

Monthly Performance Report – May 2024

RAIL SAFETY DIVISION

June 25, 2024



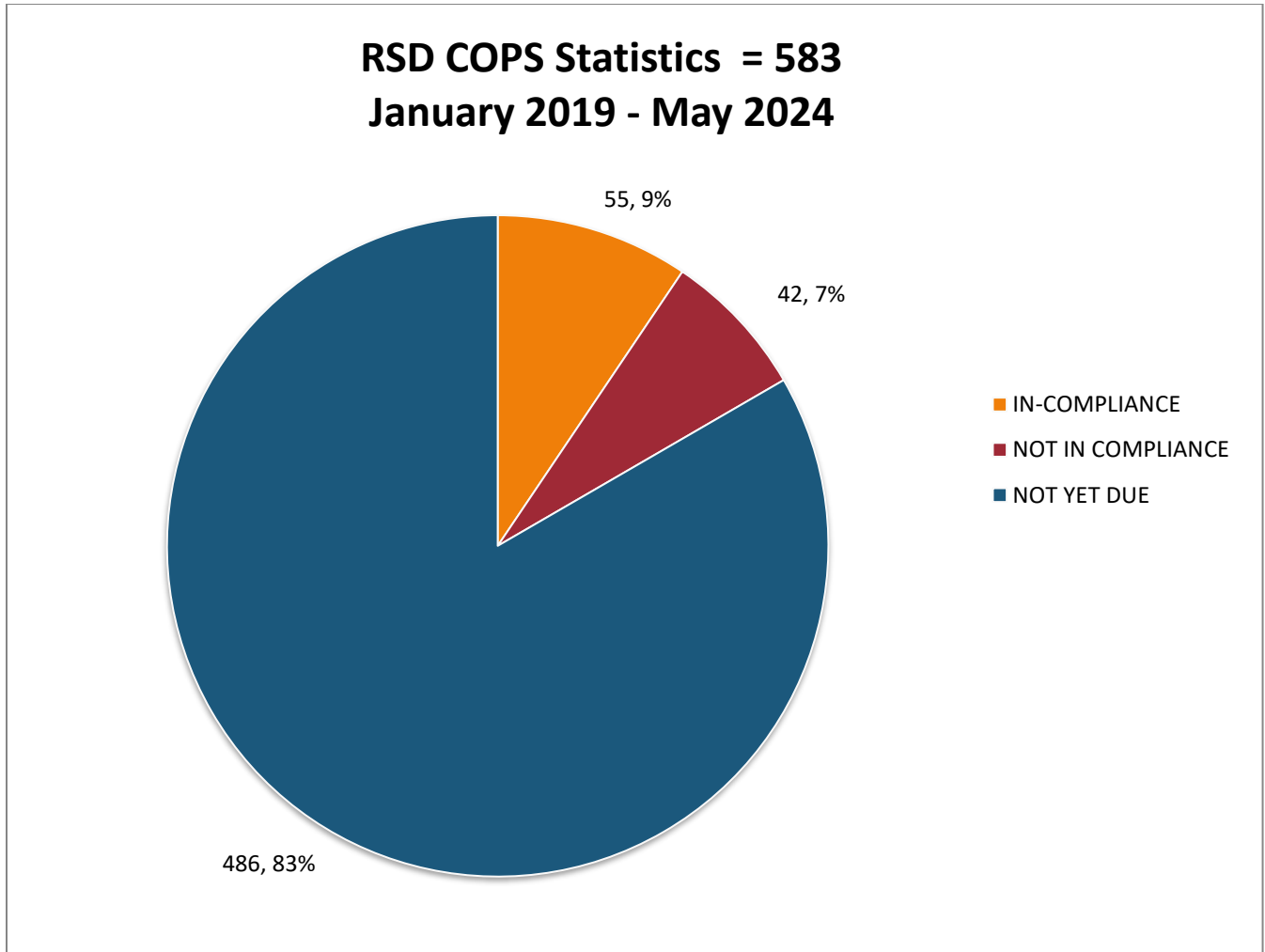
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through May 31, 2024, the Rail Safety Division (RSD) showed 583 total entries in the COPS system, with 55 (9%) reaching compliance, 486 (83%) not yet due for compliance, and 42 (7%) out of compliance. 583 (100%) of all ordering paragraphs (OPs) are assigned to RSD staff.

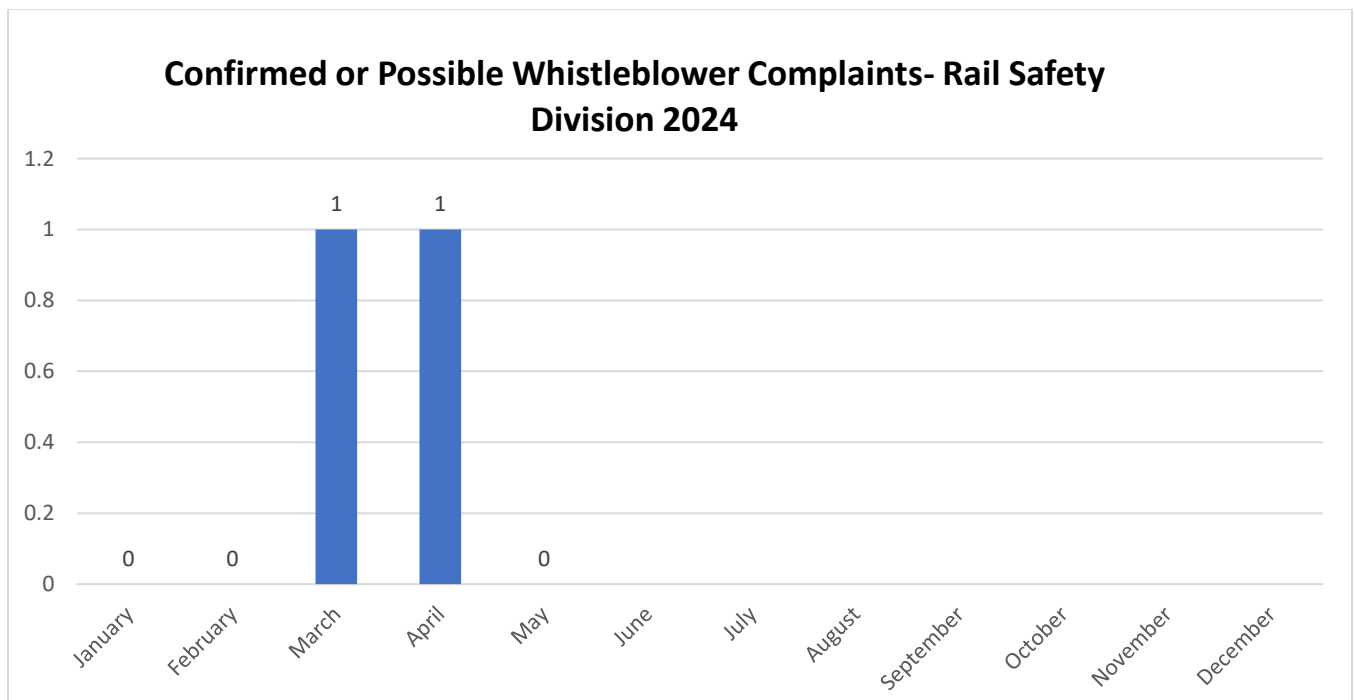


Monitoring the Whistleblower Website

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 – 1/1/2024 – 5/31/2024

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



Railroad Operations and Safety Branch - ROSB

In May 2024, the RSD Railroad Operations and Safety Branch (ROSB) completed the following:

Railroad Operations and Safety Branch	May-2024	YTD 2024
New Incidents Investigated	13	53
Informal Complaints Investigated	1	4
Railroad Bridge Observations	0	47
Railroad Safety Inspections	290	1327
Non-compliant conditions identified/corrected	958	4553
Operation Lifesaver Presentations	0	0

ROSB Inspection, Investigation & Field Activities

May 2, 2024: An RSD Railroad Safety Inspector while performing an inspection along the Union Pacific (UP) line in Lathrop discovered a faded warning sign at a railroad crossing. This is in violation of CPUC General Order (GO) 75-D which requires all signage and warning devices at railroad crossings to be visible and in good working order.

The inspector brought the non-compliant condition to the attention of the UP manager who on the same day as verified by the inspector, repaired the sign bringing it into regulatory compliance.

May 6, 2024: An RSD Railroad Safety Inspector performed an inspection of the BNSF locomotive storage facility in San Diego and discovered debris on the walkway creating a tripping hazard for railroad employees. This is in violation of CPUC GO 118-A which requires that all walkways be clear of obstructions.

