



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.

 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.

- Implementation of the Junction Monitoring Program The monitoring program
 has been implemented. Actions have been takento 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 LaCienegaturnback 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 anongoing issue at LaCienega that sometimes requires ATP bypass. Our contractor is currently working to resolve this issue. Exhibit Agives 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 \$incerely,

Arthur T. Leahy

Chief Executive Officer

Los Angeles County Metropolitan

Transportation Authority

Attachment:

Exhibit A - Junction & ATP Schedule

XHIBIT A JUNCTION SCHEDULE 27 (SAMD 12 (SAMD 12 (SAMD 12 (SAMD 13 (SAM	EXHIBIT A	- Internal Control of the Control of		Junction	Junction Schedule Main Layout	07-Aug-12 15:43
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DEVELOP DESIGN DOCUMENTS 10 14-38n-13 24-38n-13	A1040	PREPARE FINAL REPORT	10	05-Oct-12	18-Oct-12	PREPARE FINAL REPORT
PREPARE BID DOCUMENTS 10 11-18n-13 24-18n-13	A1050	DEVELOP DESIGN DOCUMENTS	09	19-Oct-12	10-Jan-13	DEVELOP DESIGN DOCUMENTS
AWARD THE CONTRACT 20 22-5a-13 21-5ab-13 CE-5ab-13 CE-5ab-12	A1060	PREPARE BID DOCUMENTS	10	11-Jan-13	24-Jan-13	PIE PREPARE BID DOCUMENTS
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FIELD INSTALLATION/TEST 2 30-Aug-12 31-Aug-12 10-Sep-12	A1160	METRO APPROVAL OF DIFFERENCE REPORT	m	27-Aug-12	29-Aug-12	METRO APPROVAL OF DIFFERENCE REPORT
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