

Monthly Performance Report – March 2022

RAIL SAFETY DIVISION

April 26, 2022



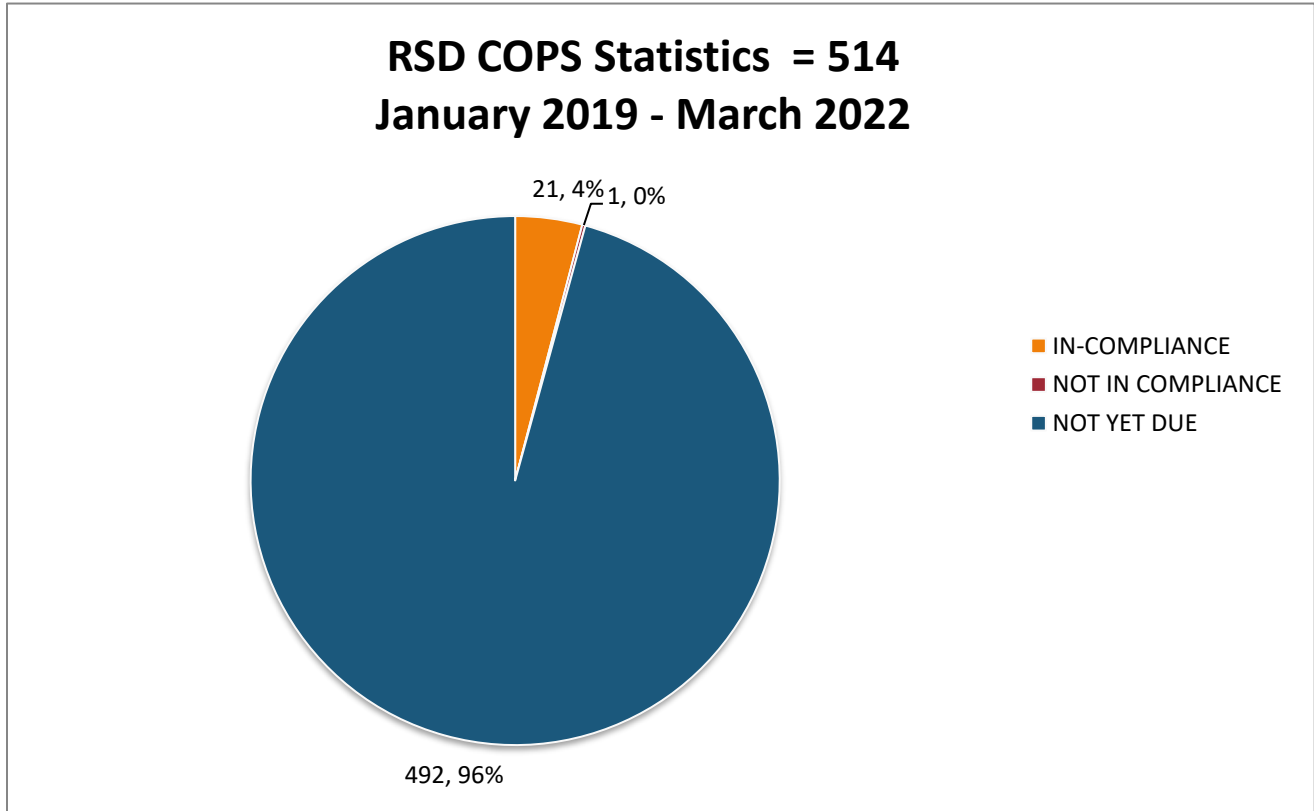
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through March 31, 2022, the Rail Safety Division (RSD) showed 514 total entries in the COPS system, with 21 (4%) reaching compliance, 492 (96%) not yet due for compliance, and 1 (0%) out of compliance. 514 (100%) of all Ordering Paragraphs (OP) are assigned to RSD staff.

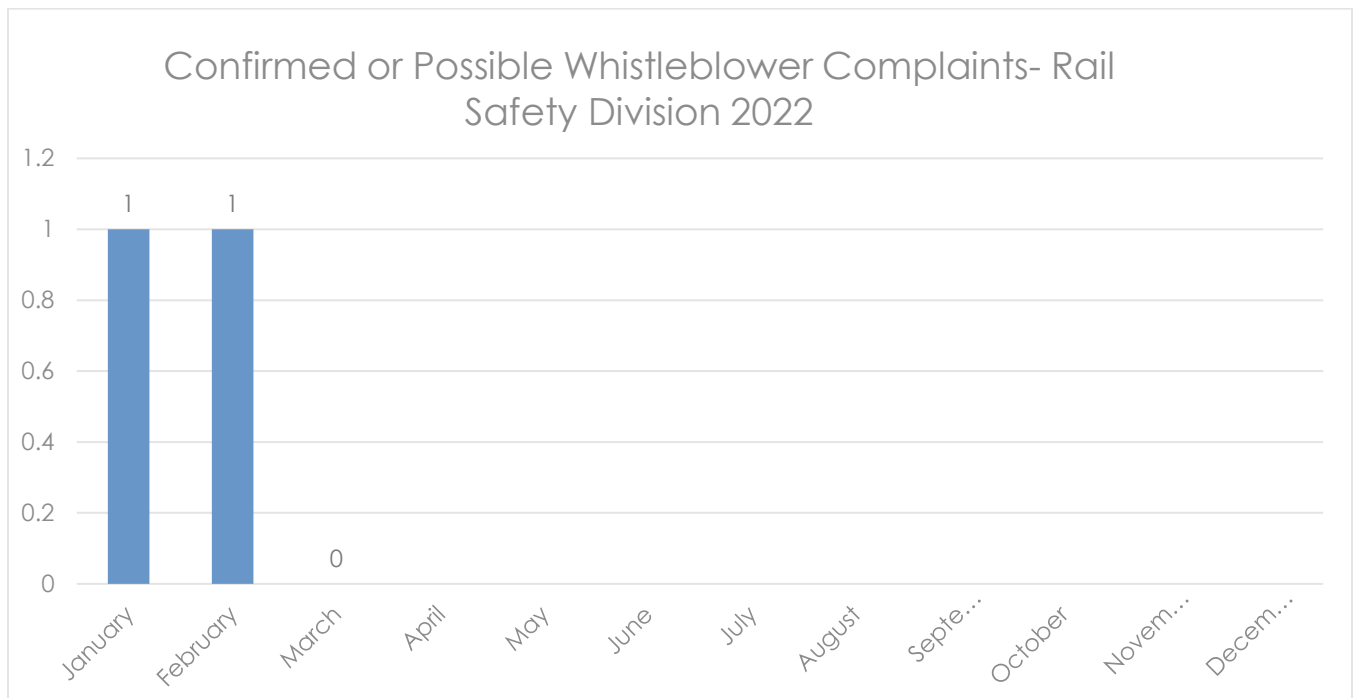


Monitoring the Whistleblower Website

The Risk Section has been overseeing intake for complaints that arrive via a “whistleblower” application on the Commission’s web site. Whistleblower protections are afforded to utility employees and contractors who report potentially unsafe or illegal practices.

Statistics – 1/1/2022 – 3/31/2022

Note: This is for complaints filed using the on-line Whistleblower Application ONLY.



Railroad Operations and Safety Branch - ROSB

In March 2022, the RSD Railroad Operations and Safety Branch (ROSB) completed the following:

Railroad Operations and Safety Branch	March-2022	YTD 2022
New Incidents Investigated	5	12
Informal Complaints Investigated	3	10
Railroad Bridge Observations	11	35
Railroad Safety Inspections	278	782
Non-compliant conditions identified/corrected	676	2196
Operation Lifesaver Presentations	0	1

ROSB Inspection, Investigation & Field Activities

February 28 – March 3, 2022: RSD Railroad Safety Inspectors conducted a three day inspection covering the Los Angeles Union Pacific Railroad (UPRR) LATC Intermodal facility Commerce Yard, West Colton Yard, and City of Industry Yard and the BNSF Yard in San Bernardino and the Kaiser Yard in Fontana. During the inspections, the inspectors documented noncompliance with Federal rail safety regulations and railroad operating rules as follows:

UPRR City of Industry Yard:

- Two (2) civil penalties were recommended for “bottled” air (49 CFR 232.103(n)(2) and Railroad Safety Rule 32.2.1(8) ABTH 32.1.3 Not 32.2.1(8) that refers to locomotive securement 20lb reduction then handle in handle off position
- Two defects noted for tripping hazards identified on locomotive walkways: 49 CFR 229.119(c)

UPRR LATC Intermodal facility:

- One (1) defect noted for failure to properly ensure a switch locked, hooked, or latched: 49 CFR 218.103(b)(8) and GCOR 8.8

UPRR West Colton Yard:

- Five (10) defects noted for failure for proper securement of a locomotive consist; 49 CFR 232.103(n)(4) and UPRR Air Brake Handling Rule 32.2.1

- Four (4) defects noted of tripping hazards identified on locomotive walkways on four separate locomotive consists; 49 CFR 229.119(c)
- Two (2) defects noted for failure to properly ensure a switch locked, hooked, or latched: 49 CFR 218.103(b)(8) and GCOR 8.8

UPRR Old Colton Yard:

- One (1) defect noted for failure to comply with 49 CFR 218.107(b) when a crew was observed not having both crossover switches in correspondence during switching operations.
- One (1) defect noted for failure of train crew to close plug door on box car; GCOR 7.8

