Monthly Performance Report – January 2025

RAIL SAFETY DIVISION

February 25, 2025

California Public Utilities Commission

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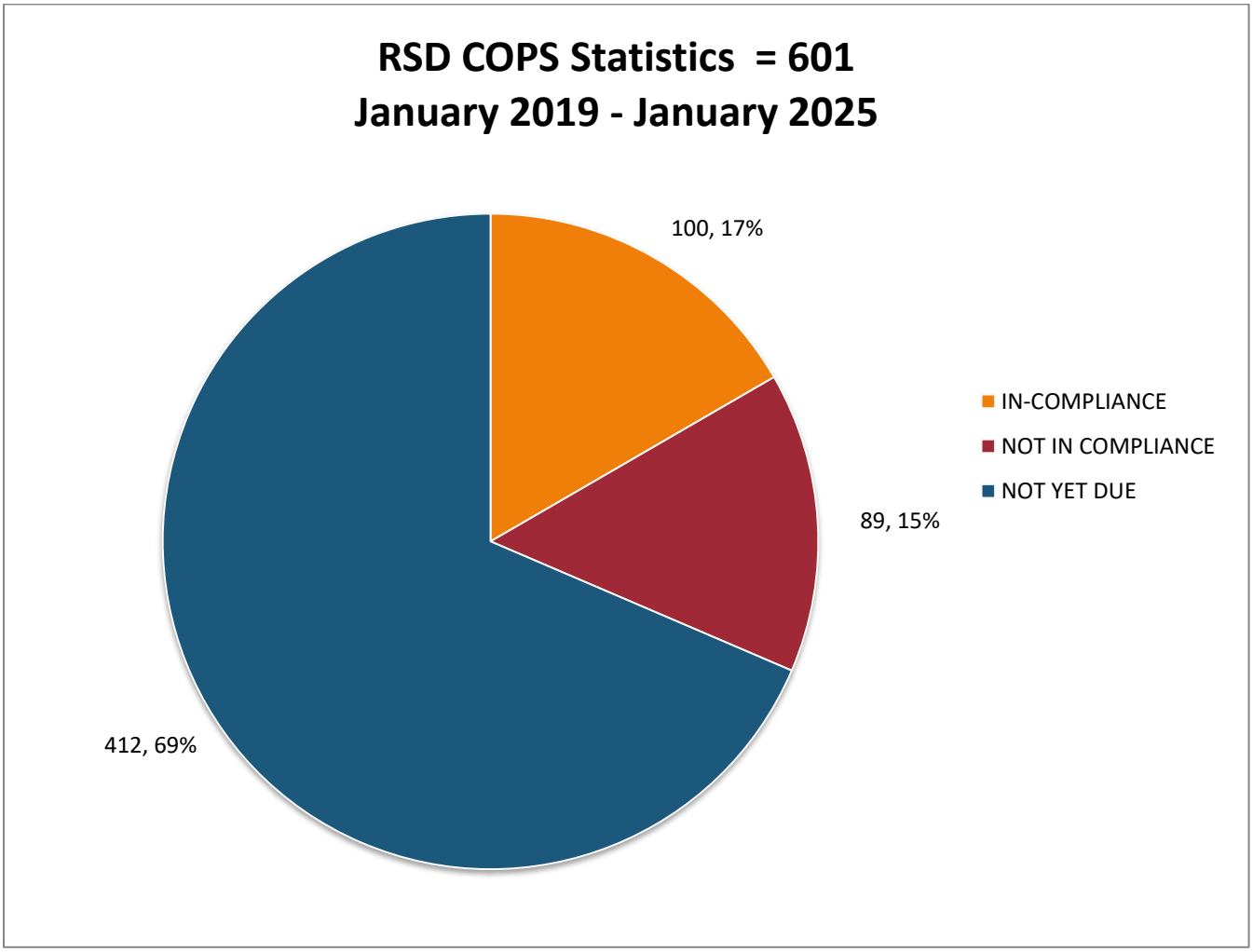
Compliance with Ordering Paragraphs (COPS)

Through January 31, 2025, the Rail Safety Division (RSD) showed 601 total entries in the COPS system, with 100 (17%) reaching compliance, 412 (69%) not yet due for compliance, and 89 (15%) out of compliance. 601 (100%) of all ordering paragraphs (OPs) are assigned to RSD staff.

