

Monthly Performance Report – September 2024

RAIL SAFETY DIVISION

October 29, 2024



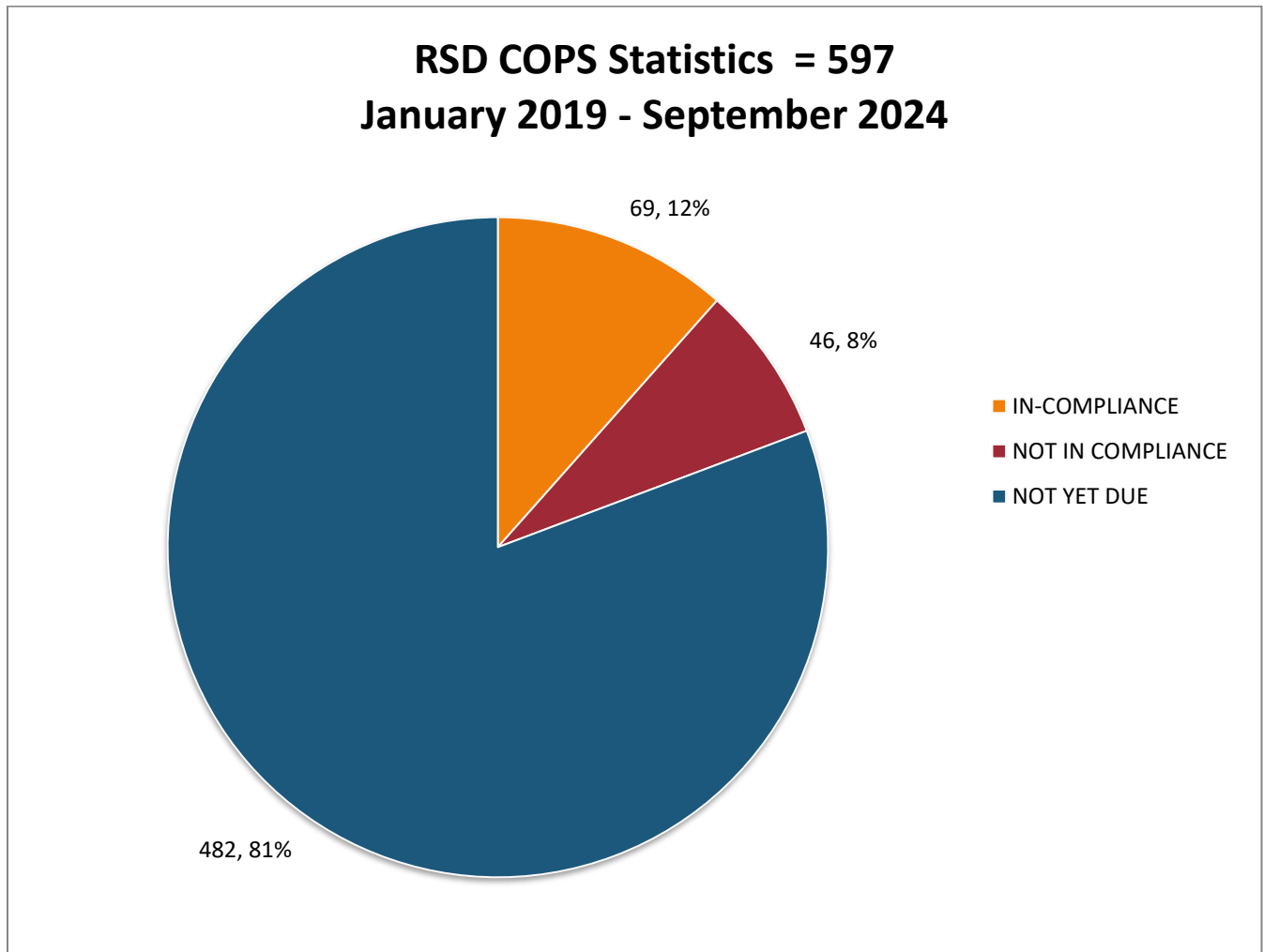
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through September 30, 2024, the Rail Safety Division (RSD) showed 597 total entries in the COPS system, with 69 (12%) reaching compliance, 482 (81%) not yet due for compliance, and 46 (8%) out of compliance. 597 (100%) of all ordering paragraphs (OPs) are assigned to RSD staff.