BNSF Kaiser Yard in Fontana:

- One (1) defect noted of failure to properly ensure a switch locked, hooked, or latched: 49 CFR 218.103(b)(8) and GCOR 8.8
- Two (2) defects noted of tripping hazards identified on locomotive walkways on two locomotives: 49 CFR 229.119(c)
- One (1) defect noted of train crew on a local freight failed to comply with instructions regarding headlights or ditch lights: GCOR 1.33 GCOR 1.3.3 Supt Notices GCOR 5.9.5 Ditch Lights
- One (1) Defect Failure to demonstrate a complete application of BNSF ABTH rule 100.11 - 49 CFR Part 232.215 Transfer train brake test. One (1) Failure to demonstrate a complete application of GCOR 1.33 - 49 CFR Part 215.13 pre-departure inspection

BNSF San Bernardino Yard:

- One (1) defect noted for raw sewage leaking from outside of locomotive: 49 CFR 229.45 and 229.137
- One (1) defect noted for oil on locomotive walkway which creates a serious tripping hazard: 49 CFR 229.119(c) and Air Brake Train Handling Safety rule 101.2(13)(1)
- One (1) CPUC General Order defect for no first aid kit in locomotive cab: GO126

RSD Staff documented all non-compliant conditions and submitted reports to both UPRR and BNSF Management staff for handling. RSD staff also noted to both UPRR and BNSF management that further occurrences of defects noted in these findings could be escalated to recommendation of civil penalties in future inspections.

March 9, 2022: RSD Railroad Safety Inspectors conducted an inspection of UPRR track and facilities from Thornton to Sacramento to verify compliance with CPUC General Orders (GOs). The inspectors observed scrap track material in the walkway located at a switch causing a tripping hazard and an unsafe condition in violation of CPUC GO 118-A which requires unobstructed walkways. A report documenting the hazardous

condition was submitted to the UPRR Manager for that area who on the same day as the inspection corrected the situation bringing the walkway into regulatory compliance.

March 14, 2022: An RSD Railroad Safety Inspector was assigned to investigate the derailment of a UPRR locomotive in Newcastle. The derailment occurred on March 13, 2022, at approximately 6:40 PM. The inspector interviewed the UPRR Senior Manager of Train Operations (SMT0) who stated that the locomotive had experienced a mechanical failure, specifically a train brake failure.

The inspector cited the railroad for not complying with three Federal rail safety regulations:

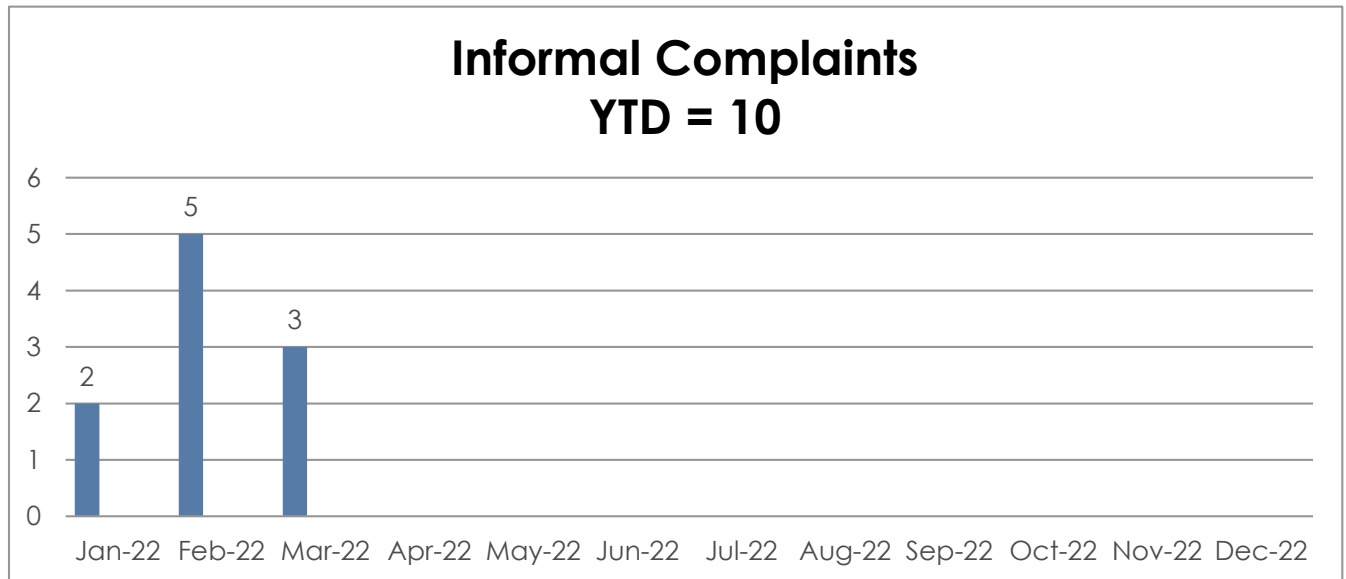
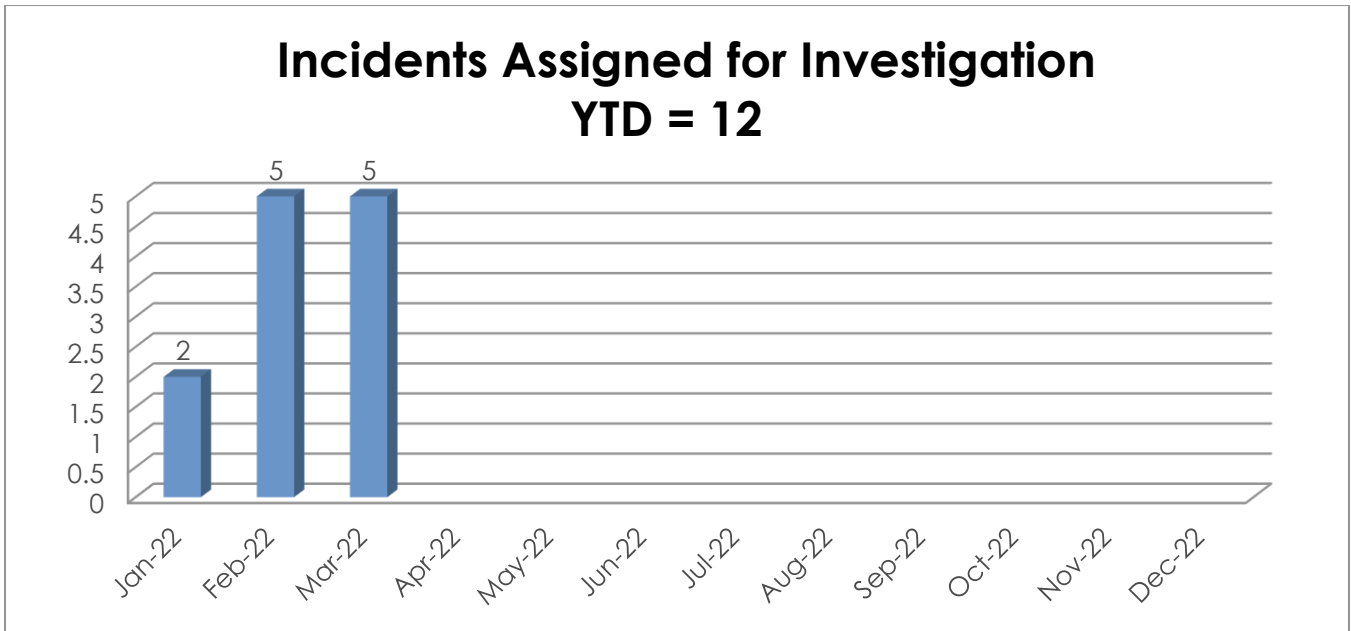
49 CFR 232.103 N4 requires the railroad comply with procedures for brake valves when leaving locomotives unattended. The independent brake valve (locomotive brake) was cut-in and in the “Release” position and the automatic brake valve (train brakes) was cut-out and placed in the “Handle-Off” position. Both brake valves were positioned improperly. Also, the front and back doors on the unattended locomotive were left unlocked, which is not in compliance with 49 CFR 232.103 N4 (8II).

