



California Public Utilities Commission  
505 Van Ness Ave., San Francisco

**FOR IMMEDIATE RELEASE**

**PRESS RELEASE**

Media Contact: Terrie Prosper, 415.703.1366, [news@cpuc.ca.gov](mailto:news@cpuc.ca.gov)

## **CPUC CONSIDERS COLLISION-AVOIDANCE SAFETY SYSTEM FOR COMMUTER RAIL**

SAN FRANCISCO, November 21, 2008 - The California Public Utilities Commission (CPUC) today said it will determine whether intrastate commuter rail systems in California should implement a collision-avoidance safety system and if so, what the minimum scope of such a system should be.

A September 12, 2008, Metrolink train accident in Chatsworth, Calif., occurred while a Metrolink train was on a single track that was shared with freight trains and was without a collision-avoidance system. Such a system may have prevented the engineer or the train from proceeding past signals that warned of another oncoming train.

“The safety of our commuter rail systems is of paramount importance. We have long been supporters of collision-avoidance safety systems and now with the help of Senators Boxer and Feinstein and federal support we can determine what is best for California,” said CPUC President Michael R. Peevey. “We will examine whether a collision-avoidance safety system should be installed by Metrolink and other commuter rail carriers operating in California.”

The CPUC seeks comment from interested parties as it examines the following issues:

- What collision-avoidance system is appropriate for implementation on commuter rail systems operating in California?
- What are the relative benefits of each kind of collision-avoidance system?
- What are the estimated costs of these collision-avoidance systems?
- Can an appropriate collision-avoidance system for commuter rail systems be installed and implemented without significantly affecting Class 1 freight operations on the shared line?



**California Public Utilities Commission**

- Can an appropriate collision-avoidance system be installed and implemented without delaying implementation and operation of Positive Train Control (PTC) by Class 1 freight operators on these shared lines?
- Can a collision-avoidance system be installed on shared commuter/freight rail lines that will be compatible with future PTC system implementation?
- Should the CPUC require installation and implementation of such collision-avoidance systems on Metrolink and other commuter rail systems in California in order to prevent future collisions like that occurring in September 2008?

The proposal voted on is available at:

[http://docs.cpuc.ca.gov/PUBLISHED/AGENDA\\_DECISION/94124.htm](http://docs.cpuc.ca.gov/PUBLISHED/AGENDA_DECISION/94124.htm).

For more information on the CPUC, please visit [www.cpuc.ca.gov](http://www.cpuc.ca.gov).

###