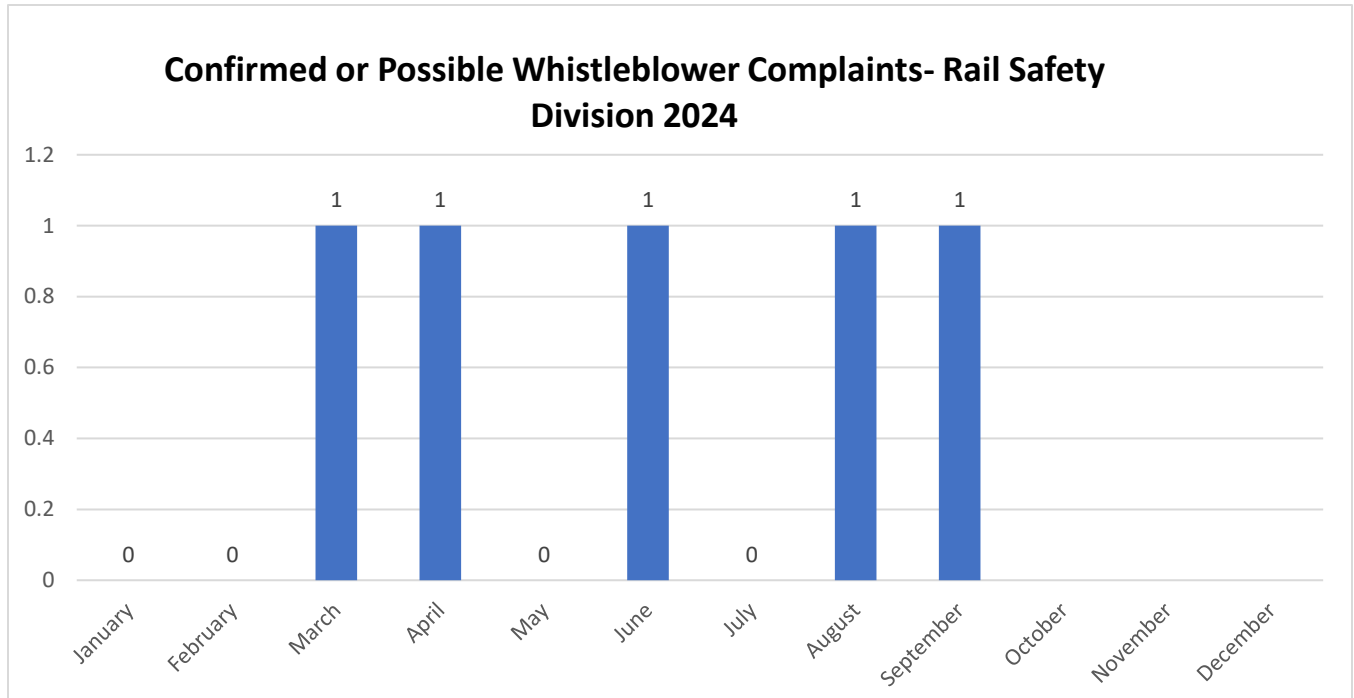


Monitoring the Whistleblower Website

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 – 9/30/2024

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



Railroad Operations and Safety Branch - ROSB

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

Railroad Operations and Safety Branch	September-2024	YTD 2024
New Incidents Investigated	22	115
Informal Complaints Investigated	0	8
Railroad Bridge Observations	0	47
Railroad Safety Inspections	188	2172
Non-compliant conditions identified/corrected	670	7152
Operation Lifesaver Presentations	0	46

ROSB Inspection, Investigation & Field Activities

September 4, 2024: An RSD Railroad Safety Inspector was performing an inspection along the Union Pacific (UP) main track from Modesto to Turlock and discovered that large holes created a rough and uneven walkway along a portion of the tracks creating a tripping hazard for railroad employees. This is a violation of CPUC General Order (GO) 118-A which governs safety standards for walkways.

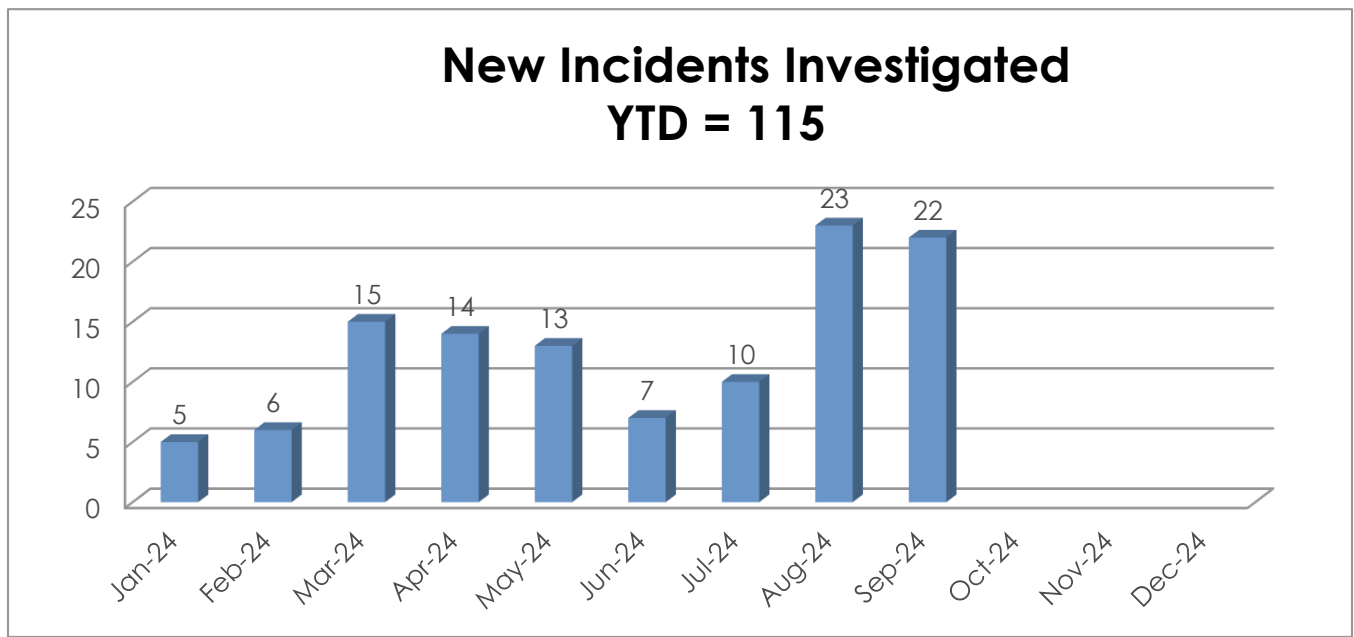
As observed by the inspector, UP staff made repairs to the walkway that same day, bringing it into regulatory compliance.