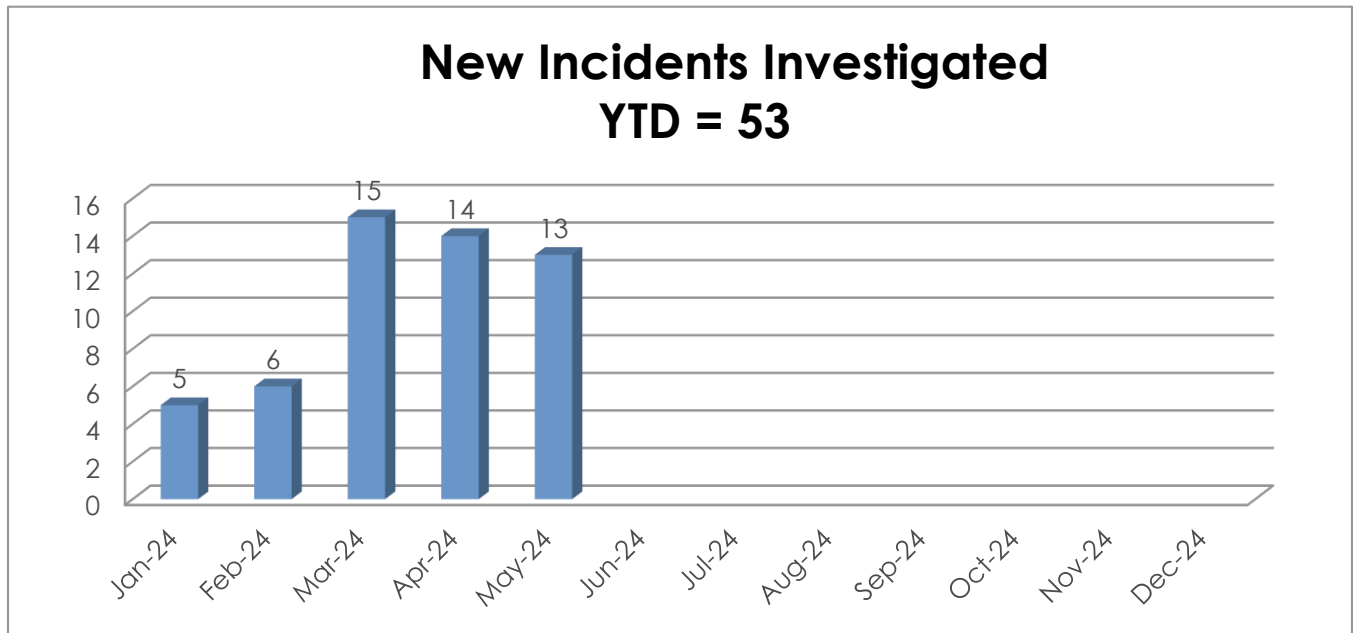
A follow up inspection performed on May 23rd verified that the walkways had been cleared of all debris bringing it into regulatory compliance.

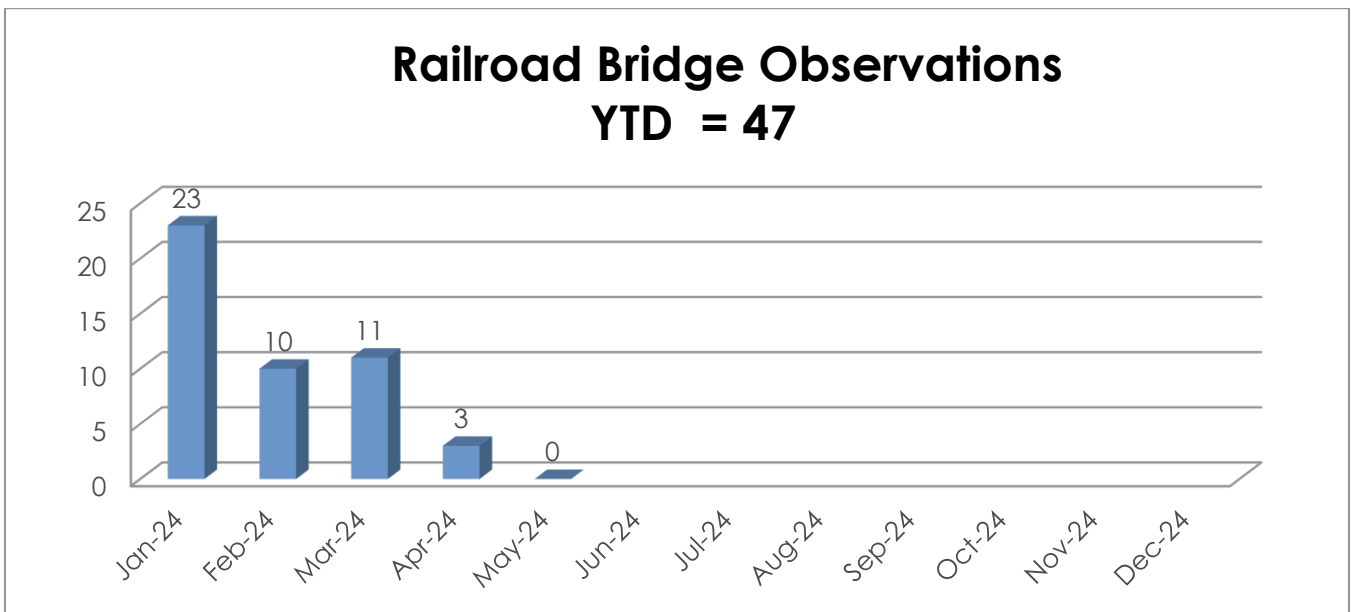
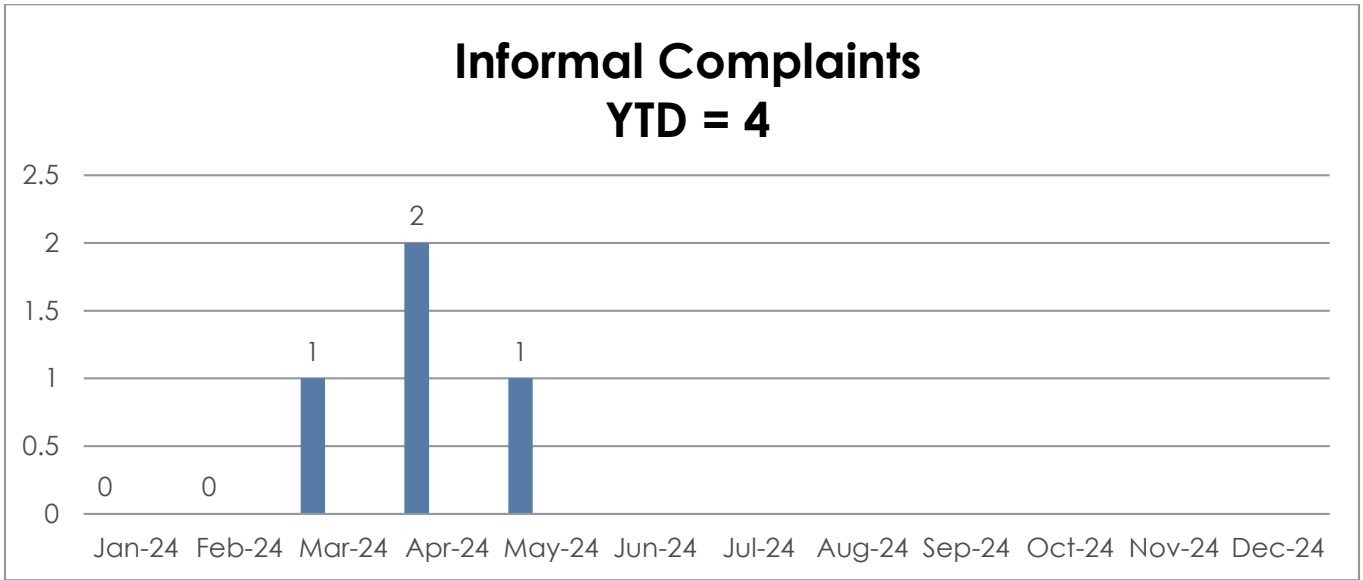
May 7, 2024: An RSD Railroad Safety Inspector performed an inspection on the UP track in Dixon. The inspection discovered a non-compliant condition at the grade crossing at Midway Road. The Emergency Notification System (ENS) signage was illegible on the east side of the crossing. This is not in compliance with CPUC GO 75-D, which requires that the signage of each public grade crossing be clear and legible at all times. Additionally, the east crossing gate appeared to be damaged and leaning out of its designed position. The inspector notified the UP manager of the non-compliant condition and a follow up inspection