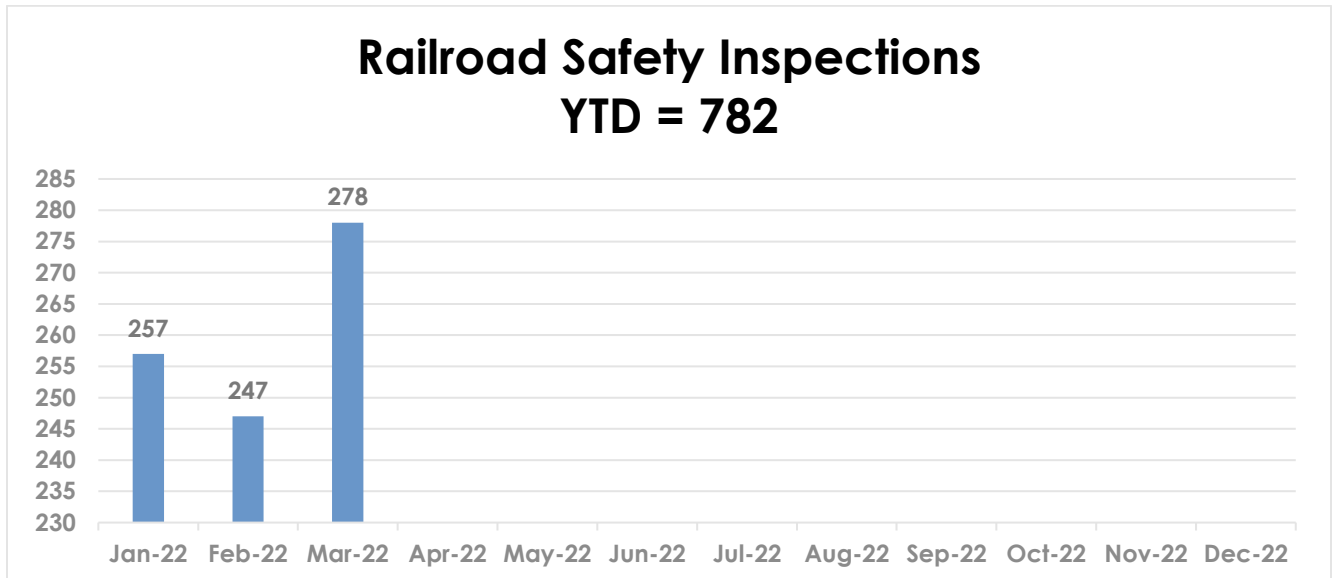
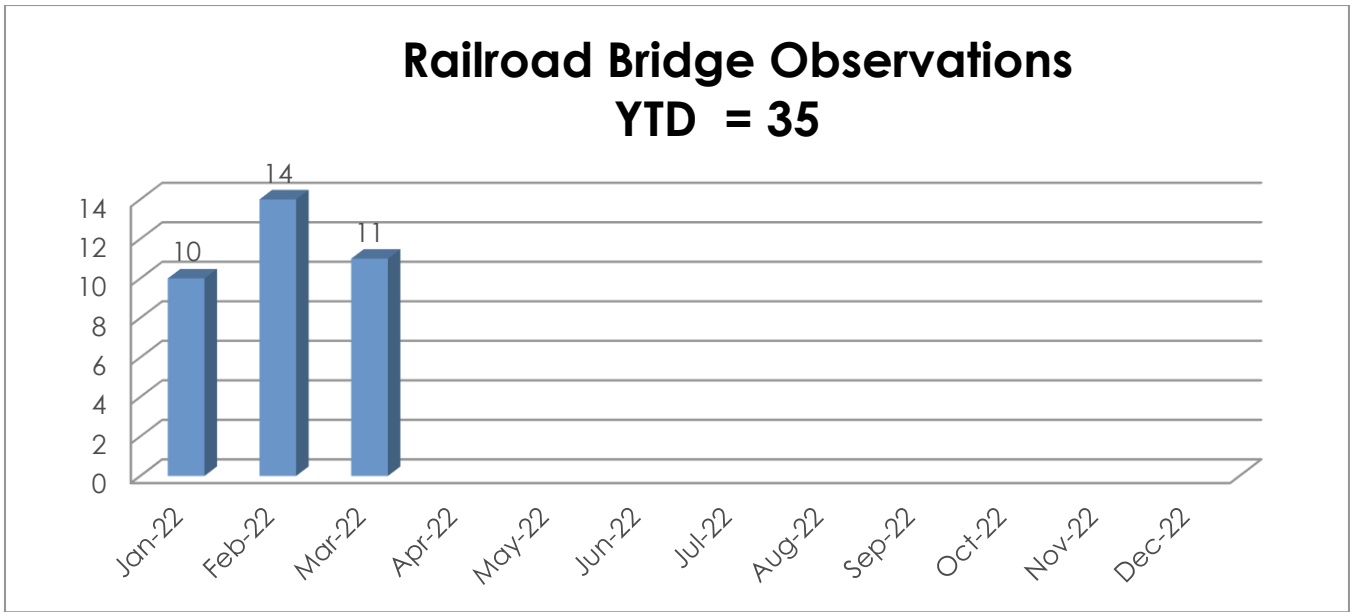
The inspector notified the UPRR SMT0 of these violations who immediately corrected the defects bringing the situation into regulatory compliance as was verified by the inspector.

March 29, 2022: RSD Railroad Safety Inspectors performed an inspection of freight equipment and to verify compliance with CPUC General Orders (GOs) on the UPRR railroad in Redding. The following non-compliant condition was observed:

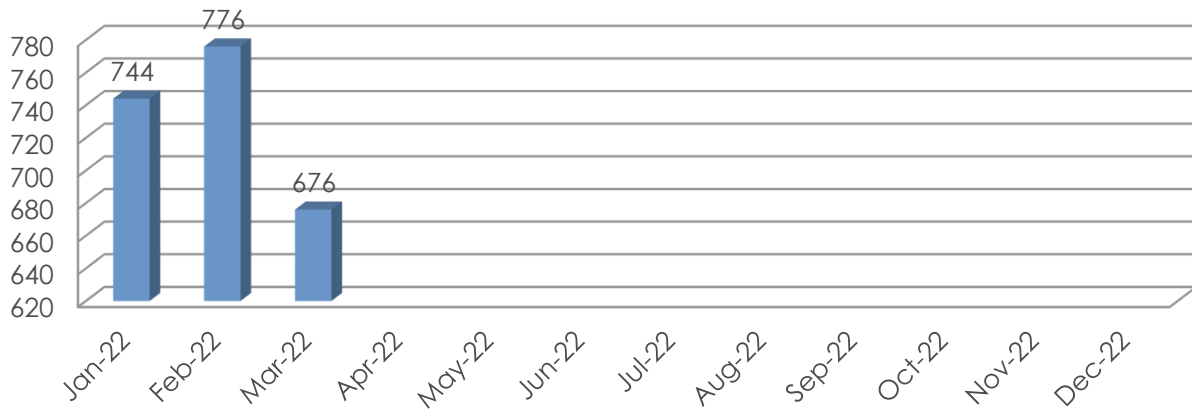
The inspection was performed on two locomotives that were part of a north-bound freight train. One of the items inspected was FRA Form F6180.49 A, often referred to as the “Blue Card” from the color of the paper it used to be printed on. It is a record of each locomotive’s history that includes when it was built, what type of locomotive it is, what type of air brake system it has, when and where the previous maintenance was performed, and when the next maintenance is due. Federal rail safety regulations require that Blue Cards be visibly stored in the cab of all locomotives and that all maintenance be current and up to date. The inspectors discovered one Blue Card showing Level 2 and Level 3 air brake maintenance past due. The previous maintenance was performed on January 14, 2018, with a 1472-day inspection interval. The next maintenance was due on or before January 25, 2022, making it two months overdue.

Often when past-due maintenance is discovered, inquiries find that the work was completed, but the Blue Card had not been updated to reflect the current date. The inspectors contacted the locomotive shop in Roseville and requested a look-up of the electronic records to verify the last inspection date. The records matched the date shown on the Blue Card, making the locomotive out of compliance with Federal rail safety regulations and was removed from service. The UPRR manager arranged to have the locomotive moved back to Roseville, where it would receive the required maintenance before being placed back in service.

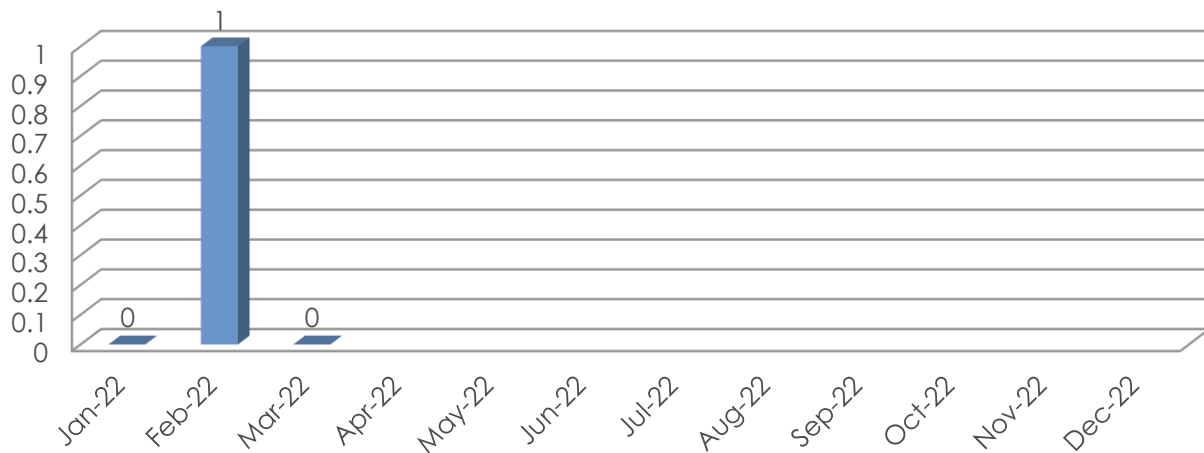




Non-Compliant Conditions Identified/Corrected YTD = 2196



Operation Lifesaver YTD = 1



Crude Oil Reconnaissance Team (CORT) Monthly Report

The CORT was formed in 2014 in response to highly volatile crude oil transportation in North America. The CORT's purpose is to monitor crude oil transported by rail into California. This report tracks CORT activities, crude oil unit trains¹ entering California each month and the type of crude oil being transported.