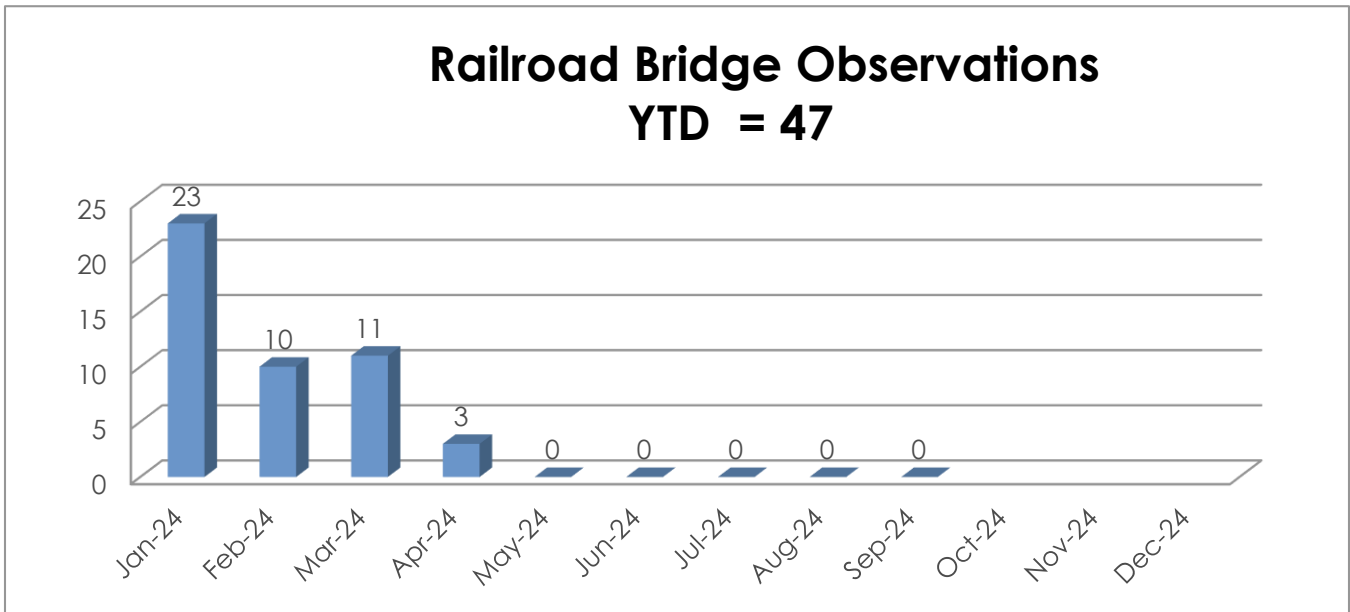
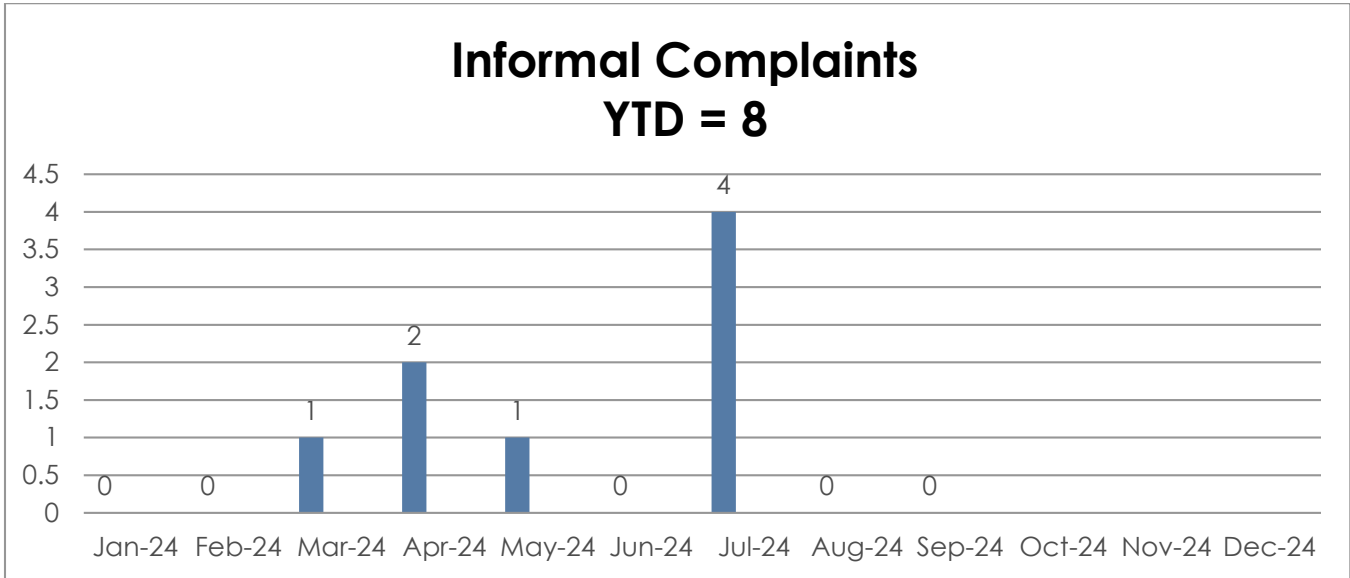
September 5, 2024: An RSD Railroad Safety inspector performed an inspection of the California Northern Railroad (CFNR) in Zamora. During the inspection, it was discovered that tree branches were growing near the track, creating a contact and tripping hazard for railroad employees. This is a violation of CPUC GO 26-D which establishes minimum side clearance standards for objects adjacent to tracks.