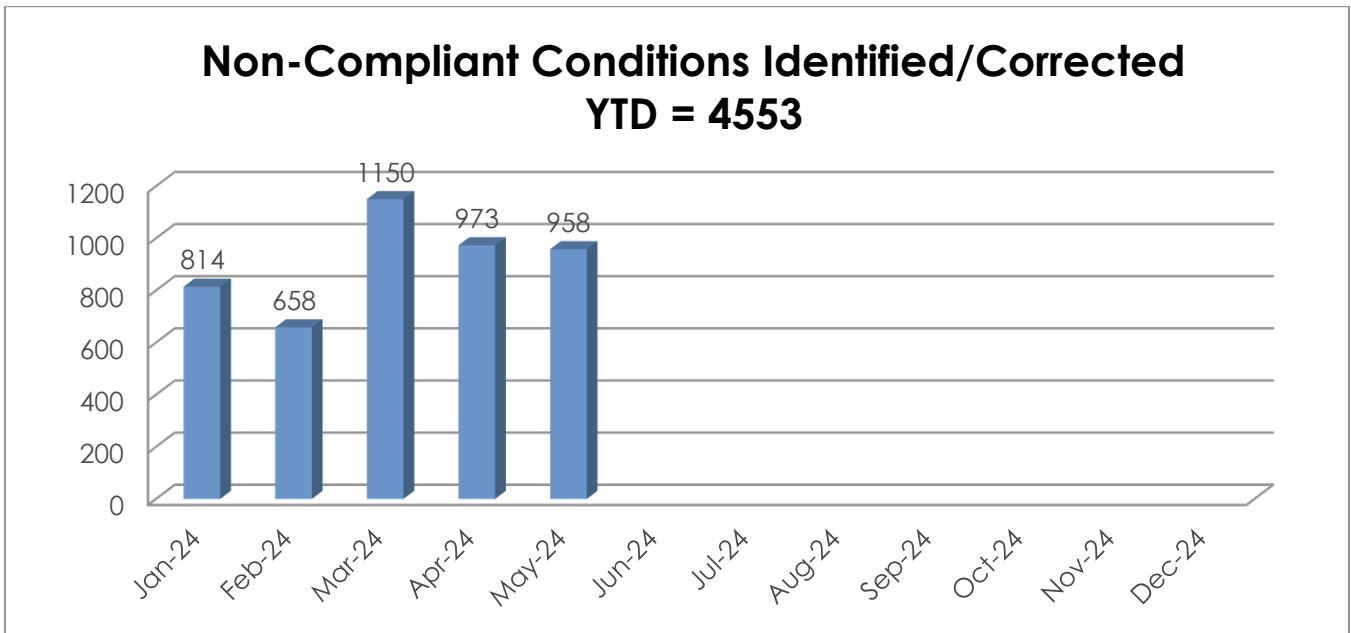
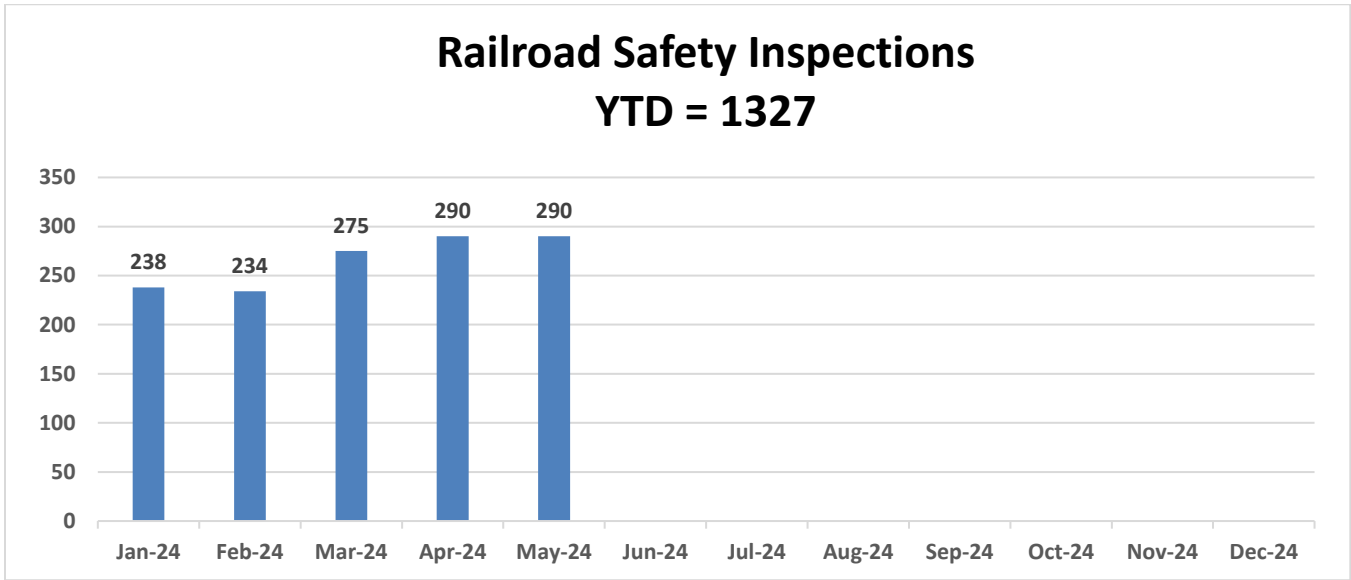
performed on May 22nd verified that the signage had been replaced and the crossing repaired bringing it into regulatory compliance.

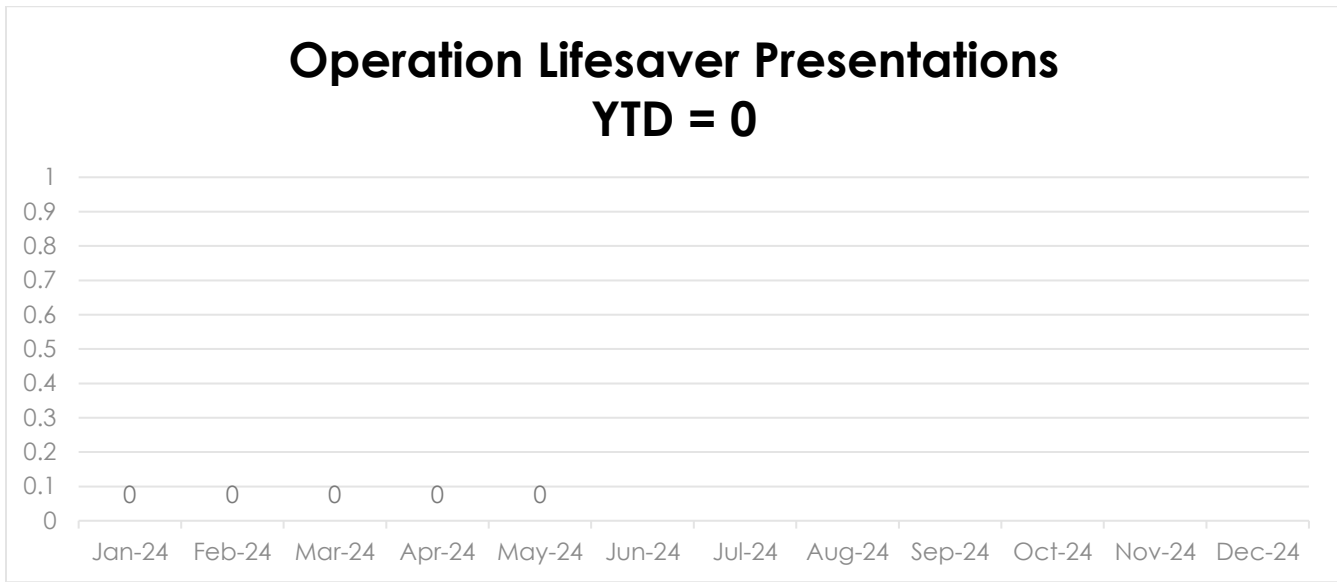
May 16, 2024: An RSD Railroad Safety Inspector performed an inspection of the Metrolink Arrow maintenance facility in Colton and discovered that construction cones were less than 8'6" from the center of the rail. This non-compliant condition is a violation of the CPUC GO 26-D standard for a minimum side clearance requirement.

The inspector notified Metrolink management of the non-compliant condition who took corrective action to move the cones to bring the situation into regulatory compliance.









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							
Consignee ²	Highly Volatile (Y/N)	# Unit Trains Received May	# Unit Trains Projected June	# Unit Trains FYTD (23-24)	# Cars Received May	# Cars Projected June	# Cars FYTD (23-24)
Plains All America	N	0	0	0	0	0	0

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.

