



March 15, 2013

American Public Transportation Association
c/o Michael P. Melaniphy, President
1666 K Street NW, 11th Floor
Washington, DC 20006

Dear Michael:

We are writing to urge the American Public Transportation Association (APTA) to respect the long held tradition of consensus-based decision making and not move forward with plans to adopt language with regards to Positive Train Control (PTC) technology that we view as inconsistent with the spirit and letter of the Rail Safety Improvement Act (RSIA) of 2008 that was signed into law on October 16, 2008.

It is our understanding that APTA's Executive Committee rejected language that was offered by the Southern California Regional Rail Authority (Metrolink), and the Los Angeles County Metropolitan Transportation Authority (Metro), which would have made clear that any alternative technology offered to satisfy RSIA PTC deadlines must offer interoperability and meet the same safety benefits offered by PTC. This position was, unfortunately, not accepted by APTA's Executive Committee for reasons we do not fully understand. Adoption of our position would have simply affirmed that any alternative technology be interoperable with PTC and guarantee the same safety benefits as PTC.

Like all APTA member agencies, our first priority is safety. The PTC issue is especially important to our agencies given what occurred on Friday September 12, 2008, when a Metrolink train tragically collided head-on with a Union Pacific freight train in Chatsworth, California. This accident, which occurred on a curved section of track in Los Angeles County, took the lives of 25 individuals and resulted in serious injuries to many others.

Because we know that our safety concerns are in alignment with all APTA member agencies, we would urge APTA to refrain from taking a position with respect to any alternative technology offered to satisfy RSIA PTC deadlines that does not offer interoperability and meet the same safety benefits offered by PTC, especially so as there is no consensus in the Association on this issue.

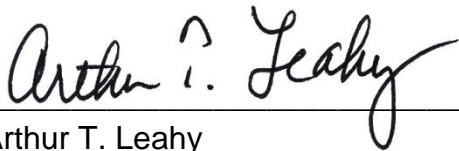
While we respect that individual APTA members may take whatever view they find to be appropriate with respect to PTC, it is our request that APTA, as the voice of our

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Mr. Michael Melaniphy

industry, refrain from taking any position that does not reflect a consensus of the membership.

Thank you in advance for your thoughtful review of this correspondence. At your earliest convenience, we look forward to discussing with you the request outlined in this correspondence.



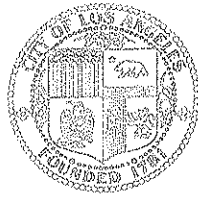
Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority



Darrell Johnson
Chief Executive Officer
Orange County Transportation Authority



Michael DePallo
Chief Executive Officer
Southern California Regional Rail Authority



ANTONIO R. VILLARAIGOSA
MAYOR

March 26, 2013

Michael P. Melaniphy
President
American Public Transportation Association
1666 K Street, 1111th Floor
Washington, DC 20006

Dear Mr. Melaniphy:

I am very concerned with certain actions recently taken by the American Public Transportation Association (APTA) that may serve to weaken the intent of the Rail Safety Improvement Act (RSIA) of 2008 to have Positive Train Control (PTC) systems implemented nationwide by 2015, specifically, the request to extend the deadline for the implementation of PTC and the allowance of alternative technologies.

You know that in 2008, a Metrolink commuter train and a Union Pacific train tragically collided in Chatsworth, California. This rail accident caused 25 deaths and seriously injured 135 individuals. I was present at the site shortly after the accident and personally worked on the scene for 26 straight hours helping first responders and the families of the victims. I clearly remember seeing victims of this incident and consoling their families. This was a life changing experience for me, one that I will never forget. I am strongly committed to doing everything possible to ensure that we never have to face, either here in southern California or anywhere in America, the impact of another Chatsworth-like incident.

PTC technology offers enormous benefits that can ensure that the safety of our rail systems is dramatically enhanced. The National Transportation Safety Board (NTSB) has identified PTC on its "Most Wanted" list for years. When PTC is fully implemented here in southern California and across the nation, we will have a safer and more efficient rail system for millions of rail passengers. As the NTSB has shared, had PTC been implemented sooner it would have provided critical redundancy that would have prevented many recent rail accidents, including Chatsworth.