A follow up inspection performed on October 7th verified that the tree branches had been cut back to provide proper clearance bringing the walkway into regulatory compliance.

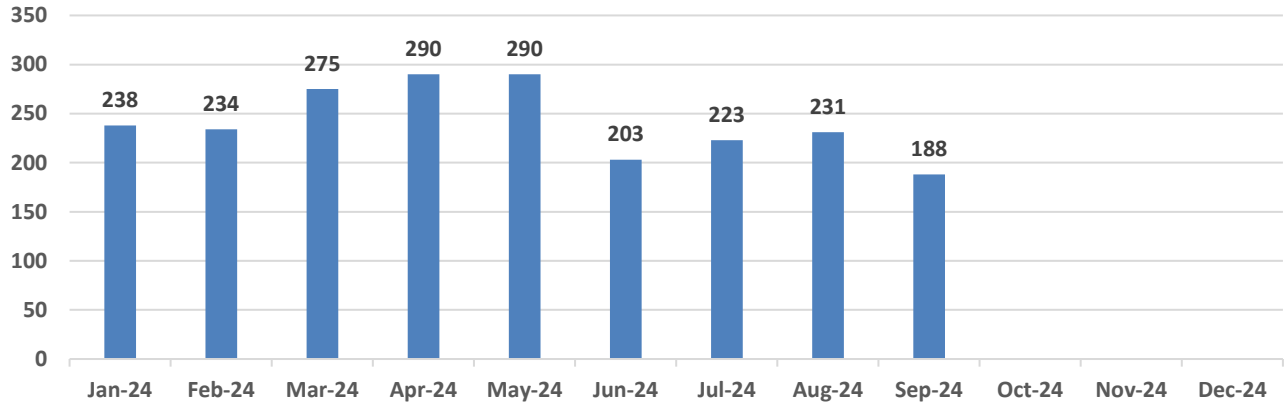
September 10, 2024: RSD Railroad Safety Inspectors performed an inspection on the Union Pacific Railroad (UP) in Redding. The purpose of the inspection was to ensure compliance with the Code of Federal Regulations (CFRs) for freight equipment.

The inspection revealed a broken safety appliance on a freight car, specifically a broken ladder tread on the left side of a rail car. A broken ladder tread is serious in that it creates a slipping hazard for railroad employees and is a violation of CFR Part 231 – Railroad Safety Appliance Standards. The RSD inspectors immediately notified UP management of the non-compliant condition who then took action that same day to remove the car from service so that it could be repaired before being put back into service.