Kern Oil	N	1	2	9	104	193	923
Ethanol Unit Train Shipments in California							
Consignee	# Unit Trains Received May	# Unit Trains Projected June	# Unit Trains FYTD (23-24)	# Cars Received May	# Cars Projected June	# Cars FYTD (23-24)	
Kinder Morgan (Wilmington)	14	19	162	1335	1822	15530	
Eco-Energy (Stockton)	6	5	47	645	546	4981	
Pelican Renewables (Stockton)	0	0	7	0	0	745	
Storage of Hazardous Material Cars							
Railroad	Loads	Empties	Commodity	County			
Arizona California RR	0	153	LPG	San Bernardino			
Santa Maria RR	0	120	LPG	Santa Barbara			
Sierra Northern Railway	88	334	LPG	Stanislaus			
Oakland Global Rail Enterprise	0	0	LPG	Alameda			
Yreka Western RR	0	0	N/A	Siskiyou			

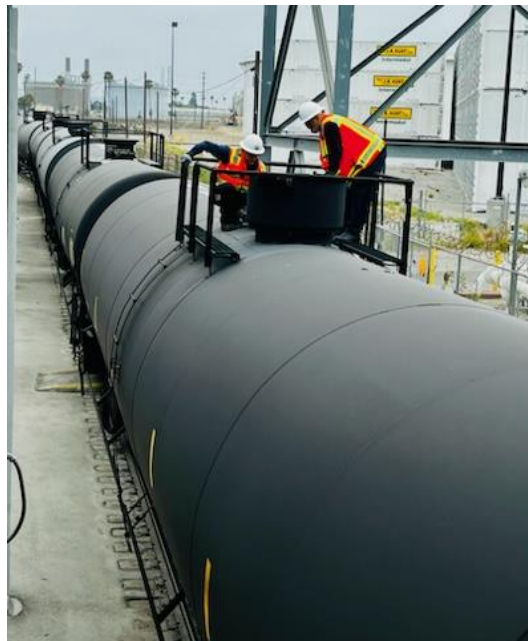
Audits/Inspections/Investigations

On May 29, 2024, the CPUC Crude Oil Reconnaissance Team, Hazardous Materials, and Track Inspectors inspected the Kinder Morgan Lomita Rail Terminal in Carson, CA. The primary objective was to ensure compliance with federal and state regulations governing the transport and handling of hazardous materials via tank cars. The inspection focused on verifying adherence to these regulations.

The Lomita Terminal is located at 24710 Wilmington Ave., Carson, CA 90745, and spans 7 acres. It can accommodate 110-car unit trains. Ethanol is the primary product handled at the facility. Inbound ethanol rail offloading and outbound pipelines facilitate transportation to the Shell Southern California Distribution Complex.

Kinder Morgan's Carson facility is part of its Southern Region operation, including a gathering system in Watson, California. This system connects third-party terminals to various Southern California, Phoenix, Arizona, and Las Vegas, Nevada locations. Additionally, Kinder Morgan's terminal in Carson, California, is linked to the Watson Station via the Sepulveda Junction, providing outbound connectivity.

Lomita Rail, LLC, operating as a Kinder Morgan entity in the Pacific Region, manages this asset, which operates 24/7 and serves as a central point for receiving tank car shipments from the BNSF Watson railyard. The facility unloads 16 sets of tank cars daily onto two tracks. Operations are projected to expand during the current fiscal year, with the anticipated volume exceeding the average of 15,000 tank cars. Over the past five years, Kinder Morgan's Lomita Rail Terminal in Carson has maintained a record with no reported defective conditions.



Inspectors are examining the tank car valves and manway lid of a tank car that has been unloaded and prepared for pickup by the BNSF railway.



Inspection of the walkway conditions for unloading racks. Multi-Station Loading Racks ensure safe and efficient access to valves and manway lids during tank car loading and unloading.

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.

Eco-Energy is an energy provider in Stockton, that receives 100 to 112 car ethanol unit trains delivered by the Central California Traction Company.

Pelican Renewables is an energy provider in Stockton, that receives 96 to 108 car ethanol unit trains delivered by the Central California Traction Company.

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.

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 Montagu

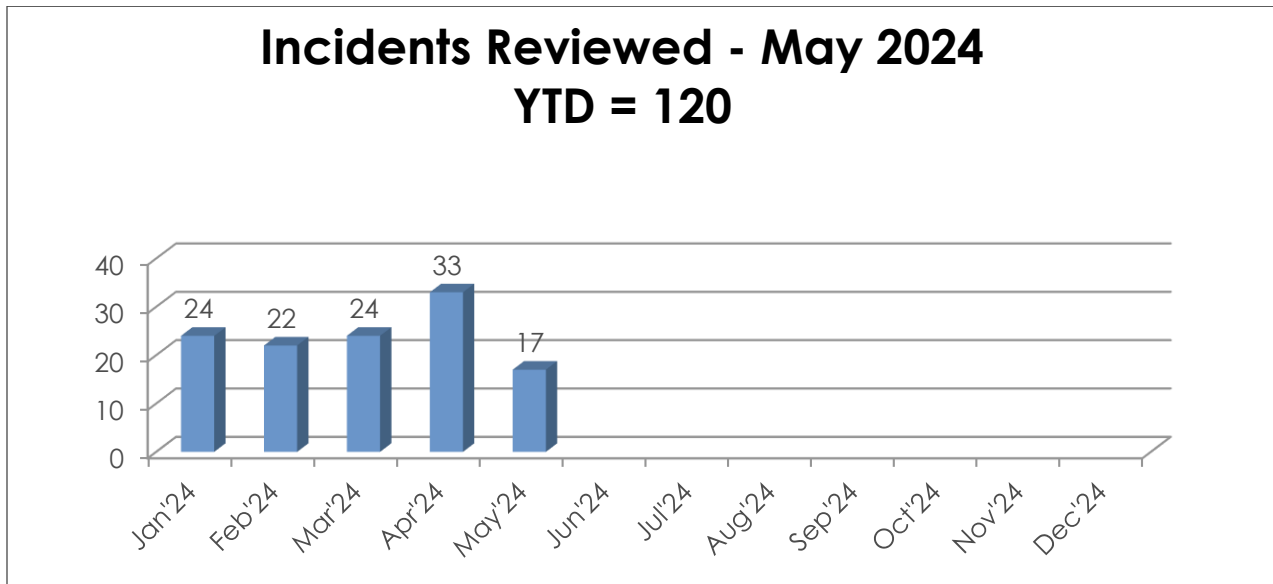
Rail Crossings and Engineering Branch - RCEB

In May 2024, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	May Closed	Closed YTD
Crossing Incident Reviews	17	120
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	74	334
Proceedings, Resolutions and G.O. 88-B Reviews	22	61

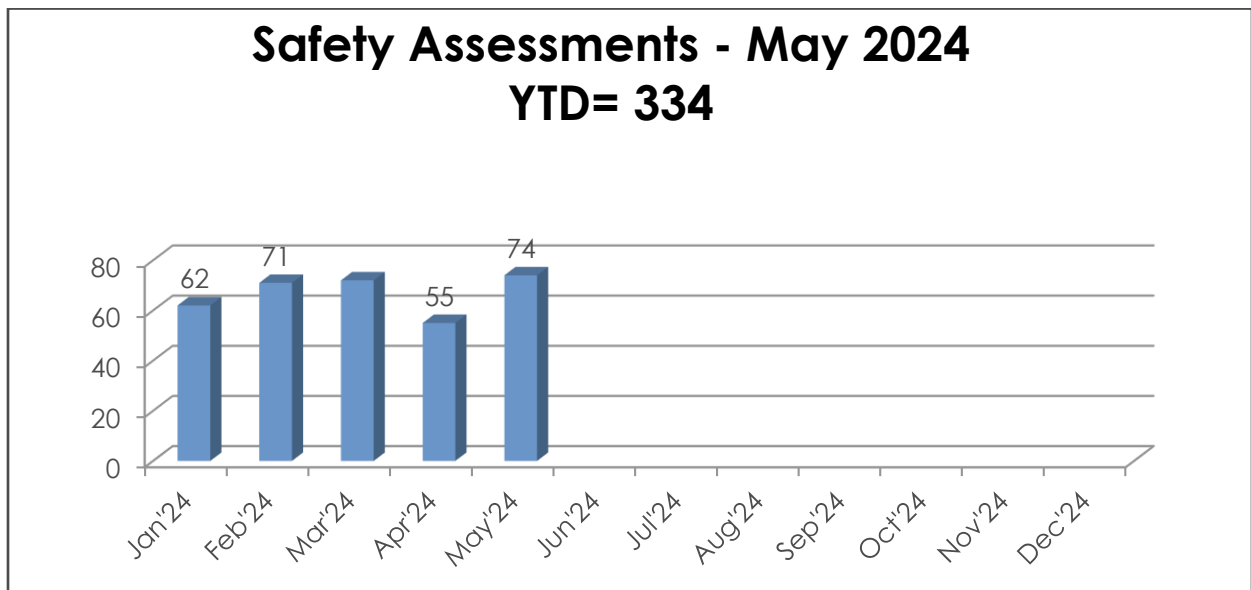
Rail Crossing Incident Investigations

In May 2024, RCEB closed 17 incidents at highway-rail at-grade crossings (crossings). These 17 incidents resulted in six injuries and four fatalities.



