



Dannel P. Malloy

GOVERNOR
STATE OF CONNECTICUT

December 3, 2013

Thomas F. Prendergast
Chairman and Chief Executive Officer
Metropolitan Transit Authority
347 Madison Avenue, 5th floor
New York, NY 10017-3706

Mr. Howard Permut
President
MTA Metro-North Railroad
347 Madison Avenue, 5th floor
New York, NY 10017-3706

Dear Mssrs. Prendergast and Permut,

I want to express my deepest sympathies to everyone who was adversely affected during the Sunday, December 1 derailment in the Bronx. This tragic incident will have a lasting impact on all of the individuals and families, and I want to offer the full support of the State of Connecticut in assisting in whatever way we can.

This incident however, points to the need to focus on several key aspects of the relationship between the MTA, Metro-North and Connecticut, including communication and oversight practices.

Connecticut has invested, and continues to invest, billions in our rail infrastructure, something that I continue to support. However, given many recent events there is understandably a negative public perception of the railroad infrastructure and state of good repair, coupled with deep concerns for our safety. While I know that our rail lines meet or exceed the minimum safety requirements set by the Federal Railroad Administration, our goal must go well beyond the minimum.

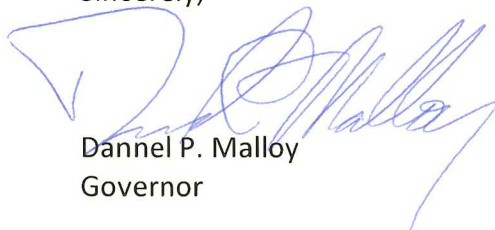
With all of this in mind, I am asking MTA/Metro-North to develop an action plan that addresses communication, safety reporting, inspection and maintenance programs, remedial short term action plans, and longer term capital investment programs to upgrade the infrastructure. Too often, there seems to be an insufficient sense of urgency in communicating news and updates

among senior management when an incident occurs. When major incidents occur, immediate communication with officials at every level of government is critical.

I request that the report from your inspection of the track that followed the Bridgeport derailment be provided immediately, as well as monthly reports of all track, bridge, signal, power, equipment inspection and maintenance action. This material should identify all immediate actions that were taken after the Bridgeport derailment and all future scheduled work. This report should clearly indicate any future service impacts and when slow-speed orders will be lifted. I also request a specific plan for restoring service speeds to the pre-derailment schedules, or better. While it is understandable that track outages were necessary to complete critical repairs and maintenance, Connecticut customers deserve a commitment to restoring train service to the expected standards.

Finally, Connecticut has demonstrated our commitment to Positive Train Control, and I urge Metro-North to expedite full implementation of PTC throughout the network. This is an essential investment in safety that is a top priority. Connecticut has consistently funded all of the Metro-North operating and maintenance budget requests, and has a record of increasing state funding and supporting increased federal funding for capital infrastructure. I stand ready to support the continued allocation of resources for all to ensure the safety and reliability of the New Haven Line.

Sincerely,



Dannel P. Malloy
Governor