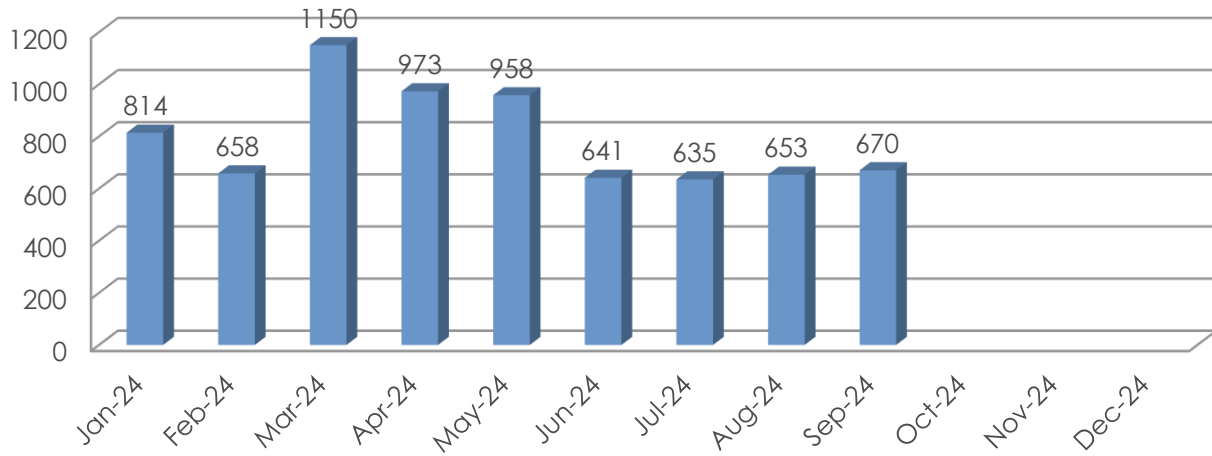


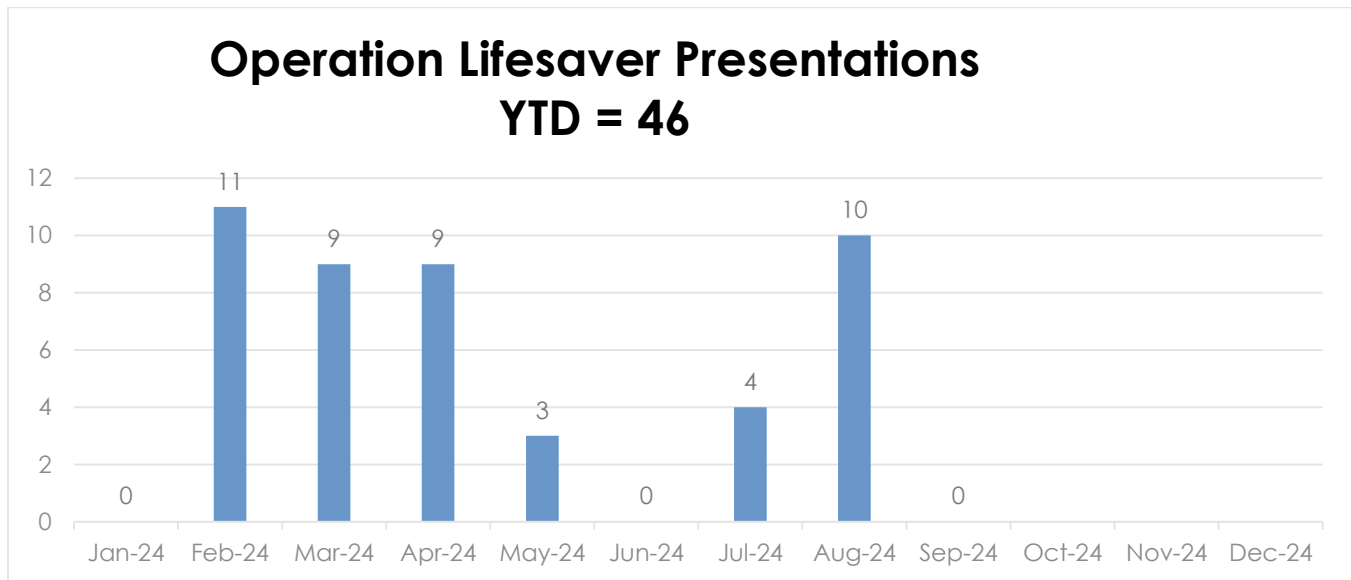


Railroad Safety Inspections YTD = 2172



Non-Compliant Conditions Identified/Corrected YTD = 7152





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 September	# Unit Trains Projected October	# Unit Trains FYTD (24-25)	# Cars Received September	# Cars Projected October	# Cars FYTD (24-25)
Plains All America	N	0	0	0	0	0	0
Kern Oil	N	1	1	4	100	102	405
Ethanol Unit Train Shipments in California							

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.

Consignee	# Unit Trains Received September	# Unit Trains Projected October	# Unit Trains FYTD (24-25)	# Cars Received September	# Cars Projected October	# Cars FYTD (24-25)
Kinder Morgan (Wilmington)	14	20	44	1350	1920	4225
Eco-Energy (Stockton)	6	4	16	632	412	1737
Pelican Renewables (Stockton)	0	0	0	207	207	640
Storage of Hazardous Material Cars						
Railroad	Loads	Empties	Commodity	County		
Arizona California RR	159	120	LPG	San Bernardino		
Santa Maria RR	0	70	LPG	Santa Barbara		
Sierra Northern Railway	271	210	LPG	Stanislaus		
Oakland Global Rail Enterprise	0	27	LPG	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.

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 (currently receiving car shipments).

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 Montague.

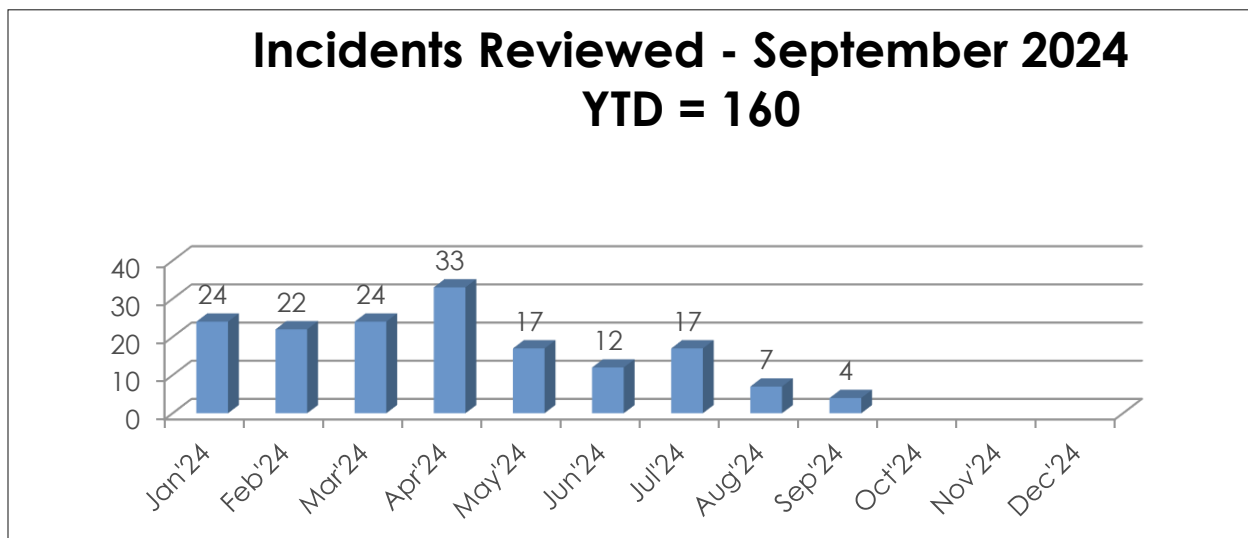
Rail Crossings and Engineering Branch - RCEB

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

	Closed September	Closed YTD
Crossing Incident Reviews	4	160
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	27	511
Proceedings, Resolutions and G.O. 88-B Reviews	3	91

