



September 19, 2018

The Honorable Tony Hwang  
Connecticut State Senator  
Twenty-Eighth Senate District  
Legislative Office Building  
Hartford, CT 06106-1591

Dear Senator Hwang:

Thank you for your letter dated August 29, 2018, regarding Metro-North Railroad's efforts to meet federal mandates regarding Positive Train Control (PTC). Deploying PTC technology both safely and expeditiously is, unequivocally, the most important safety project for Metro-North, the Department of Transportation (Department) and our customers.

To be clear, federal regulations require that by December 31, 2018, Metro-North and all U.S. railroads meet four criteria: have PTC hardware installed, necessary employees trained, radio spectrum acquired, and a segment of the railroad operating in a PTC Revenue Service Demonstration (RSD). Under statute, any railroad meeting these criteria has the right to submit an alternative schedule for up to two additional years to have PTC fully activated across all parts of the railroad upon filing the paperwork with Federal regulators. We are highly confident that Metro-North will be in full compliance with the federal PTC regulations and qualify for approval of an alternative schedule for PTC implementation.

On September 11, Metro-North filed the RSD application with the FRA and hopes to receive approval to begin RSD along the pilot segment from Tarrytown to Croton-Harmon on the Hudson Line within 45 days. We will work as aggressively as possible to cut in remaining segments, including all of Connecticut, but we must do so safely. We are currently working on a schedule that calls for the simultaneous commissioning of PTC on multiple segments, and we will have a better idea of how quickly that can be accomplished once we enter RSD later this fall. This procedure is in compliance with the federal mandate and, therefore, neither Metro-North Railroad nor the Department is at risk for being fined by FRA. The entire procedure will be accomplished without a long-term shutdown of any operating segment.

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The railroad is maintaining complete transparency on the PTC project, updating the public every month with detailed reports highlighting project status, progress and risks. During Metro-North's July PTC Status update, it shared with the MTA Board and our customers that the schedule calls for Metro-North to be fully compliant with the PTC mandate by December 31, 2018 and that we are preparing to file an alternate schedule. We would note that in its July update to Congress, the Federal Railroad Administration (FRA) indicated its belief that most railroads subject to the PTC mandate will be submitting an alternative schedule request.

It is important to point out, however that while PTC is a life-saving technology, it is only one important part of the safety of our transportation network. Metro-North provides regular and frequent updates to the Department on their progress regarding the implementation of PTC and other important safety initiatives. Some highlights of that progress to date are:

- Metro-North has already implemented Civil Speed Enforcement on the New Haven Line and the New Canaan, Danbury, and Waterbury Branch Lines. Civil Speed Enforcement is a critical component of PTC and prevents a train engineer from violating a permanent speed restriction by automatically applying brakes to bring the train back into compliance.
- Metro-North also has already implemented the roadway worker protection component of PTC. The Enhanced Employee Protection System (EEPS) satisfies the PTC regulation and prevents equipment from being routed through sections of track that are occupied by railroad workers.

As clarification, the federal aid that Metro-North received to implement PTC was in the form of a federal loan, which must be repaid with interest. That loan only applies to Metro-North's share of the expenses related to PTC. Connecticut provides funding for its share of PTC implementation through a combination of Federal Transit Administration formula grants and State bonds.

I hope this provides you with the information you need to communicate with your constituents on this critical safety enhancement. If you have any further questions, please do not hesitate to contact us.

Sincerely,



Catherine Rinaldi  
President  
Metro-North



James Redeker  
Commissioner  
CT Department of Transportation

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cc: Senator Richard Blumenthal  
Senator Christopher Murphy  
Congressman James Himes