



February 8, 2011

Mr. Martin Tuttle
Deputy Director
Planning and Modal Programs
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: Potential Rail 2 Rail Agreement

Dear Mr. Tuttle:

We have received the letter sent to you by John Fenton, dated January 30, 2012, regarding the Rail 2 Rail program. We are pleased to hear that Rail 2 Rail negotiations are progressing, and that a proposed solution appears to be on the table that does not involve a change in existing reimbursement rates, passenger fares, or member agency subsidies.

However, in spite of the progress made towards resolving this issue, we are still concerned about the fundamental reason for making any change. Over the past several months, Amtrak has stated that overcrowding and revenue issues have created a significant challenge to the Rail 2 Rail program. In particular, Amtrak is concerned that Rail 2 Rail passengers are occupying seats that could otherwise be sold to their customers at a higher fare. In response to this assertion, the chief executive officers of the member agencies of Metrolink have been requesting information from Amtrak to support these claims. Unfortunately, we still have not received a set of reliable, quantitative data to substantiate these concerns.

The proposal stated in Mr. Fenton's letter blacks out Amtrak train #784 to Rail 2 Rail customers. An early afternoon Metrolink train that averages nearly 400 daily boardings would have to be rescheduled to depart Los Angeles later in order to meet the needs of peak-hour rail passengers between Los Angeles and Orange counties. This will reduce midday travel options and take up a valuable train slot in this very congested corridor. We still do not believe that Amtrak has sufficiently substantiated the reason for this change, which will result in a reduction in rail options for our customers in the region. We are requesting that an outreach program, including a customer survey, be initiated immediately and concluded prior to any service change.

The Pacific Surfliner operates on the second busiest passenger rail corridor in the United States. The intercity and commuter rail services in this corridor are used interchangeably to meet the public's travel needs. The Rail 2 Rail program

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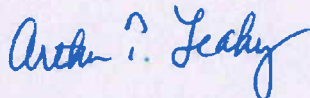
further benefits commuters by providing additional travel options while maximizing the capacity in the corridor. Before modifying the program, we must work with the California Department of Transportation to review ridership data to ensure that the proposed changes are justified and will have the desired result. We should carefully weigh any proposed revisions to the Rail 2 Rail program to ensure they improve the overall effectiveness of the system and maintain the level of service that our passengers rely on to meet their travel needs.

We very much appreciate your efforts to date on this issue and look forward to an acceptable solution that will minimize the impact to customers riding these rail services.

Sincerely,



Will Kempton
Chief Executive Officer
Orange County Transportation Authority



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



Darren M. Kettle
Executive Director
Ventura County Transportation Commission