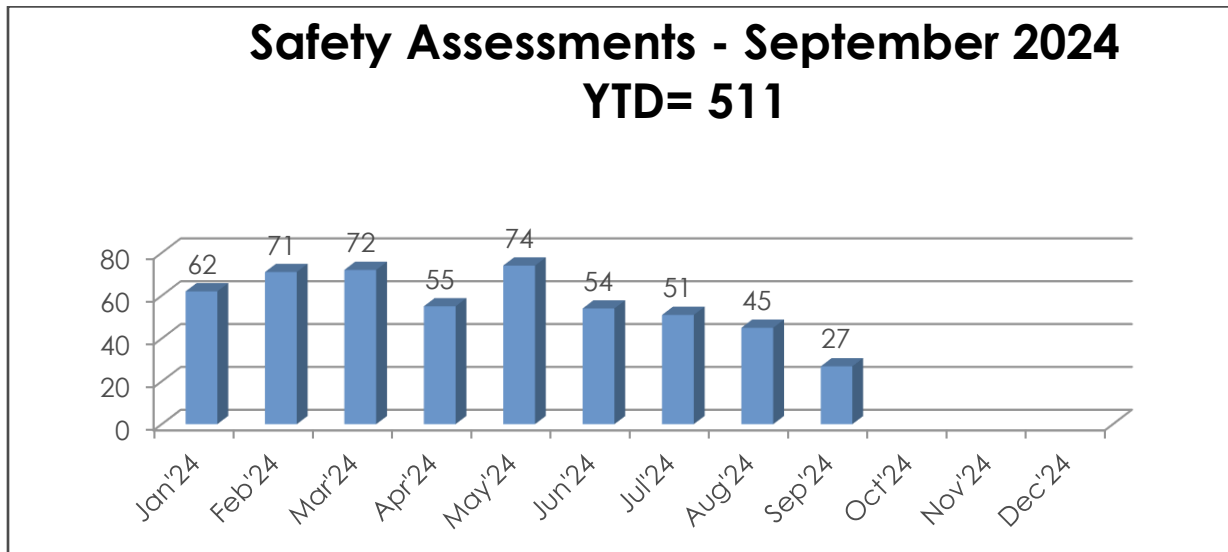
Rail Crossing Incident Investigations

In September 2024, RCEB closed 4 incidents at highway-rail at-grade crossings (crossings). These 4 incidents resulted in one injury and one fatality.



Safety Assessments, Quiet ZONES, and Reviews

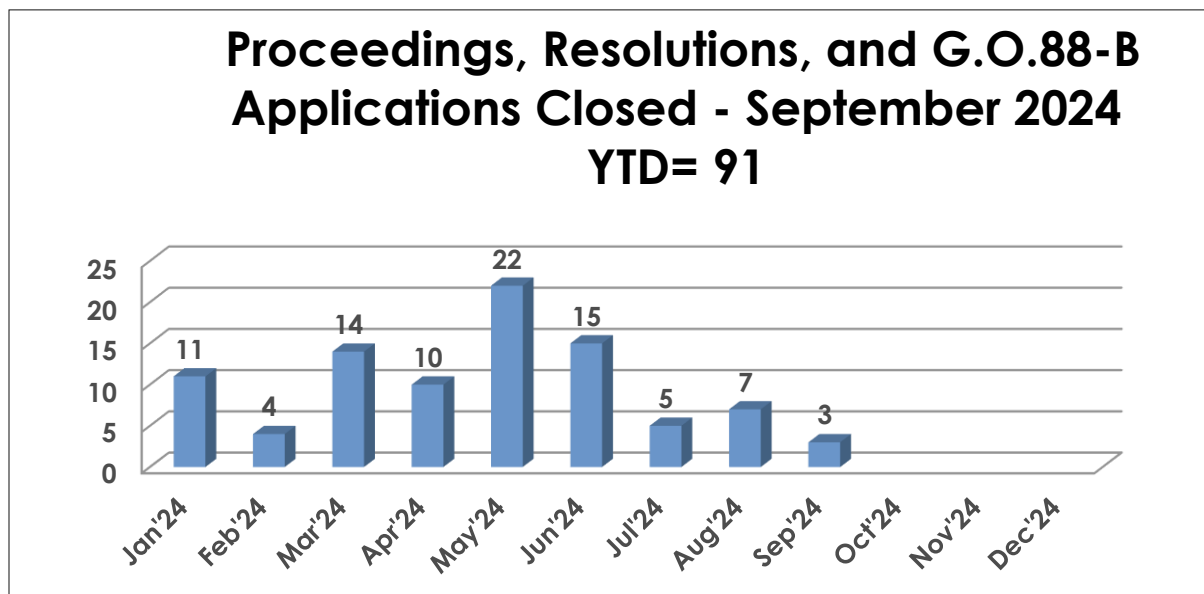
In September 2024, RCEB completed 27 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In September 2024, RCEB approved two General Order 88-B requests for authority for alteration to an existing crossing. The RSD Director approved one Time Extension Decision Resolution.

1. RESL - TED-309 - Authorizes San Diego Association of Governments (SANDAG) the request for extension of time to construct one new public grade-separated rail crossing at the San Dieguito Pathway Underpass and three new public grade-separated rail crossings at the Del Mar Fairgrounds in the City of Del Mar.



Rail Transit Safety Branch - RTSB

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

Major Audits

On April 29, 2024, RTSB initiated its triennial audit of the San Francisco Municipal Transportation Agency (SFMTA or MUNI). Field work has been completed and Staff are compiling the audit reports.

On September 9, 2024, RTSB initiated its triennial safety and security audit of the San Diego Metropolitan Transit System.

Administrative Accomplishments

TSOA Meeting:

On September 19, 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.

RCEB-RTSB Coordination Meeting:

On September 4, RTSB and RCEB management met to review items of common interest.

Training:

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

- Mark Soberg completed the "SMS [Safety Manager Systems] for Transit " and the "Effectively Managing Transit Emergencies" courses offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Nicholas Denny completed the "Defensive Driver Training" offered by the California Department of General Services.
- Clint Olazava-Broadbent completed the "Transit Rail Incident Investigation" course offered by TSI.
- Madeline Ocampo and Eric Madero completed the "LINXS Horizontal Lifeline Training" for fall protection training.