The CORT's role was expanded in 2018 to include tracking ethanol unit trains entering the state and documenting the location of stored hazardous material tank cars.

Crude Oil Shipments in California							
Consignee²	Highly Volatile (Y/N)	# Unit Trains Received March	# Unit Trains Projected April	# Unit Trains FYTD (21-22)	# Cars Received March	# Cars Projected April	# Cars FYTD (21-22)
Plains All America	N	0	0	1	0	0	100
Kern Oil	N	1	1	6	100	100	600
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received March	# Unit Trains Projected April	# Unit Trains FYTD (21-22)	# Cars Received March	# Cars Projected April	# Cars FYTD (21-22)
Kinder Morgan (Wilmington)		13	19	126	1249	1900	12231
NuStar Energy (Selby)		0	0	0	0	0	0
Storage of Hazardous Material Cars							
Railroad	Loads	Empties	Commodity	County			
Arizona California RR	18	64	LPG	San Bernardino			
Fillmore and Western RR	0	0	N/A	Ventura			
Northwestern Pacific RR	12	0	LPG	Marin			

¹ A unit train is a freight train composed of cars carrying a single type of commodity that are all bound for the same destination.

² See Appendix A for descriptions of Consignees and Railroads.

Santa Maria RR	54	104	LPG	Santa Barbara
Sierra Northern Railway	84	257	LPG	Stanislaus
Oakland Global Rail Enterprise	10	8	Bio-Diesel	Alameda
Yreka Western RR	0	0	N/A	Siskiyou

Appendix A

Crude Oil Consignees

Delta Trading in Bakersfield has oil cars delivered by manifest train. Delta is still seeking a new customer.

Kern Oil in Bakersfield has unit trains delivered by the San Joaquin Valley Railroad (SJVR).

Plains All America in Taft has unit trains delivered by the SJVR.

Ethanol Unit Train Consignees

Kinder Morgan is a pipeline and off-loading facility located in Wilmington, that receives 64 or 96 car unit trains delivered by the BNSF.

Nu Star Energy is an energy provider in Selby, that receives 100 car ethanol unit trains delivered by the Union Pacific Railroad (UPRR).

Hazardous Material Car Storage Locations

Arizona-California Railroad is a short line railroad that operates over 91 miles between Cadiz and Parker, Arizona. A spur track located in Rice, owned by the railroad but leased by PBF Energy for the storage of tank cars. Cars are Interchanged at Cadiz with BNSF.

Fillmore and Western Railroad stopped operations, June 2021, line is currently not being used.

Northwestern Pacific Railroad is a regional railroad that currently operates 62 miles of track between Schellville and Windsor and interchanges with the Union Pacific Railroad.

Santa Maria Railroad is a short line railroad that operates over 14 miles of track and interchanges with the UPRR in Guadalupe.

Sierra Northern Railway is a short line railroad that operates over 100 miles of track in Mendocino, Tuolumne, Stanislaus, and Yolo counties. Sierra Northern provides rail shipping to all of California through interchanges with the BNSF and UPRR.

Oakland Global Rail Enterprise is a short line railroad that operates over 10 miles of industrial track in Oakland and interchanges with the UPRR.

Yreka Western Railroad is a short line railroad that operates 9 miles of track in Siskiyou County and interchanges with the UPRR and Central Oregon and Pacific Railroad (CORP) in Montague.

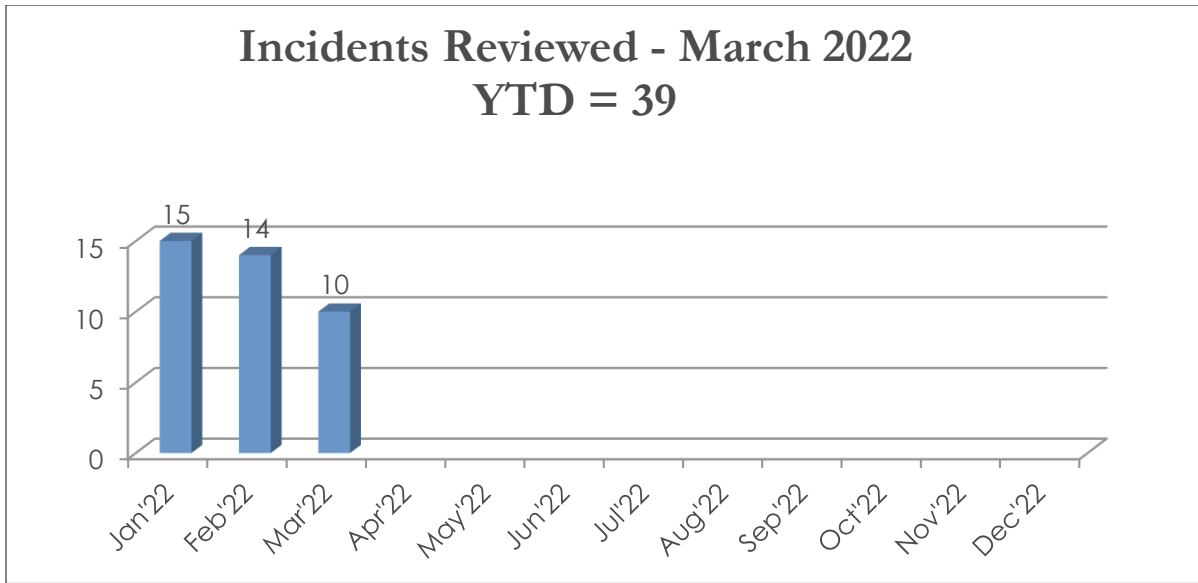
Rail Crossings and Engineering Branch - RCEB

In March 2022, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	March Closed	Closed YTD
Crossing Incident Reviews	10	39
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	53	157
Proceedings, Resolutions and G.O. 88-B Reviews	8	23

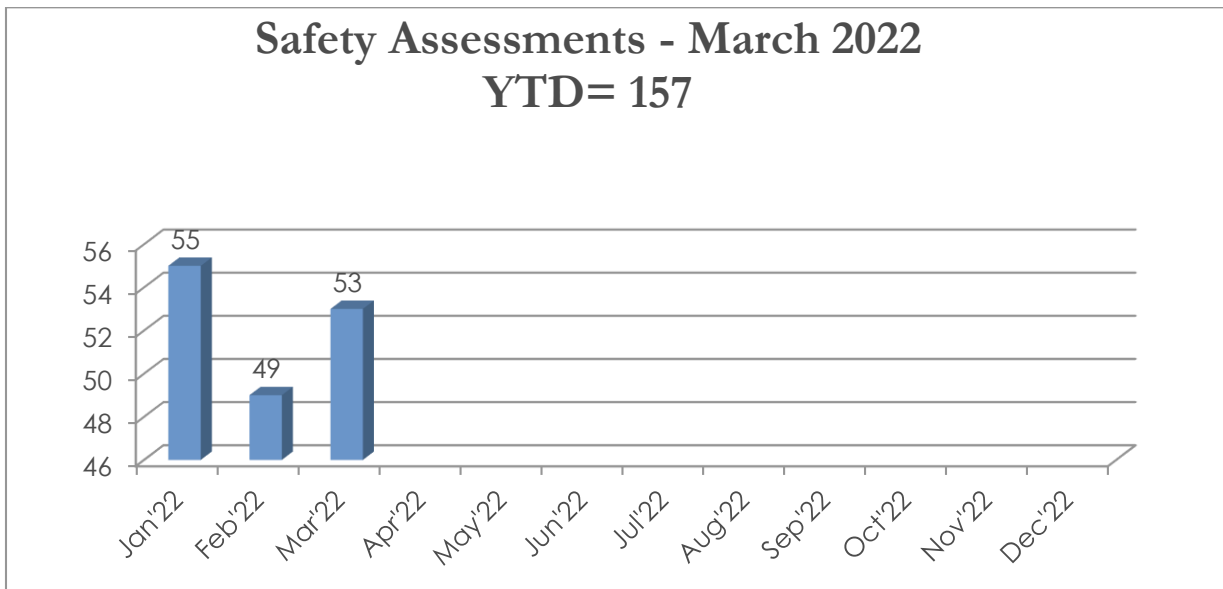
Rail Crossing Incident Investigations

In March 2022, RCEB closed 10 incidents at highway-rail at-grade crossings (crossings). These 10 incidents resulted in two injuries and four fatalities.