Safety Assessments, Quiet ZONES, and Reviews

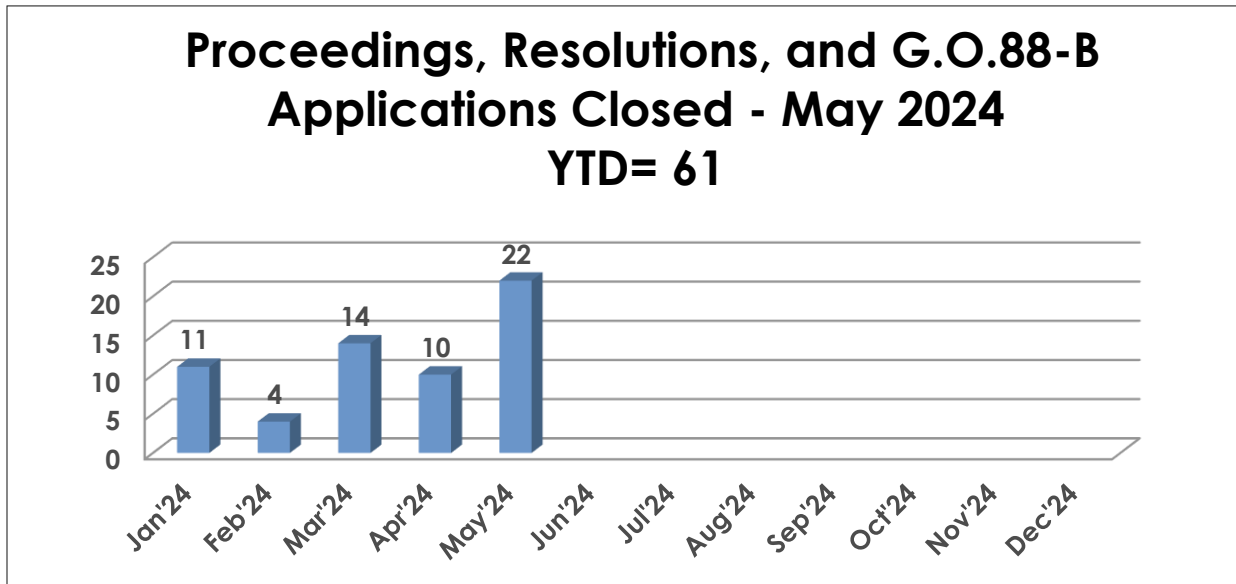
In May 2024, RCEB completed 74 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In May 2024, RCEB approved 15 General Order 88-B requests for authority for alteration to an existing crossing. The Commission approved four Formal Applications, one Resolution, and the RSD Director approved two Time Extension Decisions Resolutions.

1. PROC - A2008014 - D.24-05-042024 - Decision of an order apportioning maintenance costs for the crossing of Butterfly Lane over one track owned by Union Pacific in the City of Santa Barbara County.
2. PROC - A2205001 - D.24-05-046 – Decision grants the LACMTA authorization to construct two light rail tracks at four highway-rail crossings in the County of Los Angeles.
3. PROC – A2211009 - D.24-05-047 – Decision grants the LACMTA authorization to construct two light rail tracks at four highway-rail crossings in Los Angeles County.
4. PROC – A2308017 -D.24-05-050 - Decision grants authorization for County of Stanislaus to construct two overhead grade-separated public highway-rail crossings over BNSF railway track in the County of Stanislaus.
5. RESL - SX-157 - Resolution authorizing LACMTA to deviate from General Order 75-D to install bells only on the pedestrian warning devices at the Arbor Vitae Street crossing in Los Angeles County.
6. RESL - TED-303 - Resolution grants the Metro Gold Line Foothill Construction Authority an extension of time to complete construction of two grade crossings in the City of Glendora.
7. RESL – TED-304 – Resolution grants the Metro Gold Line Foothill Construction Authority an extension of time to complete construction of the White Ave grade crossing in the City of La Verne.



Rail Transit Safety Branch - RTSB

In May 2024, the Rail Transit Safety Branch (RTSB) completed the following:

MAJOR AUDITS

On April 29, RTSB initiated its triennial audit of the San Francisco Municipal Transportation Agency (SFMTA or MUNI).

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.

RTSB Staff conducted the Santa Clara Valley Transportation Authority (SCVTA) Triennial Safety and Security Review in April 2022.

RTSB Staff conducted the North [San Diego] County Transit District (NCTD) Triennial Safety and Security Review in June 2022.

ADMINISTRATIVE ACCOMPLISHMENTS

FTA Meeting:

On May 8, RTSB and Federal Transit Administration (FTA) had another monthly meeting to discuss RTSB's progress towards meeting the requirements of FTA Special Directive 22-25, dated October 21, 2022, requiring the CPUC to develop and implement a risk-based inspection program.

On May 15, RTSB management participated in the quarterly virtual meeting the FTA holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.

ROAR Meeting:

On May 10, RTSB management participated in the semi-annual meeting of the Rail Operations & Regulatory Committee (ROAR) of the California Transit Association (CTA). ROAR serves as CTA's rail operations liaison with the CPUC, California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). ROAR provides a forum for the exchange of information concerning rail systems operation issues. ROAR also coordinates and monitors regulatory matters with the CPUC.

RCEB-RTSB Coordination Meeting:

On April 18, RTSB and RCEB staff met to review and coordinate action on rail transit crossing accidents.

TSOA Meeting:

On May 16, RTSB management participated in a monthly meeting of the Transit Safety Oversight Association (TSOA), a national non-profit association developed to serve professionals in the transit safety oversight field.

Training:

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

- On May 10, RTSB management participated in the semi-annual meeting of the Rail Operations & Regulatory Committee (ROAR) of the California Transit Association (CTA). ROAR serves as CTA’s rail operations liaison with the CPUC, California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). ROAR provides a forum for the exchange of information concerning rail systems operation issues. ROAR also coordinates and monitors regulatory matters with the CPUC

RSSIMS Replacement Project:

The three rail branches (RCEB, ROSB, and RTSB) share a database called the Rail Safety and Security Information Management System (RSSIMS). The database is being replaced under a contract and the system is nearing completion and being finalized for a July 2024 go-live date. RTSB is participating in development with the contractor to ensure records in the system contain the proper data fields and formats as well as assisting with system testing.

RTA ONGOING PROJECTS

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

Bay Area Rapid Transit – BART

Communications Based Train Control (CBTC):

BART entered into 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. SSRC quarterly meetings started in June 2022. Project completed preliminary design for Phase 1 – ATS upgrade at OCC; Final Design Review is in progress. Hayward test track installation is underway. No update.

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 I, 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, Civil Grading, Trackwork Procurement, and East Vehicle Storage Yard. At the end of the Hayward Maintenance Complex 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 SSCVR for this phase on July 8th, 2022, has been reviewed by Staff, and Staff has performed site verifications and inspections. The approval letter for Phase I was sent to BART on October 6th, 2022. HMC Phase II completed 100% design completion and is undergoing BART and 3rd Party review. BART submitted their revised SCP Revision 1 on May 24, 2023, updating the document with additional detail and minor changes to scope. The SCP was approved by Staff on September 12, 2023. HMC Phase II has completed 100% design and is undergoing Value Engineering assessment. No update.

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. Project completed design conformance in August 2022. For West Bay sites, Civic Center Station has completed construction and is undergoing testing; Montgomery Station is under construction. PHA and TVA were complete and reviewed. Construction issue-for-bid contract for East Bay sites was complete and expected to be advertised in Fall of 2024. No update.

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. SCP revision 1 was approved in May 2022. The UPRR crossing application was approved in July by the Rail Crossing Branch. Project completed 90% design package. No update.

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. A total of 756 new cars have been approved.

Inglewood Transit Connector Joint Powers Authority – JPA

Inglewood Transit Connector Project (ITC):

The City of Inglewood has proposed an elevated Automated People Mover (APM) that aims to address a first/last mile gap in Los Angeles County's public transportation network. The project will connect the Los Angeles Metropolitan Transportation Authority's (Metro) K-Line Downtown Inglewood Station to the City's housing and employment centers, and sports and entertainment venues. The 1.6-mile APM will feature three stations, a maintenance and storage facility, two power distribution system substations, and three new parking lots along the route. As of March 2021, Metro's Board approved the formation of the Inglewood Transit Connector Joint Powers Authority (JPA) with the City of Inglewood to implement and operate the project. The city is the lead agency for the project and is responsible for overseeing various aspects. On January 31, 2023, the California State Transportation Agency awarded a \$407 million grant to assist with the construction. This project, which will be a Design Build Finance Operation and Maintenance (DBFOM) project, is expected to break ground in 2023 with the goal of providing passenger service in time for the 2028 Olympics. RTSB Staff is attending the monthly Safety and Security Certification Review Committee Meetings for the ITC Project, which started taking place in December 2022. On October 31st ITC Newsletter updated that the project achieved a positive rating from the Federal Transit Administration (FTA). In January 2024, the Inglewood Transit Connector (ITC) Project gained approval for a substantial federal investment of \$1,009,430,998. This significant funding infusion represents a pivotal move for the project, propelling it closer to the attainment of full financial support. No update.