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. Release 1 and Go-Live date was August 29th. RTSB and the other RSD Branches are participating in development with the contractor to ensure records in the system contain the proper data fields and formats and have been participating in system testing. Releases 2 and 3 will be in late October and late November.

Safety Certification and Oversight of Rail Transit Agency Projects

Bay Area Rapid Transit – BART

Communications Based Train Control Project:

BART entered a \$798 million contract with Hitachi Rail STS USA, Inc. to design and build a modern Communication Based Train Control (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 Project:

The Hayward Maintenance Complex (HMC) 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 Safety Certification Verification Report (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 HMC 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:

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 completed and reviewed. Construction issue-for-bid contract for East Bay sites was complete and expected to be advertised in Spring of 2025. No update.

Irvington Station 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 Safety Certification Plan (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.

Fleet of the Future Vehicle Procurement Project:

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. BART has sent Staff a letter indicating the original 775 car contract is near completion, with exception to a few D-Cars awaiting parts, and BART will begin to exercise their optional 425 E-Car contract. Staff have acknowledged the purchasing of additional cars and will conditionally approve the cars through the established process.

A total of 774 new cars from the original contract have been approved, and 22 new cars from the optional contract have been approved.

Inglewood Transit Connector Joint Powers Authority – JPA

Inglewood Transit Connector Project:

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 are 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 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 on 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 in the shop at the time. 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 currently ten (10) pilot vehicles (4 MPs) in the Los Angeles site, six (6) of which are pilot vehicles. 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. On June 4, 2024, CPUC staff, including the Deputy Executive Director of the Consumer Policy, Transportation, and Enforcement Division, had a field review of the HR4000 vehicles at LACMTA Division 20.

D Line (Westside) Extension Project:

LACMTA is extending the D Line (formerly Purple) 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 Summer 2026, and Section 3 in Fall 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 for Segment 1 is expected to be completed in the third and fourth quarters of 2024.

Based on the LACMTA/FTA Quarterly Meeting on September 25, 2024, construction progress for PLE 1 is at 92%. Forecast revenue service date is Fall 2025. Construction progress for PLE2 is at 72%, while design progress is 99% complete. PLE 2's forecast revenue service date is Summer of 2026. Construction progress for PLE 3 is 55%, while design progress is 97% complete. The forecast revenue service date is Summer 2027. System integration testing has started. Staff observed clearance related system integration testing for PLE1 in August 2024.

L Line (Foothill) Extension Phase 2B:

LACMTA is extending the L Line (formerly Gold) 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. Phase 2B2 of the project (Extension to Montclair) is currently partially funded. In June 2024 the Construction Authority submitted a draft SCP addendum to include phase 2B2. System integration testing started for Phase 2B this Summer. Staff observed Local Field Acceptance Testing for guideway lighting. No update.

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 Metro C Line (formerly Green) 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 Airport Metro Connector (AMC) 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 will open within the next 2 years. In a public presentation dated June 20, 2024, LACMTA stated that the K Line connection to the C Line is anticipated in late 2024 and the AMC station, which will later be known as the LAX/Metro Transit Center Station, has an anticipated late 2024 opening as well. Notably, once in final operation, the K Line will stretch from Expo/Crenshaw Station to Redondo Beach in a north-south alignment, and the C Line will stretch from AMC Station to Norwalk in a west-east alignment.

On September 24, 2024, RTSB staff met LACMTA Corporate Safety staff and AMC contractor Tutor Perini Project Superintendent at Division 16 aka Southwestern Yard (SWY) for an Inspection of K Line Airport Metro Connector (AMC) Station, which is nearing completion. RTSB staff will communicate the findings to LACMTA.

On September 27, 2024, RTSB staff had an additional field review of AMC Station, followed by observation of a Live Wire Test between Aviation/Century Station and Westchester/Veterans Station. The test is intended to verify the current collection performance between the train and overhead catenary system (OCS). The test results will be evaluated by LACMTA Traction Power staff. Even though the Live Wire test has already been done, the test had to be redone on a portion of Track 4 because OCS was replaced there. The OCS was replaced following a work incident in March 2024 that damaged the OCS. Since then, the Live Wire Test has been redone several times due to unacceptable results or other issues.

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 September 2031.

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 (SFTCV) 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:

LAWA is 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 new construction completion date is planned for December 8, 2025, according to an agreement with LINXS and the project is expected to open in January 2026.

On September 4, 2024, RTSB Staff took the on-site LINXS Fall Protection Training. Fall protection training and equipment is required to access the elevated guideway given that it does not have fencing or guardrails.

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 of their 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 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 variance request and requested additional detailed information from OCTA. RTSB has included the Electric Safety and Reliability Branch (ESRB) regarding OCTA's variance request. Cars Nos. 1-8 have received final inspection and are being stored at the Siemens Assembly Plant in Rancho Cordova, CA. Station platform work and canopy installations continue along with 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 August 12, 2024, RTSB met with ESRB to discuss OCTA's revised feeder cable designs for the 8 locations that were previously designed to be out of compliance with GO 95 and OCTA's variance request (draft Resolution ST-254) for 41 OCS pole locations. ESRB identified no defects with OCTA's revised feeder cable designs. ESRB provided some language suggestions for RTSB's Resolution, but did not have any issue with RTSB moving forward with variance Resolution.

Draft Resolution ST-254 forwarded to SED Management for review on September 25, 2024. Currently, construction progress is at 88% completion. The installation of OCS wire along the Pacific Electric (PE) right-of-way is on-going. All fiber cables have been installed. Sasser Park and Station complete, including paving and striping.

