



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.

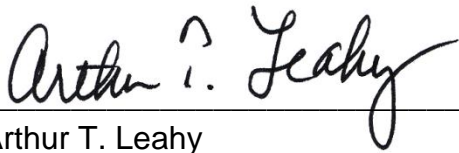
While we respect that individual APTA members may take whatever view they find to be appropriate with respect to PTC, it is our request that APTA, as the voice of our

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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