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). All 235 cars have been accepted by LACMTA and approved by RTSB management. RTSB staff sent the final approval letter for the last 2 cars on May 11, 2023. Now that all cars have been approved, a Final Safety Certification Verification Report (SCVR) will have to be resubmitted by LACMTA with a log of all the approved cars. There was a meeting January 12, 2024, between CPUC and LACMTA to discuss what LACMTA is still tracking internally as well as to discuss the final SCVR package to be submitted to CPUC. On January 19, 2024, the project team informed CPUC that their subject matter experts concluded that the remaining open work orders are not safety critical. CPUC staff replied with a series of questions about inspection frequency and the extent of hazards present, which P3010 staff addressed satisfactorily. Finally, on February 29, 2024, CPUC staff replied stating that there are no issues and the P3010 project can submit final SCVR documentation for CPUC approval. No update.

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 (MPs) in the LA Metro B and D lines, and trains may be made up of several MPs of HR 4000 vehicles. Once the first MP arrives, it will be used for training and single MP qualification tests. When the other two MPs arrive, they will be coupled to the first one for the 3-MP/6-vehicle qualification and acceptance tests. On January 11, 2024, RTSB staff met LACMTA Staff and China Railway Rolling Stock Corporation (CRRC) staff at the Division 20 shop to view the two MPs currently in the shop. The third MP was supposed to be shipped to LACMTA in January 2024 but was damaged in route and returned to the Springfield final assembly site for repair. In response, production of another MP was expedited and on February 29, 2024, the project team signed off on shipment release of that MP to the Los Angeles site. LACMTA determined from CRRC's schedule that there is a potential 12-car shortage at the start of WPLE 1 revenue service in Spring 2025. In response, CRRC has proposed an "Accelerated Production Schedule" plan, which is under evaluation by LACMTA. In addition, to support the opening of WPLE1, LACMTA is making plans to ensure turnback capability at that time. There are still currently six pilot vehicles (3 MPs) in the Los Angeles site. The project team is undergoing vehicle level qualification testing. To expedite the schedule, Metro is allowing CRRC to ship HRVs during the qualification testing of the pilot HRVs and is seeking additional resources for testing. On the other hand, CRRC has increased staff and workstations at the Springfield final assembly site. No update.

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: Little Tokyo/Arts District Station, Historic Broadway Station, and Grand Av Arts/Bunker Hill Station. The RCTC opened to the public on June 16, 2023. RTSB staff will monitor the project's remaining open items until closure.

In May 2024, the RCTC Project concluded their cavern monitoring program, in which monthly measurements were taken from May 16, 2023, to May 9, 2024, to verify that the support system installed for the cavern plenum slab adjacent to Historic Broadway Station prevented movement as intended. After review of the measurements, RTSB staff sent LACMTA a letter on May 15, 2024, stating staffs' agreement with the RCTC Project to conclude the program. RTSB staff also requested that LACMTA develop a Standard Operating Procedure (SOP) for continuing inspections of the cavern plenum slab.

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 Fall 2025, 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. System Integration Testing is expected to be completed in the third and fourth quarters of 2024. No update.

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 (Construction Authority) 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 Construction Authority will transfer the project to LACMTA to operate. In August 2019, the Construction Authority 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 continue to Montclair if the Construction Authority can secure additional funding. Metro Rail from Glendora to Pomona is currently under construction and is expected to be completed by 2025. Extension of the rail service further east from Pomona to Montclair (Phase 2B2) would be completed by 2028. All 19 bridges from Glendora to Pomona are now completed. All four stations will be center platform stations, with a track on each side – one for westbound trains, and one for eastbound trains. The 9.1-mile, four-station Glendora to Pomona project continues to remain on budget and on schedule for substantial completion in early-January 2025. Trackwork installation was completed during Summer 2023 and crews are about halfway complete with construction for the four new light rail stations underway in the cities of Glendora, San Dimas, La Verne, and Pomona. Phase 2B2 of the project is currently partially funded.

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. Now the AMC (Airport Metro Connector) Station is under construction in Segment A; it will connect to the East Intermodal Transportation Facility (EITF) of the future LAX APM. To avoid the AMC construction zone but allow revenue service, the Crenshaw/LAX project, now known as the K Line, partially opened to the public on October 7, 2022, from the Expo/Crenshaw Station to Westchester/Veterans Station, with a turnback operation north of the AMC. The rest of the alignment leading south to the future LAX APM and the existing Metro C Line (formerly Green) will open within the next 2 years. In a public presentation dated December 20, 2023, LACMTA stated that the K Line connection to the C Line is anticipated in late 2024 and the AMC has an anticipated late 2024 opening as well.

On January 3, 2024, RTSB and RCEB staff met LACMTA staff at Oak grade crossing to investigate erratic behavior of traffic signals that had been observed along several K Line grade crossings, which was caused by the temporary turnback operation at Westchester/Veterans Station, the current southern terminus of the K Line. On March 7, 2024, CPUC met LACMTA and City of Inglewood staff for further investigation to determine a solution to the unintended effects. On March 20, 2024, RTSB and RCEB Staff met virtually with LACMTA staff to discuss a potential operational solution and LACMTA staff stated that they will internally test it and report the results to CPUC. On April 8, 2024, LACMTA provided an update that they are cooperating with Operations to test the potential solution. On April 26, 2024, LACMTA informed CPUC staff that they will internally test on April 29, 2024, and once the test is successful, they will invite CPUC for observation. In a meeting May 23, 2024, LACMTA updated CPUC staff that the resolution is still under internal testing and verification.

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 6.7 miles through the San Fernando Valley, adding 11 new LRT stations, with 34 LRVs serving this alignment. 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. 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. Forecast Revenue Service Date is June 2028. LACMTA has completed most of the advanced design for this project and released the Progressive Design Build (PDB) procurement documents in Summer 2022. The PDB delivery method intends to bring the contractor and their designer into the project early, to take the design from 30/60 to approximately 85% while collaborating with Metro and third parties on pricing the construction costs. On December 2, 2022, LACMTA celebrated the groundbreaking for advanced utility work for this project worth approximately 9 million dollars. The California State Transportation Agency (CalSTA) has announced that Metro will receive a full request of \$600 million in state grant funding for a key expansion of the Metro system, the East San Fernando Valley Light Rail Transit Corridor Project (ESFV). Real estate activities have begun and are expected to run through 2027. In February 2023, Metro awarded the PDB contract to the San Fernando Transit Constructors Joint Venture (SFTICJV) made up of SKANSKA, Stacy and Witbeck, and AECOM. No update.

Southeast Gateway Line 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 Southeast Gateway Line project 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 Southeast Gateway Line 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. The LPA will be advanced as part of the analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), expected for Metro Board certification in 2023. During this period, Metro will also be developing the First/Last Mile plans for the Southeast Gateway Line LPA which will include opportunities for public involvement. The project's groundbreaking is anticipated in 2023-25, with operation of the new line expected in 2033-35. Project

executed all master Cooperative Agreements with 10 Corridor Cities in October 2023. The West Santa Ana Branch Transit Corridor Project has changed names to “Southeast Gateway Line project.” No update.

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.

The APM project was expected to finish in 2024, but due to a strained relationship with their contractor LAX Integrated Express Solutions (LINXS), the project is now expected to be completed in late 2025.

On April 18, 2024, LAWA provided an update to CPUC on their action items from that meeting, and it is under CPUC review. On April 3, 2024, LAWA sent CPUC staff a revised LAX APM Track Allocation and Roadway Worker Protection Plan that incorporated the latest CPUC comments and on April 16, 2024, CPUC sent back minor comments. On April 29, 2024, the project reached a milestone driving the Maintenance Service Vehicle on the guideway from the Maintenance and Storage Facility (MSF) to Intermodal Transportation Facility (ITF) West Station and then east to the Consolidated Rent-A-Car Facility (ConRAC). Since then, they have driven a two-car train on the same route. On May 30, 2024, RTSB Staff witnessed the Test Track Operation Test in the Maintenance and Storage Facility (MSF) and noted that there were several safety measures given the energized test track. As of May 15, 2024, station construction progress is at 98%.

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. The current targeted Revenue Service Date is August 2025. On July 11, 2022, OCTA submitted a draft GO 95 variance request to RTSB. The request is regarding 42 overhead contact system (OCS) poles that are not able to meet the GO 95 minimum clearance requirement or be relocated. In addition, the request includes a reduced

minimum clearance requirement for 8 feeder cables that are affected by these OCS poles. OCTA’s proposed mitigations include relocation of Southern California Edison (SCE) secondary electric wires near two of the Overhead Catenary System (OCS) poles and installation of an industry-used protective sleeve of the communication wires adjacent to the remaining 40 OCS poles. OCTA has met with affected utility owners and received concurrences on the proposed mitigation method. RTSB reviewed the GO 95 variance request and requested additional detailed information from OCTA. RTSB has involved the Electric Safety and Reliability Branch (ERSB) regarding OCTA’s GO 95 variance request. Cars Nos. 1-7 have received final inspection and are being stored at the Siemens Assembly Plant in Rancho Cordova, CA. Car No. 8 is undergoing final equipping of remaining vehicle components and system testing. Station platform work and canopy installations continue along the alignment. Prepping for OCS wire installations. Erection of OCS poles ongoing throughout the project, including brackets and prefabricated arms. There’s ongoing interior work and car wash work at the Maintenance Storage Facility (MSF).