Los Angeles County and our partners, as member agencies funding Metrolink, have taken sustained and dramatic steps towards building and operating a rail network that places a premium on the safety of its passengers and crews. I can appreciate the challenges some commuter rail agencies are experiencing with the implementation of



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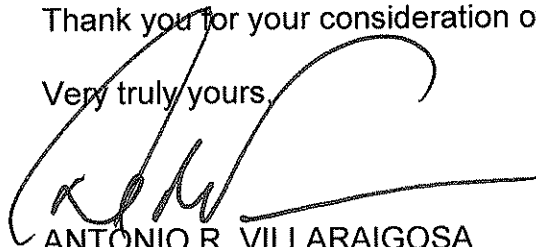
PTC, as I understand that Metrolink has experienced similar challenges. However, it is critical that the implementation of PTC remain on the same schedule as mandated in the RSIA. Furthermore, if alternative technologies are permitted as a substitute for PTC, they must meet the same interoperability standard and meet the same high safety standard that is provided by PTC. It is my understanding that Metrolink, the Los Angeles County Metropolitan Transportation Authority and the Orange County Transportation Authority have conveyed this same request to you in writing.

Therefore, I ask that APTA reconsider its policy position and specifically request that the Federal Railroad Administration ensure that the PTC implementation schedule remain as December 2015 and any alternative PTC technology that is considered must be interoperable and meet the same safety benefits offered by this critical safety measure.

Please do not hesitate to contact me or my Transportation Deputy Mayor, Borja Leon at (213) 978-3061 or borja.leon@lacity.org if you have any questions.

Thank you for your consideration of this important request.

Very truly yours,



ANTONIO R. VILLARAIGOSA
Mayor

ARV:gs

cc: The Honorable Diane Feinstein, Senator
The Honorable Barbara Boxer, Senator
The Honorable Ray LaHood, Secretary of Transportation
Joe Szabo, Administrator
Art Leahy, CEO, MTA
Darrell Johnson, CEO, OCTA
Mike DePallo, CEO, Metrolink



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR
CHAIRMAN, MTA BOARD OF DIRECTORS

April 2, 2013

Michael P. Melaniphy, President
American Public Transportation Association
1666 K Street, 11th Floor
Washington, DC 20006

Dear Mr. Melaniphy:

I am writing in my capacity as both the Chairman of the Los Angeles County Metropolitan Transportation Authority (Metro) and a Board member of the Southern California Regional Rail Authority (Metrolink) to urge the American Public Transportation Association (APTA) to support maintaining the December 31, 2015 Federal deadline for the implementation of Positive Train Control (PTC) and to ensure that any alternative PTC technology that is considered be interoperable with PTC and meet the same safety benefits offered by this critical safety measure.

It is my understanding that APTA, at its annual Legislative Conference, considered changes to its legislative program that would permit the use of alternative technologies to satisfy the PTC mandate included in the Rail Safety Improvement Act (RSIA) of 2008. I am opposed to any policy that may serve to weaken the intent of the PTC provisions of the RSIA.

The September 12, 2008 head-on collision between Metrolink Train #111 and a Union Pacific freight train that claimed the lives of 25 people and injured over 100 more provided a tragic example of how human error can transform the daily movement of hundreds of commuter and freight trains on Southern California's interoperable rail system into a deadly accident. In the wake of this tragedy, Metrolink and its legislative partners set forth a national initiative to implement new technology called PTC that uses global positioning satellite navigation to communicate with train operators, and provide warnings should trains enter into restricted areas and override operations to stop the train to prevent such an accident from happening again.

I fully support maintaining the December 31, 2015 Federal deadline for the implementation of PTC and strongly urge APTA to ensure that any alternative PTC technology that is considered be interoperable with PTC and meet the same safety benefits offered by this critical safety measure.

Thank you in advance for your thoughtful consideration of my correspondence on this important rail safety issue.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Antonovich".

MICHAEL D. ANTONOVICH
Chairman, Los Angeles County Metropolitan Transportation Authority