

**Board Report**

File #: 2015-1631, **File Type:** Motion / Motion Response**Agenda Number:** 14.1

**REGULAR BOARD MEETING
OCTOBER 22, 2015****Motion by:****MOTION BY SUPERVISOR SOLIS, ANTONOVICH, NAJARIAN & KREKORIAN****Related to Item 14: Commuter Rail Funding in Los Angeles County****Re: Feasibility of Advanced Locomotive Emission Control Systems at the Central Maintenance Facility and Union Station**

The Southern California Regional Railroad Authority also known as Metrolink services six counties with over 55 locomotives and 258 rail cars that operate on approximately 408 track-miles. The majority of Metrolink's rolling stock is inspected, tested, fueled serviced, repaired and maintained at the Central Maintenance Facility (CMF) (a.k.a Taylor Yard) located on the eastern bank of the Los Angeles River in Elysian Valley/Cypress Park.

Just south of the CMF, the Southern California Regional Interconnection Project (SCRIP) aims to increase the capacity and efficiency of Union Station to accommodate projected ridership growth and the associated rise in transit services, especially the passenger rail systems of Metro, Metrolink, Amtrak and California High Speed Rail.

While Union Station and the CMF is subject to Federal Regulations that set standards for idling diesel -powered locomotives at maintenance yards and stations, ongoing research continues to substantiate the long-term public health concerns related to high levels of diesel particulate matter in concentrated areas.

Given the expected growth, the Central Maintenance Facility and Union Station (via SCRIP) present an opportunity to demonstrate the technological progress of Advanced Locomotive Emission Control Systems (ALECS) to minimize the environmental and public health impacts of diesel pollution.

CONSIDER Motion by Directors Solis, Antonovich, Najarian and Krekorian that the MTA Board direct the CEO and the Regional Rail unit of the Program Management Department to work with the Southern California Regional Railroad Authority (Metrolink) to evaluate the following:

- A. The feasibility and operational impact of installing an Advanced Locomotive Emission Control System at Metrolink's Central Maintenance Facility;

- B. The capital costs and potential funding sources including Measure R 3%; and
- C. The process by which to include and prioritize this project in the short-range (5-year) Regional Rail Capital Program

FURTHER MOVE that MTA's Regional Rail Team includes ALECS in all design alternatives of the Environmental Impact Report for the Southern California Regional Interconnector Project at Union Station.

ALSO MOVE that staff report back within 60 days with a status update on all progress made on the items listed above.