EXHIBIT 3-N

Docket No. DCA-08-MR009

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

Southern Californial Regional Rail Authority System
Safety Program Plan, Section 1

1. Safety Policy and Operating Authority

This section contains information about the formation of Southern California Regional Rail Authority (SCRRA), a brief history of SCRRA and description of the authorizing legislation that led to SCRRA's formation and operation.

SCRRA's safety policy is a crucial part of its operating philosophy, and is stated below.

1.1 Safety Policy Statement

1.1.1 SCRRA System Safety Policy Statement

"Safety is a primary concern of SCRRA, also known as Metrolink. We have developed the System Safety Program Plan (SSPP) as a means of integrating safety into all facets of SCRRA. Through the use of the procedures contained in the SSPP, we can achieve an optimal level of safety.

"The SSPP establishes mechanisms for identifying and addressing hazards associated with the SCRRA commuter rail system. It also produces a means of ensuring that proposed modifications are implemented with thorough evaluation of their potential effect on safety.

"Each department has responsibilities under the SSPP and supports its implementation. Departments also provide the on-going support necessary for achievement of the SSPP. Individual employees and contract employees have responsibilities under the SSPP, and supervisors and contractor managers must enforce the safety requirements pertaining to their employees, or contractor employees. A key to success of the SSPP is for employees and contractors to be aware that they are accountable for meeting the safety requirements of the SSPP. Beyond this, however, its success depends on all employees and contractors actively identifying potential hazards and taking into consideration the safety of others, as well as their own safety.

"We must appreciate the fact that our decisions and actions often affect the safety of our passengers and fellow workers. By following the process described by the SSPP, we will have continuing opportunities to improve overall performance and safety."

"Where SCRRA determines an immediate and serious hazard exists, the Director of Operations or the Manager of Safety and Security has the authority and responsibility to order hazardous conditions corrected or hazardous practices halted. Accordingly, the Manager of Safety and Security is empowered to order the cessation of unsafe activities or operations that are evaluated as creating an immediate and serious hazard within the system. The Manager of Safety and Security

is also empowered to conduct unannounced inspections aimed at identifying and eliminating unsafe practices, operations, and conditions not corrected by immediate management/supervision.

—David Solow
Executive Director

1.1.2 SCRRA Mission Statement

SCRRA is a premier regional rail system, including commuter and other passenger service, linking communities to employment and activity centers.

SCRRA provides reliable transportation and mobility for the region, leading toward more livable communities.

SCRRA is committed to and characterized by the following attributes:

- Technically superior and safe operations
- Customer focus and accessibility
- Dependable, high-quality service
- Cost-effective and high-value service
- Strategically located network of lines and stations
- Integration with other transit modes
- Environmental sensitivity
- Community involvement and partnerships with both the public and private sectors

1.2 Operating Authority

In June 1990, the California Legislature enacted Senate Bill 1402, Chapter 4 of Division 12 of the Public Utilities Code. The bill enabled the county transportation commissions of Los Angeles, Orange, Riverside, and San Bernardino to jointly develop a plan for regional transit services within the multi-county region.

In June 1991, after an 8-month cooperative planning effort, the four transportation commissions combined with Ventura County Transportation Commission, the Los Angeles-San Diego Rail Corridor Agency, and the Southern California Association of Governments to produce a report entitled "Southern California Commuter Rail, 1991 Regional System Plan." The report outlined plans for a system to connect Southern California by six commuter rail lines, comprising more than 400 miles of track and 60 stations, by 1995. This ambitious plan described the nation's sixth largest commuter rail system.

In August 1991, the five county transportation agencies formed a regional Joint Powers Authority (JPA), known as the Southern

California Regional Rail Authority (SCRRA). SCRRA's role is to plan, design, construct, and administer the operation of regional passenger rail lines serving the five counties. The Board of SCRRA consists of voting members from each of the five counties, with non-voting ex-officio members from the Southern California Association of Governments, the San Diego Association of Governments, and the California Department of Transportation.

See Chapter 3, SCRRA System Description, *for detailed information about the SCRRA system and organizational structure.*

SCRRA named the regional commuter rail system "SCRRA" and started operating the first three lines, San Bernardino, Santa Clarita, and Ventura, on October 26, 1992. The Riverside Line was added on June 14, 1993, and the Orange County line, which extends 19 miles into northern San Diego County, was added on March 28, 1994. The sixth line, Inland Empire-Orange County, was added on October 2, 1995.