

July 18, 2016

SENT VIA MAIL

Philip Hawkey
SGVCOG
1000 South Fremont Avenue
Unit 42
Alhambra, CA 91803

Dear Mr. Hawkey:

In September of last year, the Metrolink Board of Directors took immediate action to preserve system safety by leasing BNSF locomotives to address potential concerns with our cab cars. We realize this has had a profound impact on communities along the Metrolink System, especially along the San Bernardino Line. While safety is our top priority and our board's action was justified and necessary, we are sorry for the negative impacts the communities along the railroad have experienced.

Last Friday, the Metrolink Board took action to repair a piece of equipment on the Hyundai Rotem cab cars. This action will enable Metrolink to remove the BNSF locomotives from the system as the cab cars are repaired. We will prioritize the San Bernardino Line as we remove the BNSF locomotives. While the timeline is still being finalized, we hope to begin removing BNSF locomotives from the system in September at the very latest. We hope to have all 40 leased locomotives off of the Metrolink system by November 1, 2016.

To provide immediate relief, Metrolink has changed the configurations of trains so that BNSF locomotives are not operating through highly-impacted areas before 6:30 a.m. Additionally, Metrolink has been able to identify other areas of concern, such as graffiti, and has taken immediate action to address some of these issues.

Over the past three months, staff has held meetings in communities along the San Bernardino Line to listen to citizen concerns and explain the issues leading to the action. Staff has built a distribution list of residents interested in receiving updates and has been communicating with them regularly. We will continue to meet and communicate with the leaders of these impacted cities, as well as their residents. Moving forward, we will communicate any issues of this nature in advance to cities that could be potentially impacted.

In addition to the removal of the BNSF locomotives, San Gabriel Valley residents will also see improvements as we begin to deploy our new Tier 4 locomotives starting this fall. The first



ones will be rotated throughout the system, but we will have all 40 new locomotives deployed in 2018.

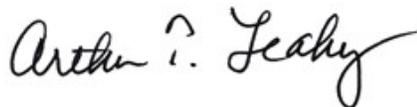
They will reduce emissions by up to 85 percent, are lighter which may reduce vibration and have fewer horns than our current locomotives.

In closing, I want to thank you for your offer to coordinate a joint meeting between Metrolink and the city leaders and staff of the cities along the San Bernardino Line. As part of our commitment to improving our service and operations along the San Bernardino line, we will be developing a San Bernardino Line Improvement Plan that addresses both immediate and long-term needs for passengers and communities. We look forward to engaging the members of the SGVCOG to help determine priorities, address immediate needs, and implement long-term strategies to address operational delays for our passengers and complaints from the communities about noise, vibration and other issues. It is through our collaboration and joint efforts that we are most likely to succeed in improving both safety and quality of life for SGVCOG residents and passengers served by Metrolink.

Relief is coming as Metrolink removes these locomotives from its system and replaces them with quieter, lighter and cleaner locomotives and cab cars. We are committed to long-term communication and improvement through our San Bernardino Line Improvement Plan, which will be developed in the coming months.

Once again, I'd like to reiterate that I am sincerely sorry for any negative impacts that these freight locomotives have caused. I look forward to working with you and the cities along the San Bernardino Line to begin to advance improvements for the passengers, community, the cities and the railroad.

Sincerely,



Arthur T. Leahy
Chief Executive Officer

cc: Phil Washington, CEO, Metro
SGV City Managers