Safety Assessments, Quiet ZONES, and Reviews

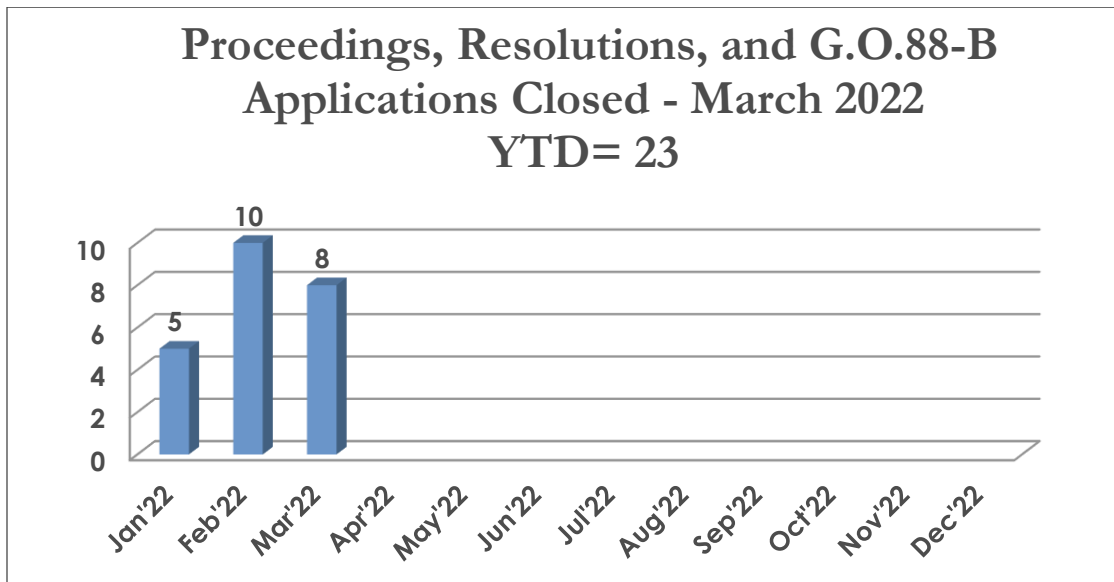
In March 2022, RCEB completed 53 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In March 2022, RCEB approved three General Order 88-B requests for authority for alteration to existing crossings. Also, the Commission approved four Proceedings and one Resolution.

1. PROC-A1808010 - Decision 20-11-045 - granting approval for City of Ione to convert a closed, private crossing of the Amador Central Railroad to an open, public crossing to facilitate the construction of 276 single-family homes in the City of Ione.
2. PROC-A2101008 - Decision 22-03-017 - granting approval for DesertXpress Enterprises, LLC to construct nine grade-separated high-speed tracks and crossings under and over the public roads in San Bernardino County.
3. PROC-A2109005 - Decision 22-03-020 - granting approval for City of Folsom to construct an at-grade crossing at Kilrush Drive across the Southern Pacific Transportation corridor track in the City of Folsom.
4. PROC-A2109006 - Decision 22-03-020 - granting approval for City of Folsom to construct an at-grade crossing at Via Sole across the Southern Pacific Transportation corridor track in the City of Folsom.
5. RESL-SX-146 – Authorizing the railroads in California to update the costs of maintenance of automatic grade crossing warning devices for the calendar year 2021.



Rail Transit Safety Branch - RTSB

In March 2022, the Rail Transit Safety Branch (RTSB) completed the following:

Major Audits

RTSB Staff continues field work, checklist data collection, and other follow-up for the Bay Area Rapid Transit (BART) Triennial Safety and Security Review which started in late November of 2021.

Administrative Accomplishments

RTSB Program Standard – Procedures Manual for State Safety and Security Oversight of Rail Fixed Guideway Systems:

On March 15, RTSB sent its revised Program Standard to the Rail Transit Agencies (RTA) under CPUC jurisdiction. RTSB also posted this document on its public website and uploaded it on the Federal Transit Administration’s (FTA) on-line reporting system.

Annual Report to the FTA:

On March 15, as required by Title 49 of the Code of Federal Regulations, Part 674 (49 CFR 674), RTSB used FTA’s on-line reporting system to submit its Annual Report to the FTA.

Annual Report to the Governor, Federal Transit Administration (FTA), and Board of Directors, or Equivalent Entity, of Rail Fixed Guideway Public Transportation Systems in California:

On March 16, the CPUC’s Office of Governmental Affairs submitted to the Governor’s Office and the board of directors, or equivalent entity, of RTAs regulated by the CPUC the report, prepared by RTSB, as mandated by 49 CFR Part 674. RTSB also provided a copy of the report to the FTA by uploading it on FTA’s on-line reporting system.

RCEB-RTSB Coordination Meeting:

On March 2, RTSB and RCEB management met to review items of common interest:

Training:

RTSB staff completed the following training in the month of March:

Laura Espinoza completed the “PC 832 Arrest, Search & Seizure” course.

RSSIMS Replacement Project:

The three rail branches (RCEB, ROSB, and RTSB) share a database called the Rail Safety and Security Information Management System (RSSIMS). RTSB is participating in activities to identify upgrades for the next version of the database.

General Order and Resolution Activity

Proposed Revision to GO 143-B:

RTSB management is continuing its work on drafting proposed changes to General Order 143-B “Safety Rules and Regulations Governing Light-Rail Transit.”

RTA Ongoing Projects

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

Bay Area Rapid Transit – BART

Communications Based Train Control (CBTC):

BART entered a \$798 million contract with Hitachi Rail STS USA, Inc to design and build a modern CBTC system. The agency intends for this project to “greatly improve (its) train service.” The Project’s Safety Certification Plan (SCP) was approved by the Commission via Resolution ST-206. Contractor Hitachi executed Notice to Proceed in November 2020.

No updates.

BART Hayward Maintenance Complex (HMC) Project:

This project is comprised of two phases. On November 16, 2018, RTSB management approved an element of the first phase of this project, the Component Repair Shop, to commence operations. The Central Warehouse, also an element of Phase One, submitted SCVR on January 7, 2021, and RTSB management approved on January 29, 2021. Construction on the Hayward Maintenance Complex Phase II East Storage Yard began on March 1, 2019. This yard will provide a storage venue for BART revenue vehicles and provide egress to the BART A1 and A2 Mainline Tracks and the Hayward Test Track. Due to funding constraints, BART has sub-divided the HMC Phase II Project into three separate contracts. At the end of the Hayward Maintenance Project, BART will submit a final SSCVR that will cover both phases.

HMC Phase I project scope has been scaled down and is considered by BART to be effectively complete due to budgetary constraints. BART submitted their revised SCP Rev. E detailing and amending changes to the project, which was approved by RTSB on April 13, 2022. BART anticipates submitting their SSCVR for this phase in the coming year.

HMC Phase II has the East Storage Yard re-design at 60% completion, and anticipates having 90% design by June 2022

Traction Power System Improvements Project (TPSIP):

Five sites have been identified for installation of new traction power substations to support the traction power system improvements portion of the Transbay Core Capacity Program. The two West Bay sites are

Civic Center Station and Montgomery Street Station and have estimated completion dates by 2022. The three East Bay sites are in Oakland at Thirty Fourth Street, Concord at David Avenue and Minert Road and Richmond at Yard East, with completion dates not yet estimated. An SCP was approved via Commission Resolution (ST-239) on July 16, 2020.

Civic Center and Montgomery Street stations are under construction. East Bay sites design conformance checklists are reviewed by Staff with comments addressed by BART.

Irvington Station (IRV) Project:

The Irvington Station Project includes construction of a new station halfway between the existing Fremont and Warm Springs/South Fremont stations. The estimated completion year is 2027. The Project is in the engineering design phase. The SCP was approved under Commission Resolution (ST-240) on November 5, 2020.

Project is approaching 90% design. Staff provided comments for a SCP revision draft.

New Vehicle Procurement (NVP):

BART is in the process of procuring 1,200 new rail vehicles. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator's cab while E-Cars do not. Upon submittal by BART, Staff reviews testing and certification documents for each group of cars prepared for service and verifies compliance with the testing and certification plan before authorizing the cars for revenue service. Due to continuing intermittent communications loss with wayside equipment and resulting system reboot, BART ceased accepting new vehicles in January 2021 until the vendor, Alstom, resolved that issue in February 2022.

309 new cars were approved to-date.

Los Angeles County Metropolitan Transportation Authority – LACMTA

P3010 New Vehicle Procurement Project:

All 235 new P3010 Light Rail Vehicles (LRV) have been delivered to LACMTA from Kinkisharyo International, the vehicle manufacturer. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future Crenshaw/LAX line currently under construction. The P3010s have state of the art technology and upgrades to improve the passenger experience. As cars are prepared for service, Staff will recommend official approval to RTSB management after in person review of the Car History Books (testing documentation). Overall, 50 LRVs remain to be accepted by LACMTA and approved by RTSB management. To date, RTSB management has certified for revenue service 185 vehicles. In November 2021, LACMTA started to send conditional approval documentation to RTSB for vehicles with a new communication system that addressed previously

identified issues. The cars that were accepted prior will have to be retrofitted to be compatible with the new communication system.

In March 2022, LACMTA sent conditional approval documentation for 3 more vehicles, which also have the new communication system. In total, LACMTA has sent documentation for 10 vehicles with the new communication system. On April 5, 2022, Staff reviewed Car History Books for 6 vehicles.

HR4000 Heavy Rail Vehicle Procurement:

LACMTA is in the process of procuring a base order of 64, with options for up to 282 new heavy rail vehicles (HRV) to provide for the future expansions of Regional Connector and D (formerly Purple) Line Extensions, and to replace the aging HRV fleet operating on the B (formerly Red) Line subway. Resolution ST-185 approved the procurement option. The vehicle manufacturer is China Railway Rolling Stock Corporation (CRRC). These vehicles will operate as married pairs in the LA Metro red and purple (D) line subways, and trains may be made up of several married pairs of HR 4000 vehicles.

The first set of married pair vehicles will be delivered to LACMTA for testing and evaluation in June of 2022 instead of March of 2022. The delay is due to the pandemic impacting progress at both the Springfield assembly site and the Changchun, China manufacturing site.