ESRB voiced concerns with the feeder cable clearance reduction part of the variance request. RTSB has notified OCSC of the inability to grant the GO95 variance request as requested and to reevaluate whether additional means can be used to achieve GO95 compliance. On May 30, 2024, OCSC met with ESRB and discussed probable design ideas that could be used for the feeder cable locations and be in compliance with GO95.

Overall construction is at about 85% completion. Construction work progresses on double crossover at Harbor Station. Traction Power Substations (TPSS) #1 and #2 are energized. Working towards energization of TPSS #3 and #4.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

SRTD will be acquiring 32 new Siemens low floor light rail vehicles ordered, with an additional 9 vehicles being ordered in January of 2024. SRTD acquired over \$172M for the LRVs and made changes to its stations to accommodate the new low floor P20 Siemens S700 LRVs. Estimated in-service date of first vehicle is projected for 2024. Safety Certification Plan is in development and plans and specifications have been submitted. Low Floor Vehicle Platform Conversion Phase 1 is in-process of construction. Expected completion is Summer-2024.

Dos Rios Light Rail Station Project:

The project continues to be delayed because of environmental remediation and DTSC review. The planned project bid for the end of December has been delayed until the remaining funding sources are identified by SHRA and the City of Sacramento. Construction bids would likely not be awarded until late Spring 2024.

Gold Line Double Track Project:

SRTD is in the process of completing the final design and awarded contracts 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 10/2024. Safety Certification Plan is in development and plans and specifications have been submitted. The project will begin construction during a seven-month shutdown that is scheduled to begin in January 2024.

Sacramento Railyards 7th Street Improvements Project:

The specific improvements included in the Project were selected to satisfy the following goals:

- Implement planned transportation improvements including multi-modal mitigation measures as identified in the Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Draft Subsequential Environmental Impact Report² (subsequently referred to as the RSPU Draft EIR),
- Leverage available grant funding to expedite improvement, and
- Continue build-out of the Railyards Specific Plan Area infrastructure to support development.

SRTD has sent the RCEB a proposed design for a crossing. The designed is currently be evaluated by Crossings staff. The construction project is being managed and funded by the City of Sacramento on behalf of SRTD.

Sacramento Streetcar Project:

To maintain project viability, the project has been reduced in scope and the plan is that a revised project is being transferred to SRTD from the Cities of West Sacramento and Sacramento, the original grant applicants. SRTD will now become the lead agency and the project will be an expansion of RTD's existing light rail system that will still link the two cities over the Sacramento River. Design remains in the conceptual stage.

San Diego Metropolitan Transit System – SDMTS

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

SDTI is procuring 47 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 47 LRVs by Summer 2025. As Siemens cars are delivered on-site to the SDTI Yard, they will undergo commissioning and dynamics tests. Staff will participate in the acceptance testing throughout the procurement process. To date, 27 of 47 LRVs have been accepted.

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. CPUC approved the project SSCP for phase II in August 2021, approving the SCP. Staff continue 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. Revenue Service Date is scheduled to begin February of 2039. The SSCP is currently under project review and will be revised and submitted to the CPUC. CPUC is waiting to receive an approved update copy.

VTA Contractor (KST) CP2 (Tunnel & Trackwork) – Tunnel Boring Machine has been procured as required by the project. TBM tunneling, lining detail design and fabrication under progress (80-85% complete). Early work packages dealing with TBM launch are in progress.

VTA Contractor (CP1, CP3, & CP4) General Engineering Contractor GEC (Systems, Newhall Yard, Stations) – Progressing with design.

- Systems: Design-Bid-Build. PE complete, progressing towards 60% design underway.
- Facilities: Design-Bid-Build. PE complete, progressing towards 60% design underway.
- CP Progress: CP1 design 61%; CP3 design 59%; CP4 design 62%

A groundbreaking event occurred at the West Portal (TBM launch site) on June 14, 2024. Staff attended the groundbreaking ceremony.

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. Utility Relocation is underway and Station Art Enhancement Community meeting ongoing. Construction to begin 2024. Full Funding has been secured for this project.

A project milestone was reached on March 7, 2024, when VTA’s Board of Directors unanimously awarded the construction contract in the amount of \$437,161,464 to MCM Railworks, Joint Venture, the lowest responsible and responsive bidder. The contractor expects to complete construction of the project a year earlier than originally anticipated. Activities anticipated to begin in or around mid-April.

The contractor is gathering their permits and plans. VTA anticipate they will begin preliminary activities along Capitol Expressway in or around mid-April.

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. At its August 19, 2021, meeting the Commission approved the SCP by Resolution ST-245. All 98 Light Rail Vehicles have been equipped with EMTRAC installation. Sunnyvale Pilot Testing is still underway and city controller cabinets will be updated with new ones. EMTRAC intersection equipment installation Preliminary Hazard Analysis was shared with stakeholders for review and this work is being done by a city’s contractor. Testing plan is being drafted.

GO 88-B applications for San Jose, Milpitas, and Santa Clara cities approved by CPUC RCEB except 3 locations related to Caltrans encroachment permits will be submitted later for review. Installation of equipment at every intersection by VTA Contractors is underway. VTA contractors are preparing plans for encroachment permits.

San Francisco Municipal Transportation Agency – SFMTA

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 2020, 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 5/28/2024, RTSB staff sent a letter to authorize SFMTA to place two more LRV4 cars (2136 & 2138) into revenue service upon receipt of the letter. Currently, SFMTA has 135 LRV4's accepted and revenue service ready.

SFMTA L Taraval Improvement Project:

In response to numerous collisions and reported safety concerns, SFMTA has implemented the L Taraval Rapid project to improve safety by improving transit stops and making other modifications. It also includes 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 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. To minimize disruptions during construction and maximize flexibility, the project is split into two construction segments that will overlap. 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 rail service is expected to be reactivated in the fall of 2024.

The most disruptive work is nearly complete. Work to replace sewer, water, rail lines, street base, and repaving the entire corridor has been completed. Construction continues with installing boarding islands with accessible curb ramps, handrails, pavers and landscaping. Curve track replacement work at 46th Ave is expected to be completed June 7, 2024. The remaining work includes testing trains along the new trackway, and installing boarding islands, landscaping, trees, and artwork.

Work to replace the Overhead Contact System (OCS) that powers the trains are complete. Beginning on May 31, workers are preparing the area for re-energizing overhead lines, ground conduits, and infrastructure to accommodate testing of the trains.

Night work from 10 PM to 5 AM, Sundays through Fridays:

- Ulloa St between 15th and Forest Side avenues and Taraval between 15th to 36th avenues: Upgrade the Overhead Contact System (OCS) that powers the trains, including removing, reconstructing, and replacing existing poles and electrical system powering the train. Work on any given block will vary and is expected to take a few hours to a few days per location. OCS work is expected to be completed June 2024.



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

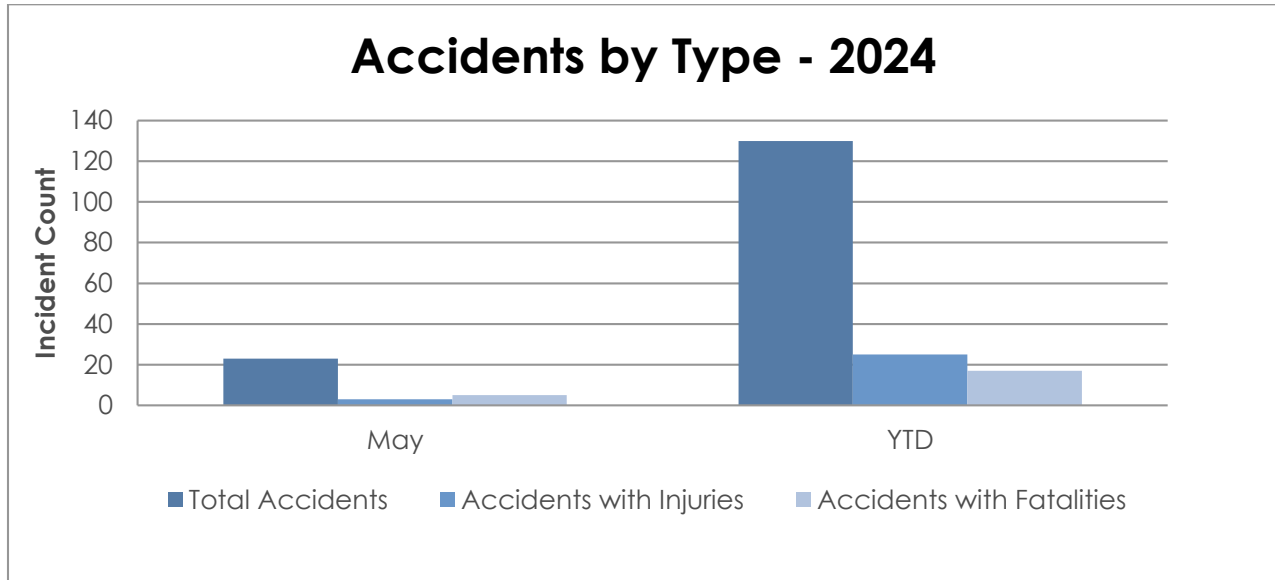
Table 1. Investigation & CAP Data

Investigations	May 2024	YTD 2024
Accidents Reported	23	130
Accident Investigations Closed	50	142
Complaints Investigated	0	0
Rail Transit Inspections	29	222
Corrective Action Plans	May 2024	YTD 2024
New Corrective Action Plans	41	242
From Triennial Review	3	14
From Incidents	19	90
From Internal Safety/Security Audits	0	9
From Rail Transit Inspections	18	121
From Hazard Management	1	8
Closed Corrective Action Plans	26	128
From Triennial Review	0	2
From Incidents	12	27
From Internal Safety/Security Audits	0	8
From Rail Transit Inspections	13	87
From Hazard Management	1	4

