

September 14, 2015

The Honorable John Thune
Chairman
Committee on Commerce, Science and Transportation
United States Senate
512 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Thune,

Thank you for your letter requesting information about the potential effects on passenger rail transportation if Congress fails to extend the December 31, 2015, deadline for implementation of Positive Train Control (PTC). I am pleased to provide a response on behalf of the Southern California Regional Rail Authority (Metrolink).

Metrolink is a Joint Powers Authority governed by an 11-member Board of Directors representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. Metrolink is the second largest commuter rail system by size and the fifth largest by ridership in the United States, serving close to 20 million people working and living in Southern California.

The scope of Metrolink's daily operations includes trains that traverse 512-route miles in six Southern California counties. We transport nearly 1 million passengers a month throughout our network. In addition to operating 165 daily trains, Metrolink provides dispatching services to two freight railroads, Burlington Northern Santa Fe (BNSF) and the Union Pacific (UPRR), and three passenger rail services (Amtrak, Coaster and Metrolink) over one of the most complex multi-modal rail systems in the United States.

Metrolink is very proud of the work we have done to implement PTC on our rail network in Southern California. We have placed in service all the required PTC equipment and systems along the right-of-way maintained by Metrolink as well as in our control centers and in the majority of our locomotives and cab cars. We are now operating all of our weekday and weekend trains with PTC under Federal Railroad Administration (FRA) approved Revenue Service Demonstration (RSD).

Since March, when we started RSD, we have successfully operated nearly 10,000 revenue train trips with the protection afforded by the PTC System. We have faced some challenges with PTC



deployment but we are making steady progress on improving the reliability of the system and reducing any impacts to riders.

We are currently conducting interoperability testing with the BNSF and UPRR on tracks on which we operate as a tenant. We expect to complete this testing by the by end of this year and to begin operating with PTC Revenue Service Demonstration on the freight owned lines. We have also submitted our Safety Plan to the FRA for review and certification and are cautiously optimistic that FRA PTC System certification will be forthcoming by the end of this calendar year.

Metrolink is at the forefront of PTC deployment and a leader in improving the safety of the Southern California rail network but we could not have achieved this level of PTC Deployment alone. We greatly appreciate very active support and cooperation of the BNSF and UPRR and other Class 1 Freight Railroads, our member agencies, the FRA, NTSB, key technology vendors and suppliers such as Parsons, Wabtec, MeteorComm, PTC-220 and many others, as well as the investment of nearly \$216 million primarily from the State of California and local sources. Nevertheless, much work remains before we achieve full compliance with Positive Train Control requirements.

As a matter of policy, we believe that all railroads should complete PTC implementation as soon as practical to ensure the highest levels of safety and interoperability on a national level. Therefore, we do not support a blanket extension of the December 31, 2015, implementation deadline specified in the Rail Safety Improvement Act. We do, however, recognize the real and substantial challenges faced by all railroads working to implement PTC. Metrolink's Board-approved position is to call on Congress to provide the FRA with the authority to issue extensions on a case-by-case basis. This is also the policy position of the American Public Transportation Association.

To respond to your questions directly:

1) The issues and challenges that could arise if Congress does not extend the statutory deadline:

The Southern California Rail Network through which Metrolink operates is a highly interdependent, high-volume freight and passenger traffic network in which approximately one half of our daily commuter train trips that cross multiple railroad boundaries. An embargo or halt of traffic by any party, freight or passenger, would have a severe impact on our daily commuter service and potentially any freight service utilizing Metrolink host territories.

2) Actions that you are considering or analyzing as a result of these issues and challenges:

In the upcoming months, we intend to continue meeting with the other rail operators in Southern California as well as the FRA and address any potential impacts. The priority for Metrolink will continue to be to protect the implementation of our PTC program, safety, the interests of our member agencies, customers, and the public we serve.

3) The potential overall effects on passenger rail transportation, including any economic effects and unintended consequences for safety if the December 31 deadline is not modified.

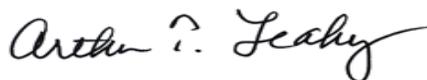
Due to the interdependencies in the Southern California rail network, an embargo, cessation or even minor restrictions to the flow of traffic can result in severe disruption to passenger and

freight transportation. To be clear, Metrolink is not proposing any such embargo actions but, should they occur, the economic impact to the Southern California region could be significant. Our riders who depend on Metrolink to get to work and school could face real hardship if our service is interrupted.

Additionally, as an unintended consequence, the overall national PTC Program deployment could be delayed if, in reaction to the looming deadline, any Southern California rail operator is diverted from the goal of achieving PTC and making it a safe, reliable and efficient system.

Thank you again for the opportunity to provide with our perspective on this issue. We appreciate your continued support for commuter rail service and your commitment to passenger safety. Please let me know if we can be of assistance to you.

Sincerely,

A handwritten signature in cursive script that reads "Arthur T. Leahy". The signature is written in black ink and is positioned above the typed name and title.

Arthur T. Leahy
Chief Executive Officer