National Safety Board, Metrolink is unable to answer questions from the public regarding why these locomotives have been put into use. Communities are realizing how much safer they would be with the additional safety measures with the creation of a quiet zone.

With many quiet zones planned for Metrolink lines, I think it would be prudent to do a comprehensive study of all communities impacted by the BNSF five chime horn.

**APPROVE Motion by Najarian** that the Board direct the CEO to:

- A. create a comprehensive study of all communities/cities impacted by the BNSF locomotive noise factor;
- B. direct staff to work with Metrolink staff to prioritize those cities most in need of a quiet-zone;  
and
- C. report back to the MTA Board in 90 days on the results of this study.