

**MOTION BY
SUPERVISOR MICHAEL D. ANTONOVICH**

Operations Committee
September 17, 2009

The Gold Line Eastside Extension contains substantial sections (up to 3 miles) of street-running alignment. Currently, if a P2000 car drops out of street-running mode, the operator would either (i) be forced to continue in Stop & Proceed mode at 10 mph for up to 3 miles, or (ii) under direction from Operations Control, break the seal on the Automatic Train Protection (ATP) bypass switch and operate without ATP.

Option (i) is undesirable due to the negative impact to trip time and annoyance to our patrons. Option (ii) is undesirable as regular bypassing of safety systems inevitably leads to increased probability that a serious accident may occur.

I THEREFORE MOVE that the Board directs the CEO to bring to the September full board meeting an agenda item that fully explains this problem and that provides a recommendation on how to solve the problem.