Data collected from RSSIMS

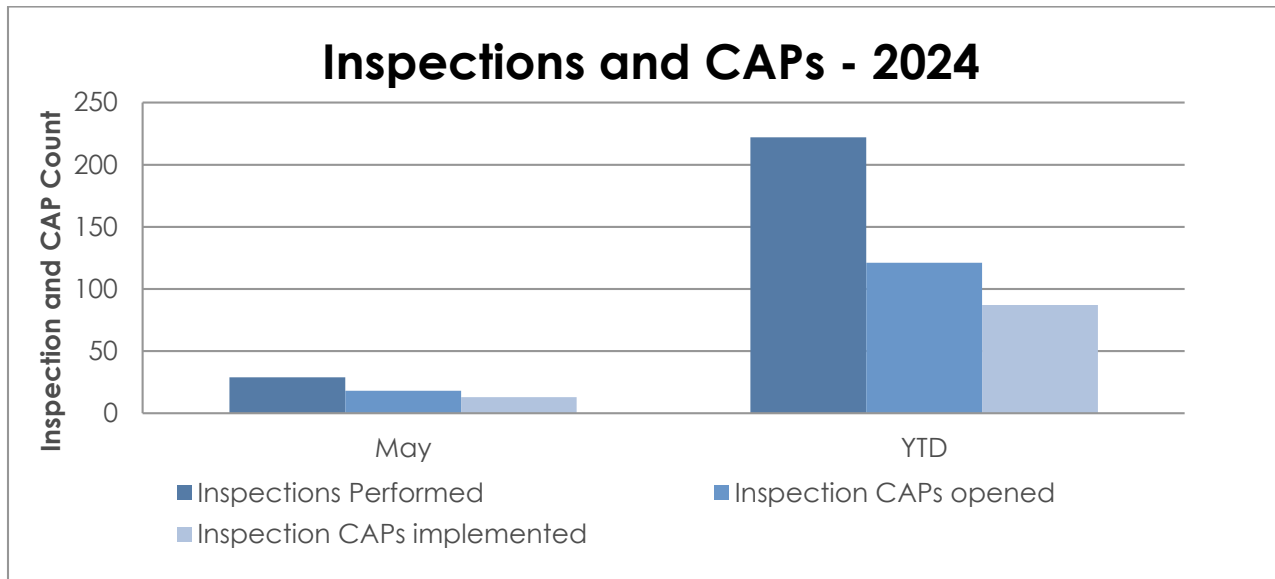
Ongoing Data / Trends

Table 2. Accidents by Type



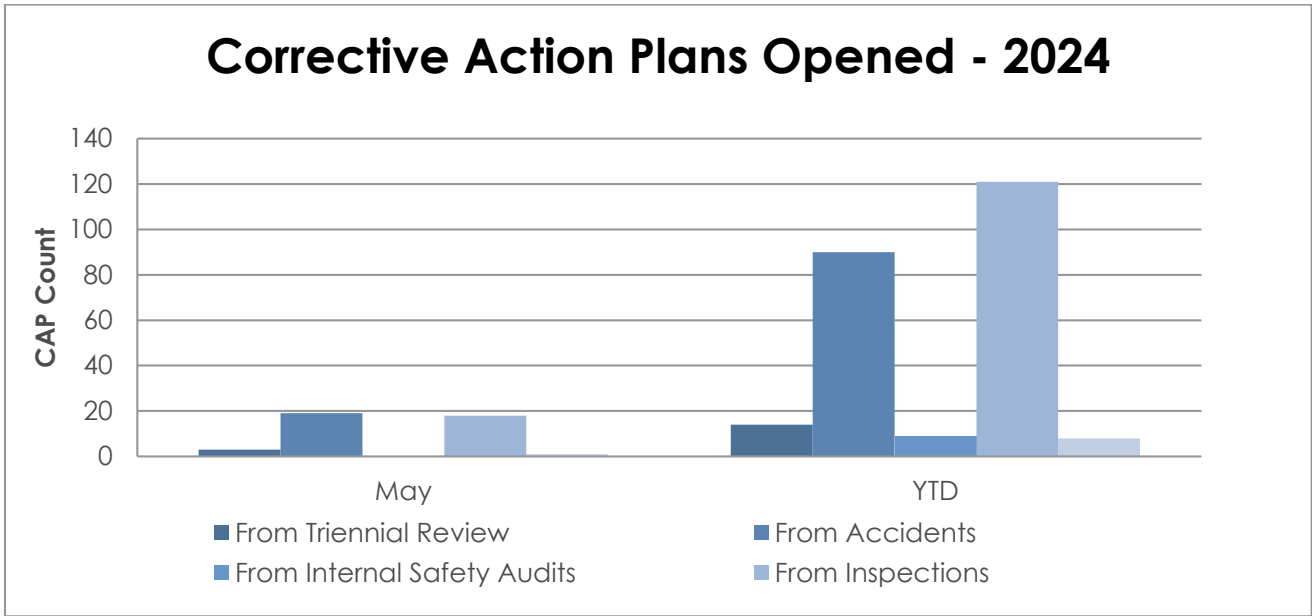
Data collected from RSSIMS

Table 3. Inspections & CAPs



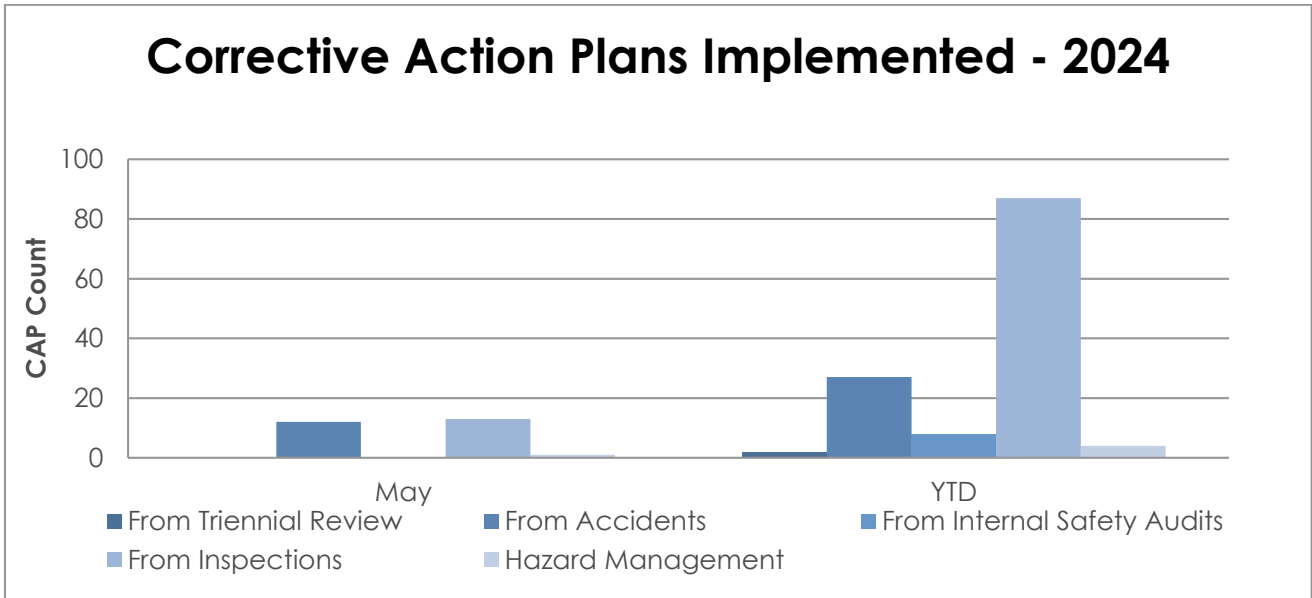
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS