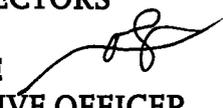




Metro

August 29, 2007

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE 
CHIEF EXECUTIVE OFFICER

FROM: MIKE CANNELL 
GENERAL MANAGER RAIL OPERATIONS

SUBJECT: EMERGENCY CHANGE ORDER LNTP

ISSUE

On August 20, 2007, the Chief Executive Officer authorized an emergency Limited Notice To Proceed (LNTP), to Contract No. C0748, Two (2) PGL Traction Power Substations, to the Contractor, Balfour Beatty Rail Inc. The LNTP in the not to exceed amount of \$150,000.00 was to repair and restore one shut down train track on the Metro Gold Line (MGL) back to its fully operational condition.

Under Public Utilities Code 130235, the Chief Executive Officer is required and authorized to act in any emergency condition which create an immediate threat to the public health, welfare, and safety. Upon determining that immediate remedial measures are needed to avert or alleviate damage to property or to repair or restore damaged or destroyed Metro property, the Chief Executive Officer may authorize the expenditure of money for the direct purchase of goods and services in order to insure the facilities of Metro are available to serve the transportation needs of the general public.

BACKGROUND

On Sunday, August 19, 2007, at approximately 4:12 pm, a southbound Metro Gold Line revenue train operating on track 2 reported to the Rail Operation Control (ROC) that Overhead Catenary System (OCS) wire was down on the right-of-way of track 2 near the Arroyo Seco Bridge.

Inspection indicated that approximately 2500 feet of contact wire and messenger wire were damaged. Six (6) cantilever arms were totally demolished and about fifteen (15) cantilever arms were partially damaged. Both pantographs from cars 242 and 234 were damaged. There were no injuries or fatalities reported.

The ROC controller made a general announcement to all trains informing them about the damage to the Overhead Catenary System (OCS). Each operator was requested to inspect the train's pantographs at the next station stop and report the findings.

After compiling all the reports, the ROC controller issued an order for each operator to return back to Union Station until the problem was isolated and the incident site secured. A temporary bus bridge between Mission Station and Highland Park Station was established. Approximately sixty (60) passengers were off-loaded from the stranded trains, with help from LASD Deputies. The signal inspectors were requested to manually hold down the crossing gates to secure the right-of-way and related street crossing.

The ROC controller also contacted the Traction Power and Signal Departments and requested them to respond to the incident, inspect, evaluate and report the situation accordingly. Power was shut down during the survey, removal and securing accident debris on both tracks and final safety inspection of OCS on track 1. The bus bridge was extended to Mission Station to Southwest Museum Station during this period.

Track 1 was re-opened to operate with a restricted speed (25MPH) for single tracking operation with three car trains and twenty minute headway at 10:40 pm. The bus bridge was canceled at 10:52pm. On Saturday, six days after the incident, all repairs were made and both tracks were restored to full operations.

NEXT STEPS

Metro Rail Operations personnel will conduct a full investigation and report the findings that caused the incident.

Issue a full Board Report in accordance with Metro's policy and procedures.