Regional Connector Project:

The Regional Connector Transit Corridor (RCTC) Project is a below-grade, 1.9-mile, dual-track light rail system that will extend the existing A Line (formerly Blue Line) from the 7th/Metro Station to the existing L Line (formerly Gold Line) in the Little Tokyo area of Los Angeles. The new RCTC link will allow passengers to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. The RCTC will contain three new subway stations.

The contractor, Regional Connector Constructor (RCC) intends to turn over different system elements at different times to Metro once they are ready, instead of turning over everything at once. The goal is to optimize scheduling.

D Line (Westside) Extension Project:

LACMTA is extending the D (formerly Purple) Line from the current terminus at Wilshire/Western station for nine miles to Westwood Veteran's Administration Hospital. This extension will consist of approximately 9 miles of heavy rail subway with seven new stations and is separated into 3 different projects/segments, PLE1, PLE2, PLE 3. The project is funded mostly by Measure R, Measure M and federal grants. Section 1 is forecast to open in 2024, Section 2 in 2025 and Section 3 in 2027. Travel time between Westwood and downtown L.A. is expected to take about 25 minutes. The design build contractor for Segment 1 is STS (a joint venture of Skanska, Traylor, Shea). The design build contractor for Segment 2 is TPOG (a joint venture of Tutor Perini and O&G). Tutor Perini is also the design build contractor for Segment 3 tunneling and stations. No Updates.

MGLFECA Foothill Extension Phase 2B:

LACMTA is extending the L (formerly Gold) Line from the current terminus of Azusa Station to the City of Montclair. The Metro Gold Line Foothill Extension Construction Authority (MGLFECA) is an independent transportation planning, design and construction agency created in 1998 by the California State legislature to resume design, contracting, and construction of the Los Angeles to Pasadena Metro Gold Line. The initial 13.7-mile, Los Angeles to Pasadena Metro Gold Line was completed and opened in 2003. Phase 2A of the Foothill Extension project was completed in March 2016 and extended the Gold Line from Pasadena to Azusa. Once construction of Phase 2B is complete, the MGLFECA will transfer the project to LACMTA to operate. In August 2019, the MGLFECA awarded the design build contract to the Kiewitt Parsons Joint Venture. Due to funding issues, the current terminus of the new alignment was changed to Pomona Station with a contract option to build to Montclair if the MGLFECA can secure additional funding. The estimated completion of the Pomona segment is early 2026. The contract option portion from Pomona to Montclair would be on a shared corridor with Metrolink. Major construction commenced July 2020, beginning with track and warning equipment installation at the at-grade rail crossings.

No updates.

Crenshaw/LAX Corridor Project:

LACMTA is constructing a new Light Rail Transit (LRT) line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The project consists of Segments A, B1, B2, and C.

Substantial completion of Segments A-B occurred on March 12, 2021. Now the AMC (Airport Metro Connector) Station is under construction in Segment A; it will connect to the future LAX APM. To avoid the construction zone but allow revenue service, there are preparations underway for a turnback operation north of the AMC Station. Substantial completion of Segment C will follow later.

New A Line Project:

In the 2019 as part of the New Blue Improvements Project, LACMTA made improvements to its A Line (formerly Blue Line) that runs from Downtown Los Angeles to Long Beach. The Blue Line was renamed the “A Line” prior to fully reopening to the public on November 2, 2019. There were improvements to train control, track, overhead power, Willowbrook/Rosa Parks Station, and general station areas. The Division 11 (A Line) yard control upgrade testing is anticipated to begin in August 2022.

No Updates.

East San Fernando Valley Project:

The East San Fernando Valley project alignment will start at the City of Los Angeles Van Nuys Bus Rapid Transit Orange line station and head north for 10 miles through the San Fernando Valley. It will be a street

running system for the most part with approximately 3 miles on a shared corridor with Metrolink/Amtrak. LACMTA has contracted Gannett Fleming Inc. to develop a 30/60 percent design package. LACMTA was planning to begin the procurement process of the final design build package sometime in the middle of 2021. The final design build package procurement process was delayed due to the pandemic but is expected to take place in 2022 with groundbreaking on construction to follow soon thereafter. CPUC staff have been working with the project team and LACMTA on development and drafting of the Safety Certification Plan which was approved by the commission on December 16, 2021.

No updates.

West Santa Ana Branch Transit Corridor Project:

LACMTA is evaluating a new LRT line that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community, and downtown Los Angeles. The West Santa Ana Branch Transit Corridor (WSAB) is a 19-mile corridor project. LACMTA staff submitted a proposed funding plan/report and is exploring Public-Private Partnerships to bridge the funding gap. The Metro Board of Directors met on January 27, 2022 to discuss the selection and approval of the project terminus and a Locally Preferred Alternative (LPA). The Metro Board approved Los Angeles Union Station as the northern terminus of the West Santa Ana Branch Transit Corridor Project. The 14.8-mile Slauson/A Line to Pioneer route was also approved as the Locally Preferred Alternative (LPA) for the project's initial segment between Artesia and Downtown Los Angeles.

No Updates.

Los Angeles Streetcar Project:

The Los Angeles Streetcar is a project that is advancing under the Los Angeles County Measure M funding. The preliminary design is proceeding despite the lack of LACMTA's identification for near term funding. Los Angeles Streetcar will continue to engage with the private sector to explore potential Public Private Partnership opportunities and collaborate with public sector partners like LACMTA and LADWP; the main goal is to secure the remaining funding needed.

No updates.

Los Angeles World Airports – LAWA

LAWA Automatic People Mover Project:

Los Angeles World Airports (LAWA), the governing body of Los Angeles International (LAX) and Van Nuys airports, is developing a multi-billion-dollar upgrade to the ground transportation system at LAX. The 2.25-mile Automated People Mover (APM) will have six new stations, three of which will connect new rental car, airport parking and Metro facilities to the airline terminals. Those in the Central Terminal Area (CTA) will provide fast and easy connections to nine airline terminals with a pedestrian walkway system.

44 cars will be built for the APM system, with the cars starting to arrive at the LAX site in the second quarter of 2022. Construction of the guideway is currently 96.8%.

Orange County Transportation Authority – OCTA

OC Streetcar Project:

The OC Streetcar (OCSC) project consists of 4.15 miles of track between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The project includes 10 stations along the alignment and the procurement of 8 Siemens S700 LRVs. The project is currently under construction.

On March 4, 2022, Walsh Construction, the contractor on OCSC project, filed a lawsuit against OCTA alleging that the project breached the agreement governing the scope of work, citing numerous alleged failings on OCTA's part including neglecting to pay the company more for, or extending deadlines to accommodate, added work on the project. Walsh Construction is asking for at least \$50 million in damages because of the contract violations.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

SRTD will be acquiring 36 new Siemens low floor light rail vehicles. SRTD acquired \$172 M for them and to make changes to its stations to accommodate the new low floor P20 Siemens S700 LRVs. Estimated in-service date of first vehicle is projected for 11/2022. Safety Certification Plan is in development.

Dos Rios Light Rail Station Project:

SRTD will be completing final design and requesting bids for construction of a new light rail station. SRTD has acquired funding for the project. Estimated in-service date of the station is projected for 7/2024. Safety Certification Plan is in development.

Gold Line Double Track Project:

SRTD will be completing final design and requesting bids for construction of two passing tracks between Folsom and Sacramento, to accommodate 15 minute service. SRTD has acquired \$35 M for the project. Estimated in-service date of the track is projected for 6/2023. Safety Certification Plan is in development.

San Diego Metropolitan Transit System – SDMTS

San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:

The San Diego Metropolitan Transit System's (SDMTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line that begins at the Old Town Transit Center in San Diego. The project will provide future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego

(UC San Diego) and the University City areas with nine (9) new stations. Construction started in 2016 and revenue service is planned to begin November 21, 2021. On November 15, 2021, the Rail Safety Division Director accepted The Project final Safety Certification Verification Report (SCVR), as required by G.O.164-E and Resolution ST-186, and SDMTS granted SDMTS permission to enter revenue service on November 21, 2021.

All construction certificates and start-up integrated tests are complete. Staff will send a formal close-out letter to MTS/SANDAG acknowledging completion of Resolution ST-186 requirements.

San Diego Trolley, Inc. (SDTI) SD-10 Light Rail Vehicle Procurement:

SDTI is procuring 45 LRVs known as SD10 (Car Nos. 5046 to 5091) to replace the current SD-100 models cars which will be retired from revenue service. The procurement process began September 2020 with an expected schedule completion and acceptance of all 45 LRVs by late 2023. As Siemens cars are delivered on-site at the SDTI Yard, they will undergo commissioning and dynamics tests. Staff will participate in the acceptance testing throughout the procurement process.

Staff granted permission in March 2022, for Car Nos. 5052-5054 to enter revenue service operation.

Santa Clara Valley Transportation Authority – SCVTA

BART Silicon Valley (BSV) Phase II:

This BSVII is an approximately 6-mile extension of the BART system from the Berryessa/North San Jose Station through downtown San Jose in an approximately 5-mile long single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. The Phase II project includes three stations in the City of San Jose (Alum Rock/28th, Downtown San Jose and Diridon Stations), one station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility. The project Safety and Security Certification Plan (SSCP) was originally Commission approved under resolution ST-83 on February 15, 2007, for the entire 16 miles extension but SCVTA Board divided the project into two phases. The BART's Silicon Valley Berryessa extension (phase I) was placed in revenue service on June 13, 2020. On June 16, 2021, Staff received the project SCP for the phase II, and CPUC approval was sent on August 17, 2021, approving the SCP. This project is under preliminary design phase and Staff continues to attend the FTA Project Management Oversight Contractor (PMOC) meetings, Safety and Security Review Committee (SSRC) meetings, Fire Life Safety and Security Committee (FLSSC) meetings.

