EXHIBIT 3-I

Docket No. DCA-08-MR009

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

Connex Metrolink Notice No. 17.08
Head End Authorization and Red Strap Instructions Pertaining to Authorized Persons in a Control Compartment

CONNEX METROLINK NOTICE #17.08
July 8, 2008

Effective at once, all previously issued "Connex Metrolink Notices" are cancelled and the following will govern. Please note that changes from the last notice are shown in **bold**:

ADMINISTRATIVE

HUMAN RESOURCES:

Benefits-

Employees are prohibited from maintaining benefits for those who are not their legal dependents. The General Manager must be given immediate written notification with documentation whenever an employee has a change in status for a benefit covered dependent. Examples of change in status include:

- Marriage, Divorce/legal separation/annulment
- Death of spouse/child
- Birth or Legal adoption/placement of child
- Beginning of spouse's employment/benefits
- Dependent eligibility change
- Change in employment status
- Significant change in cost/coverage
- Involuntary loss of outside coverage
- Eligible/ineligible for Medicare/Medicaid
- Loss or open enrolment spouse's employment/benefits
- Judgment/decree/order for coverage of children
- Beginning/end of Domestic Partner Relationship

Samples of documentation required to prove dependent status include marriage certificates, divorce decrees, death certificates and birth certificates or other legal documents. Examples of dependent changes that may subject employees to possible legal action and/or formal disciplinary action up to and including termination from employment are:

- Failure to notify Connex when a divorce takes place and the spouse is covered under a Connex benefit plan.
- Failure to notify Connex when an employee's child over the age of 17 fails to remain a full time student and the child is covered under a Connex benefit plan.

Delay Reports:

Conductors must write the locations of their "security" announcements on their delay reports. The "TIME" section of Conductor Delay Reports should NEVER have blank boxes when it is completed and submitted. If a crew is on continuous time at the beginning of a run, the "ON DUTY" box must be marked by drawing a diagonal line through the box or by writing "CT" in the box. If a crew is not tying up at the end of a run, the "OFF DUTY" box must be marked by drawing a diagonal line through the box or by writing "CT" in the box. When a train is annulled, the arrival and departure times at subsequent stations will not be recorded on the delay report. The "Off Duty" box must still be completed with a time or by writing "CT" or a slash as applicable. If a train has been annulled for a mechanical failure(s), the delay report must have the "SMP (MAP) Form Completed YES" circled and the applicable defect code(s) recorded as required.

Remember, when the train is moving or you are on the ground performing railroad business your personal electronic devices must be turned off and must not be within your reach-for example on the control stand or on your person. Personal electronic devices may be carried in your grip if they are turned off. Conductors must have their company cellular phones "on" at all times while on duty.

Flashlights:
All Train and Engine employees must carry a flashlight on their person while on duty. Connex provides flashlights with flashlight holders for your use. If you choose to carry your own personal flashlight it must be plastic. Micro flashlights are not permitted. Contact your crew base manager to obtain a flashlight if you don't have one.

Head End Authorization:
Only the engineer of record, conductor of record, mechanical riders, operating managers and others with proper written authorization are permitted on the head end and/or control compartment of Metrolink trains.

P.A. Handset:
Conductors must carry their P.A. handset with them at all times while on board the train.

Passenger Safety:
Passengers are not permitted to entrain or detrain from a moving train.

Ramps:
When a customer requests use of the ramp to board or detrain, the request will be granted.

Radio Identification Numbers:
These radio identification numbers are used for identification in compliance with General Code Operating Rule 2.2.

Tommy McDonald	T-1
Gregg Konstanzer	T-2
Wayne Deming	T-3
Rick Dahl	T-4
Anthony Fuller	T-5
Mark Challed	T-6
Todd Penny	T-7
Bud McDaid	T-8
Michael Hyman	T-9
Glen Looney	T-10
Danny O'Connell	T-11
Art Gideon	T-12
Ted Fritz	T-13
Louis Pescevic	T-14

Emergency Windows:
When a Conductor becomes aware that the "zip strip" on an emergency window has been removed, the passengers in the entire section (upper, lower or one of the two mid-levels) must be moved to another area.

Red Strap:
The cab car "red strap" will be placed so that the entire forward mezzanine level is secured when the train is in push mode. When the strap is not in use it must be secured in the cabinet behind the Engineer's station. Whenever additional authorized personnel are carried on the head end of equipment or ahead of the "red strap area" of cab cars, the Conductor must notify MOC. Examples of authorized personnel are mechanical employees evaluating equipment, C&S or MOFW employees evaluating signal or track conditions, SCRRA employees carrying letters of authorization, Law Enforcement officers. Deadheading employees are not authorized in the forward mezzanine ahead of the red strap. The door to the control compartment of the cab car is to be closed at all times except for authorized instances. Examples of authorized occasions are: Employee qualification, Connex Manager Evaluation, Job Briefing with Conductor.

Unexpected Change In Platforms:
When a train is dispatched to other than the normal track at a station, Conductors should make every effort to ensure that passengers waiting on the usual platform are given enough time to cross over and board the train-even if a delay is incurred. Prior to incurring delay, the Conductor must inform passengers via the public address system that a minor delay will be incurred when it is necessary to back into the station or take other actions that may delay the train.

Service Disruptions:
During bus bridges or severe service disruptions where a portion of a line is closed, Metrolink passengers may use their tickets on other lines in order to arrive at their desired destination.

TRAINING

Complying With Instructions:
Employees must comply with instructions found in equipment manuals and training handbooks along with instructions received during training.

Training Classes:
Unless otherwise directed, Employees must bring all of their normal work equipment to training classes. This includes personal protective equipment, rule books/time tables and work boots. Conductors must have uniforms available for immediate service. Employees must not wear inappropriate clothing such as shorts, shirts with slogans, etc.

SUPPLEMENTAL INSTRUCTIONS REVISIONS

Advance Purchase Tickets:
"Advance Purchase" one-way and round-trip tickets are obtained by passengers prior to the day of travel. As a result, there is no expiration time printed on the ticket. The ticket is good for the entire date of travel indicated

Standees:
Conductors must notify MOC via phone whenever standee conditions exist on the train. Standee conditions must also be recorded on the delay report. When trailing, all seating areas in cab cars must be accessible to passengers except the control compartment.