Sacramento Regional Transit District – SRTD

SRTD P20 Vehicle Procurement Project:

SRTD will be acquiring 32 new Siemens low floor light rail vehicles with an additional 9 vehicles ordered in January of 2024. SRTD acquired over \$172M for the LRVs and to make changes to its stations to accommodate the new low-floor P20 Siemens S700 LRVs. The Safety Certification Plan is in development and plans and specifications have been submitted. Low Floor Vehicle Platform Conversion Phase 3 has begun.

The first 9 vehicles were approved for service to commence on September 1, 2024. The second submission of 7 vehicles was approved for service on September 10, 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 2023 has been delayed until the remaining funding sources are identified by SHRA and the City of Sacramento.

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 \$35M for the project. Estimated in-service date of the track is projected for 10/2024. The Safety Certification Plan is in development and plans and specifications have been submitted. The project began construction in January 2024, with a shutdown which was originally scheduled to last seven months. Construction is now estimated to be completed by the end of October 2024. SRTD will schedule testing of the line once construction is completed.

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 design is currently being 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

SD-10 Vehicle Procurement Project:

San Diego Trolley, Inc. (SDTI) is procuring 47 Light Rail Vehicles (LRVs) known as SD10 (Car Nos. 5046 to 5091) to replace the current SD-100 model cars which will be retired from revenue service. The procurement process began in 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, 34 of 47 LRVs have been accepted.

Santa Clara Valley Transportation Authority – SCVTA

BART Silicon Valley Phase II:

This BART Silicon Valley Phase II (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 SSCP. 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. CPUC Staff received a copy of the SSCP version 1 dated February 29, 2024. Staff reviewed the SSCP using CPUC checklist as a guideline and responded back to the project team member regarding deficiencies noted in the SSCP.

VTA Contractor (KST) CP2 (Tunnel & Trackwork) – Tunnel Boring Machine (TBM) 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. The TBM manufacture shipping, assembly, and mobilization scheduling 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 62%; CP3 design 57%; CP4 design 63%.

Major cost saving ideas under discussion and review By VTA (Station Layout Reconfiguration, Parking Structure reduction, Review design criteria/specifications/requirements, Tunnel interior reconfiguration). Procurement of an additional 48 new cars for BSVII is in progress. Alstom will be delivering these vehicles in CY 2025.

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 the Station Art Enhancement Community meeting is ongoing. Construction to begin 2024. Full Funding has been secured for this project. Construction completion to occur in CY 2028-2029.

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. A groundbreaking event occurred on June 8, 2024. Under construction.

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. The 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. The installation of equipment at every intersection by VTA Contractors is underway. VTA contractors are preparing plans for encroachment permits. No update.

San Francisco Municipal Transportation Agency – SFMTA

LRV4 Vehicle Procurement Project:

SFMTA LRV4 procurement project is to expand and replace its rail fleet with 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 9/6/2024, RTSB staff sent a letter to authorize SFMTA to place two more LRV4 cars into revenue service upon receipt of the letter. Currently, SFMTA has 145 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.

SFMTA is happy to share that the L Taraval Improvement Project has been substantially completed!

L Taraval Train Service Returns

Beginning Saturday, September 28, L Taraval trains will resume service between Embarcadero Station and SF Zoo. Riders will once again be able to enjoy a one-seat ride from downtown to the beach. Trains will run on 10-minute frequencies on weekdays and 12-minutes on weekends. Board trains at the platform or street instead of using the buses at the curb. L Bus service will be discontinued.

A Better, Safer Taraval

The L Taraval Improvement Project was a multi-agency effort between the SFMTA, SF Public Utilities Commission, and SF Public Works to upgrade and add new infrastructure along the L Taraval line between West Portal and the Zoo.

To reduce impacts to the community, the two-mile-long project was split into two segments, both completed on time and on budget. Here are a few project highlights:

- Improved Muni service: SFMTA has upgraded the L Taraval train tracks for the first time in almost 50 years. These new rails will make for a smoother, quieter ride and require less maintenance. Five new traffic signals with transit priority will help make the L Taraval more reliable. SFMTA has also completely replaced the Overhead Contact System (OCS) that powers the trains.
- Safer streets: Before this project, nearly 10 people were hit every year getting on or off the train. To address this, SFMTA has installed 22 new or extended boarding islands so riders no longer have to board directly onto the street alongside traffic. 11 pedestrian bulb-outs and new high-visibility crosswalks will help make it safer for people to cross at intersections.
- Accessibility: People with limited mobility can board trains more easily at accessible stops with elevated platforms installed at key locations along the route. SFMTA has also installed new curb ramps and Accessible Pedestrian Signals (APS) at intersections along the corridor.
- Upgraded utilities: Many of the utility lines along Taraval St were over a century old. The sewer and water pipes have been completely upgraded, which will avoid costly failures and ensure taps and toilets that flow smoothly for the next 100 years.
- Beautification: Over 175 new trees, median landscaping, and public art were installed, chosen with community input. Taraval St was also repaved from curb to curb, making for a smoother ride for everyone.

- The future is looking bright: 71 new streetlights with upgraded LED lighting have been added along Taraval St.
- Coming later: All train platforms will have new Muni shelters with Next Generation real-time displays.

While the biggest work is behind SFMTA, please note there are still a few smaller “punch list” items remaining, such as adjusting utility lines, refreshing transit lane paint, boarding island grout work, removing construction materials, and installing transit shelters.

SFMTA is excited for riders to begin enjoying their new Taraval St—from West Portal to Parkside to the beach—with a safer, more reliable ride.

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.