Contract Package 1 (CP1) Systems – Final RFP in progress.

Contract Package 2 (CP2) Tunnel & Trackwork – RFP in final negotiations with the highest-rank firm.

Contract Package 3 (CP3) Newhall Yard and Santa Clara Station – RFQ solicited three Statements of Qualification (SOQ), resulting in all three teams being shortlisted February 3, 2022. RFP release date tentatively April 2022.

Contract Package 4 (CP4) Stations – RFQ solicited two SOQs which have been evaluated but the procurement remains on hold. VTA is making decisions regarding potential scope revisions and schedule adjustments before moving forward with any announcements.

VTA added a total of 11 months to the project schedule impacting the RSD during the nine months since their EPD submission.

Eastridge to BART Regional Connector:

The Eastridge to BART Regional Connector (EBRC) will add 2.4 miles of double track light rail along Capitol Expressway in San Jose. This segment extends the SCVTA light rail system from the Alum Rock station to Eastridge Transit Center, entirely within the City of San Jose. The alignment traverses through a mixture of residential, commercial, industrial, and undeveloped areas. The proposed light rail alignment consists of an elevated guideway to the side and in the median of Capitol Expressway on retained earth and structure. There are no new at-grade automobile crossings, but there will be two pedestrian at-grade crossings at Eastridge Station. Resolution ST-88 dated May 24, 2007, grants SCVTA's request for approval of its Capitol Expressway Light Rail Safety and Security Certification Plan (SSCP) dated March 2, 2007. SCVTA recently submitted an updated SSCP dated January 31, 2020. Staff reviewed and approved the SSCP on July 10, 2020. The project has almost completed preliminary engineering design phase and Utility relocation is occurring currently. Staff awaits to attend future meetings related to this project.

No Updates.

Light Rail Signal Priority Detection Upgrades Project:

The work involved is a replacement of the Train-to-Wayside hard-wired system with a new GPS-based LRV detection system to act as primary detection system for requesting transit service priority (TSP) at non-gated signalized intersections. The necessary equipment for the work would be installed on 98 of VTA's light rail vehicles and would be installed at 89 signalized intersections. SCVTA submitted the project SCP on May 5, 2021. Staff reviewed and approved the project SCP on June 30, 2021. At its August 19, 2021, meeting the Commission approved Resolution ST-245.

CPUC reviewed VTA's draft Preliminary Hazard Analysis (PHA) for this project and provided comments for correction.

San Francisco Municipal Transportation Agency – SFMTA

Central Subway Project (CSP):

SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown.

SFMTA intends to issue the SCVR on or about 9/1/22 before revenue service starts on or about 10/1/22.

LRV4 Procurement to Expand and Replace the Rail Fleet:

SFMTA LRV4 project is to procure 264 state-of-the-art Siemens LRVs. CPUC granted SFMTA approval for revenue service in 2017. After delivery of 68 cars by 2019, SFMTA found issues with the doors. SFMTA have since stopped accepting new cars, and asked Siemens to resolve the issue. Siemens redesigned sensitive edges and rubber elements for the doors for improved sensitivity for patron use and updated the rear viewing technology.

On 3/8/2022, RTSB staff sent a letter to authorize SFMTA to place two LRV4 cars (2069 & 2070) into revenue service soon. On 4/4/2022, RTSB staff sent a letter to authorize SFMTA to place two LRV4 cars (2071 & 2072) into revenue service soon. Currently, SFMTA has 72 LRV4's accepted and revenue service ready.

SFMTA L Taraval Improvement Project:

In response to numerous collisions and reported safety concerns, an early implementation of measures known as the L Taraval Rapid (a non-safety certifiable) project to improve safety by adding temporary clear zones at transit stops, a transit only lane, and painted safety zones at street corners. The next step is a nearly complete rehabilitation on Taraval Street that will replace infrastructure like the worn rails, overhead wires, water, and sewer lines, as well as repave the entire street.

Construction has begun for the L Taraval Improvement Project, and it will last approximately three years. Transit service on the L Taraval will remain throughout with a combination of buses and trains. Once completed, the corridor will boast new transit priority traffic signals, bulb-outs to make pedestrian crossing safer, new trees, high visibility crosswalks, safety boarding islands, and increased accessibility. All these changes will make Taraval more inviting for everyone that uses it.

To minimize disruptions during construction and maximize flexibility, the project is split in two construction segments that will overlap. During various times, there will be bus substitutions for the L Taraval so that crews can work on the rails and infrastructure beneath them.

Segment A: San Francisco Zoo to Sunset Boulevard was completed in July 2021.

Segment B: Sunset Boulevard to West Portal – Construction began in early 2022 and will continue through fall 2024.

On March 30, 2022, RTSB staff conducted a field survey of the SFMTA L Taraval Improvement Project sites. Staff observed new concrete boarding islands, repaved surface, a transit only lane, and landscaping elements along Segment A of the project. Staff observed evidence of construction work in progress along Segment B including staging areas for new boarding islands and traffic signals. Staff will continue to monitor the construction progress of the remainder of the project by conducting similar surveys on a periodic basis until the project is completed.

Appendices

GENERAL DEFINITIONS

Corrective Actions Plans

General Order 164-E defines Corrective Action Plan as a plan developed by a Rail Transit Agency that describes the actions the RTA will take to minimize, mitigate, control, correct, or eliminate risks and hazards, and the schedule for implementing those actions.

Accident Investigations

Per General Order 164-E, the Commission must be notified within 2 hours by rail transit agencies of accidents if they include one of the following: a fatality (occurring at the scene, or within 30 calendar days following the incident); one or more persons suffering “serious injury” (as defined in GO 164-E); a collision involving a rail transit vehicle and another rail transit vehicle, or individual; a derailment of any rail transit vehicle at any location, at any time, whatever the cause; an evacuation for life safety reasons; or a runaway train. “Courtesy notices” are not included in these statistics.

Monthly RTSB Data

Statistics Summary

Table 1. Investigation & CAP Data

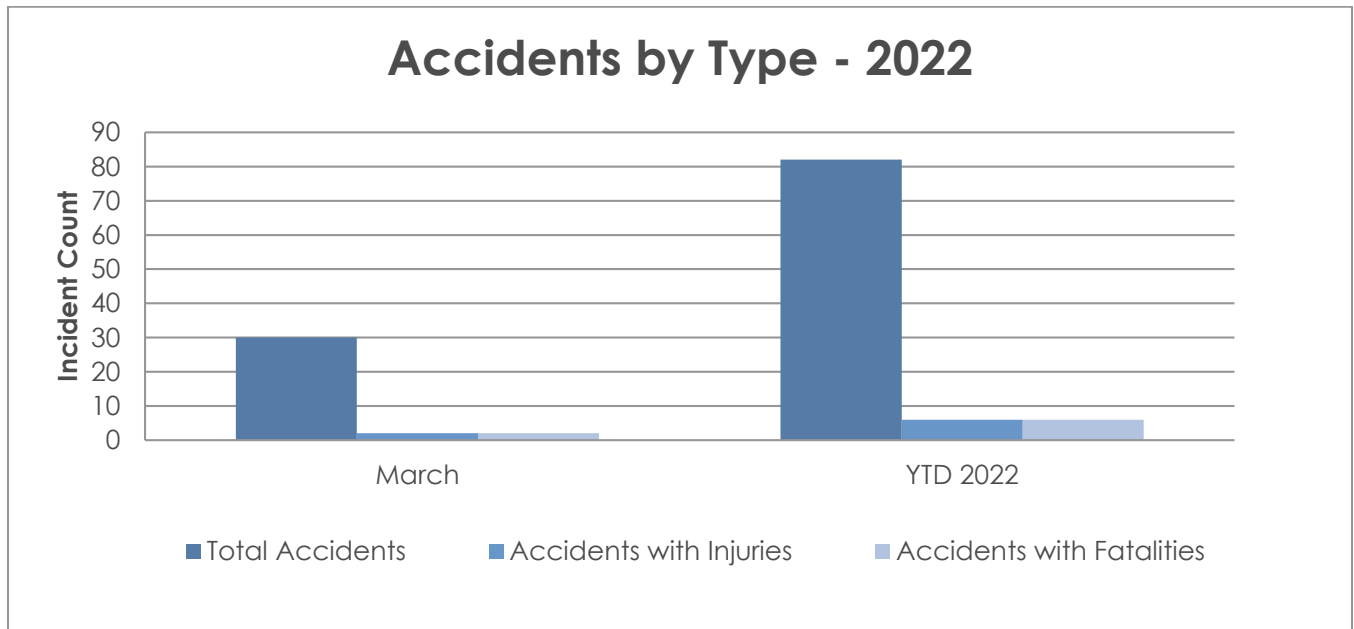
Investigations	March	YTD2022
Accidents Reported	30	82
Accident Investigations Closed	44	90
Complaints Investigated	0	3
Rail Transit Inspections	46	113
Triennial Review	0	0
Corrective Action Plans	March	YTD 2022
New Corrective Action Plans	44	77
From Triennial Review	0	0
From Incidents	5	8
From Internal Safety/Security Audits	1	1
From Rail Transit Inspections	37	62

From Hazard Management	1	6
Closed Corrective Action Plans	24	72
From Triennial Review	1	1
From Incidents	6	11
From Internal Safety/Security Audits	0	1
From Rail Transit Inspections	17	59
From Hazard Management	0	0

Data collected from RSSIMS

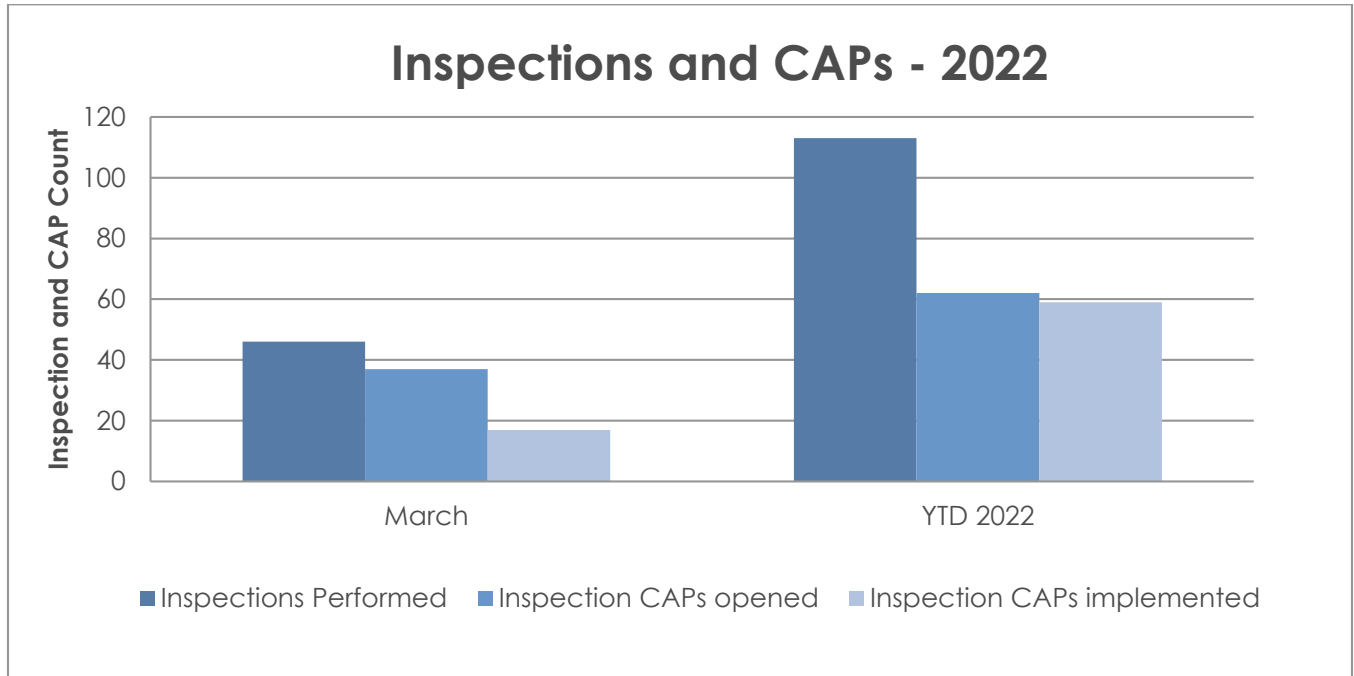
Ongoing Data / Trends

Table 2. Accidents by Type



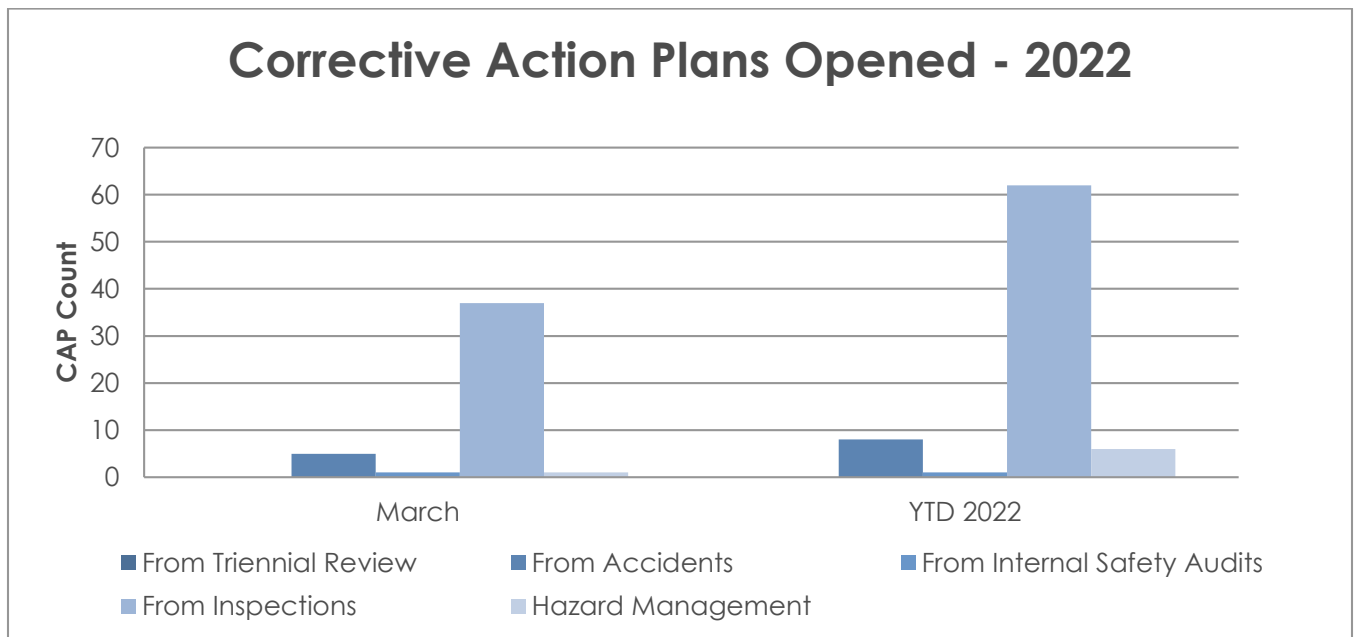
Data collected from RSSIMS

Table 3. Inspections & CAPs



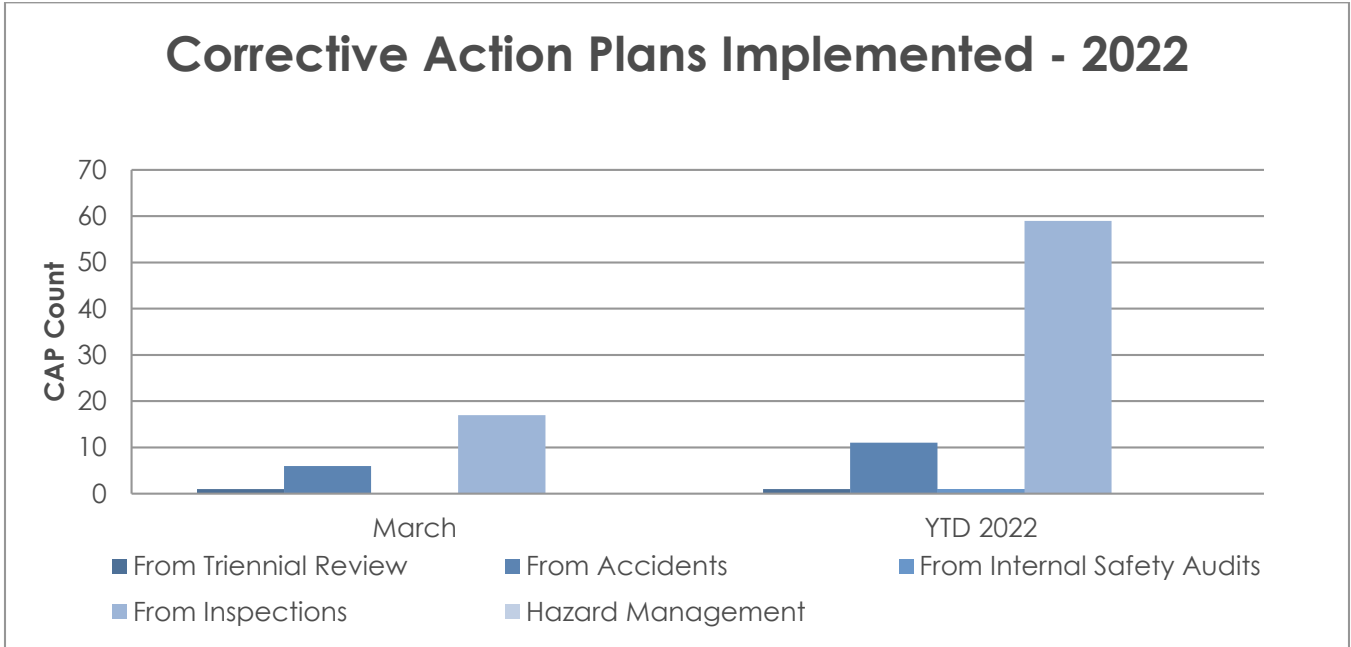
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS