



August 20, 2012

EXPO-10759
File Code: CA112

Brigadier General (CA) Emory J. Hagan, III, Director
Consumer Protection and Safety Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102-3298

Re: Washington/Flower Junction and Automatic Train Protection Defects
Must Be Fixed

Dear Brigadier General Hagan, III:

This is in response to your July 13, 2012 letter. Our response is broken into the concerns outlined in your letter.

A. Replace the Frog at the Washington/Flower Junction

On July 18, 2012, we met with your staff to determine a path forward on this issue. It was mutually agreed that we would take the following actions:

1. Identify a mutually acceptable trackwork expert to evaluate the existing conditions and recommend a solution.
2. Expo and Metro will develop a plan and schedule to implement the Trackwork Expert's solution(See Exhibit A). Every effort will be made to implement the recommended solution as quickly as possible and ahead of the attached schedule.
3. Prepare a California Public Utilities Commission (CPUC) Resolution that will require the implementation of the plan.
4. Expo Construction Authority will implement the preferred solution

B. Comply with Michelle Cooke's March 14, 2012 letter

The vast majority of what is in Ms. Cooke's letter has been implemented. The following is the current status of the issues raised in the letter.

1. *Prepare a single Safety and Security Verification Report (SCVR) and resolve all safety critical issues -A single SCVR was submitted to CPSD prior to revenue service. All safety critical issues were resolved prior to revenue service. The SCVR currently has four non-safety critical issues remaining on the list. These are identified as:*
 - No. 1939 – Train Control and Communications Spare Parts*
 - No. 1943 – SIT25, HVAC/SCADA System Tests*
 - No. 1953 – Final Submittal of As-Built Train Control, Comms and TPSS Drawings*
 - No. 0103 – USC/Expo Station Emergency Gate Contacts*

All are expected to be completed by November 30, 2012.

2. *The Automatic Train Control (ATP) system problems should be completely resolved prior to initiating pre-revenue or revenue service-It was our understanding in subsequent discussions with Ms. Cooke that all safety critical ATP issues needed to be resolved prior to pre-revenue and revenue service. Further, we understand that the items specifically raised in Ms. Cooke's March 14, 2012 letter such as " rear-end release", "modifications to 100-1 and 100-3 signal" etc. were resolved prior to pre-revenue and revenue operations.*

We also experienced some ATP issues during the pre-revenue operations to Culver City. However, we did not believe these to be safety critical since appropriate operating procedures were in place to provide for the safe operation of the line. Because of some initial operator errors we have re-doubled our emphasis on enforcement of our operating procedures and have taken action to further strengthen them as well.

Our contractor continues to work diligently to resolve the few ATP issues that remain. While this effort moves forward, we continue to monitor all safety aspects of the line. Finally, we will continue to report weekly any safety related issues we discover in the operation of the line.

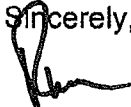
3. *Implementation of the Junction Monitoring Program – The monitoring program has been implemented. Actions have been taken to ensure that CPUC staff are notified immediately of any unusual defects or problems with the junction trackwork.*
4. *Operational procedures should be adopted to alleviate concerns regarding speed restrictions at the junction and turnback operations at LaCienega- The Operational procedures were submitted to Ms. Cooke prior to revenue operations. The issue relative to LaCienega turnback is no longer applicable since we do not turn back at that location anymore.*
5. *CPUC crossing configuration deficiencies need to be corrected- These were completed prior to revenue operations.*

C. Fix ATP System Operating Issues

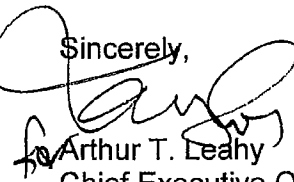
We have implemented the requested reporting process to identify any issues relating to the ATP system. All issues relating to cab flips at the junction have been resolved. We have an ongoing issue at LaCienega that sometimes requires ATP bypass. Our contractor is currently working to resolve this issue. Exhibit A gives our best estimate for resolving this issue.

In summary, we remain committed to making Expo one of the safest light rail lines in the country. To this end, we look forward to working with you and your staff towards this goal.

Sincerely,


Richard D. Thorpe, P.E.
Chief Executive Officer
Exposition Metro Line
Construction Authority

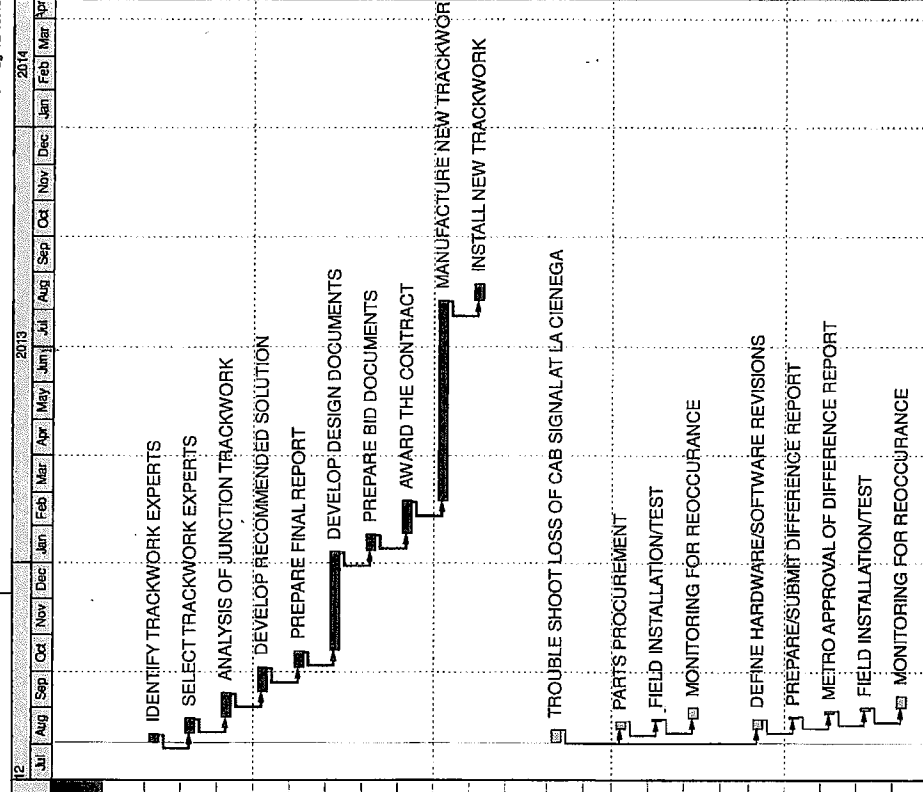
Sincerely,


for Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority

Attachment:

Exhibit A - Junction & ATP Schedule

Activity ID	Activity Name	Original Duration	Start	Finish
EXHIBIT A				
JUNCTION SCHEDULE				
A1000	IDENTIFY TRACKWORK EXPERTS	275	03-Aug-12	22-Aug-13
A1010	SELECT TRACKWORK EXPERTS	275	03-Aug-12	22-Aug-13
A1020	ANALYSIS OF JUNCTION TRACKWORK	5	03-Aug-12*	09-Aug-12
A1030	DEVELOP RECOMMENDED SOLUTION	10	10-Aug-12	23-Aug-12
A1040	PREPARE FINAL REPORT	15	24-Aug-12	13-Sep-12
A1050	DEVELOP DESIGN DOCUMENTS	15	14-Sep-12	04-Oct-12
A1060	PREPARE BID DOCUMENTS	10	05-Oct-12	18-Oct-12
A1070	AWARD THE CONTRACT	60	19-Oct-12	10-Jan-13
A1080	MANUFACTURE NEW TRACKWORK	10	11-Jan-13	24-Jan-13
A1090	INSTALL NEW TRACKWORK	20	25-Jan-13	21-Feb-13
ATP SCHEDULE				
A1100	TROUBLE SHOOT LOSS OF CAB SIGNAL AT LA CIENEGA	120	22-Feb-13	08-Aug-13
IMPLEMENT FIX IF HARDWARE RELATED				
A1110	PARTS PROCUREMENT	10	09-Aug-13	22-Aug-13
A1120	FIELD INSTALLATION/TEST	27	03-Aug-12	10-Sep-12
A1130	MONITORING FOR REOCCURANCE	7	03-Aug-12	13-Aug-12
IMPLEMENT FIX IF INTERFERENCE RELATED				
A1140	DEFINE HARDWARE/SOFTWARE REVISIONS	14	14-Aug-12	31-Aug-12
A1150	PREPARE/SUBMIT DIFFERENCE REPORT	5	14-Aug-12	20-Aug-12
A1160	METRO APPROVAL OF DIFFERENCE REPORT	2	21-Aug-12	22-Aug-12
A1170	FIELD INSTALLATION/TEST	7	23-Aug-12	31-Aug-12
A1180	MONITORING FOR REOCCURANCE	20	14-Aug-12	10-Sep-12



Actual Work Remaining Work Critical Remaining Work
 Remaining Work ♦ ♦ Milestones

EXHIBIT A