



United States Senate

WASHINGTON, DC 20510-0504

<http://feinstein.senate.gov>

April 8, 2013

Mr. Michael Melaniphy
President
American Public Transportation Association
1666 K Street NW, Suite 1100
Washington, D.C. 20006

Dear Mr. Melaniphy:

I am writing to express my concern about the American Public Transportation Association's (APTA) position on Positive Train Control (PTC). As you may know, I believe it is vital that our Nation's rails are safe, and I have been a strong supporter of the implementation of this rail crash avoidance technology.

Los Angeles County Metropolitan Transportation Authority (LACMTA) and Metrolink oppose delaying the 2015 PTC implementation deadline (see attached letter from LACMTA Chairman Michael D. Antonovich and testimony from Darrell Maxey, Southern California Regional Rail Authority). In addition, I also received the attached letter from the CEOs of Metrolink, LACTMA, and Orange County Transportation Authority, voicing their concern regarding APTA's position on the use of alternative technology in place of PTC, even if it does not meet the same safety requirements and interoperability.

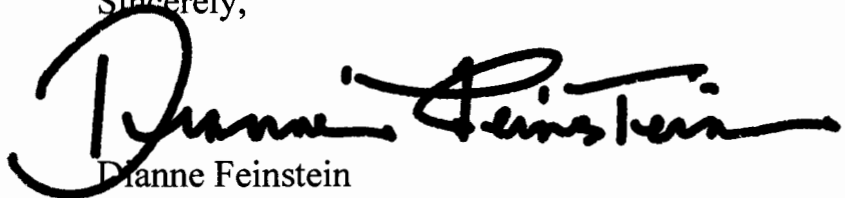
However, it is my understanding that your association has chosen to support a delay in the 2015 PTC implementation deadline and alternative technology in place of this vital rail safety technology. I am concerned that, as the industry's largest association representing rail operators and other transit industry members, including the three commuter rail agencies mentioned above, APTA has taken this position with full knowledge of its potential safety implications. As you know, in 2008, Congress passed the Rail Safety Improvement Act to create a national strategy for increased safety in the rail industry. The law gave industry seven years

to deploy PTC, which was on the National Transportation Safety Board's Most Wanted List.

I recognize the challenges associated with deploying PTC nationwide by 2015. Southern California members of your association, who have made PTC a priority, are planning to meet the deadline in the law. It is troubling that APTA has chosen to push for a change in that law before it has worked with its members to do everything possible to ensure successful PTC implementation. I am also concerned that APTA rejected the requirement that alternative technology have the same safety requirements and interoperability as PTC.

I ask that you reevaluate whether an extension in the deadline for PTC implementation is necessary for every public transit line in the Nation and that you consider adopting a position that better reflects the leadership shown by California agencies in deploying positive train control by 2015. I look forward to hearing from you regarding this important matter.

Sincerely,

A handwritten signature in black ink that reads "Dianne Feinstein". The signature is written in a cursive style with a large initial "D".

Dianne Feinstein
United States Senator

cc: Senator John D. Rockefeller IV, Chairman, Senate Committee on
Commerce, Science, and Transportation

DF/mbn/sl