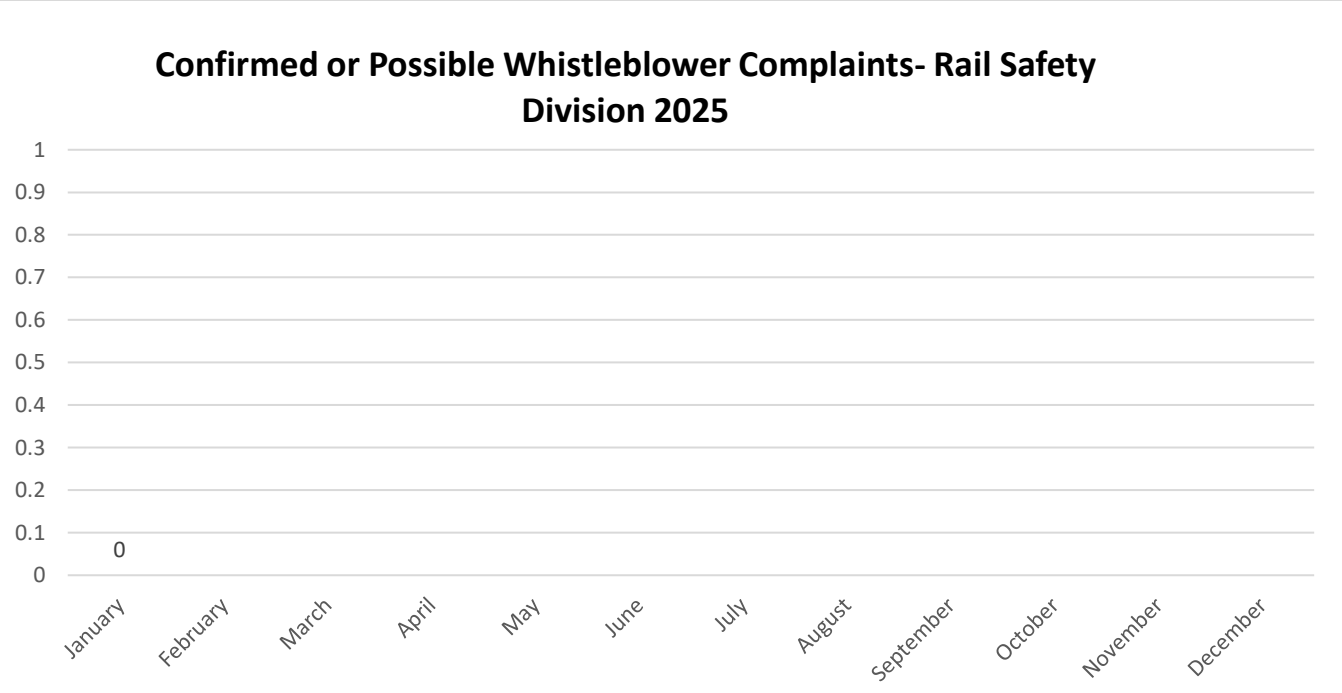


Monitoring the Whistleblower Website

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 – 1/1/2025 – 1/31/2025

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



Railroad Operations and Safety Branch - ROSB

In January 2025, the RSD Railroad Operations and Safety Branch (ROSB) completed the following:

Railroad Operations and Safety Branch	January 2025	YTD 2025
New Incidents Investigated	21	21
Informal Complaints Investigated	2	2
Railroad Bridge Observations	0	0
Railroad Safety Inspections	224	224
Non-compliant conditions identified/corrected	644	644
Operation Lifesaver Presentations	4	4

ROSB Inspection, Investigation & Field Activities

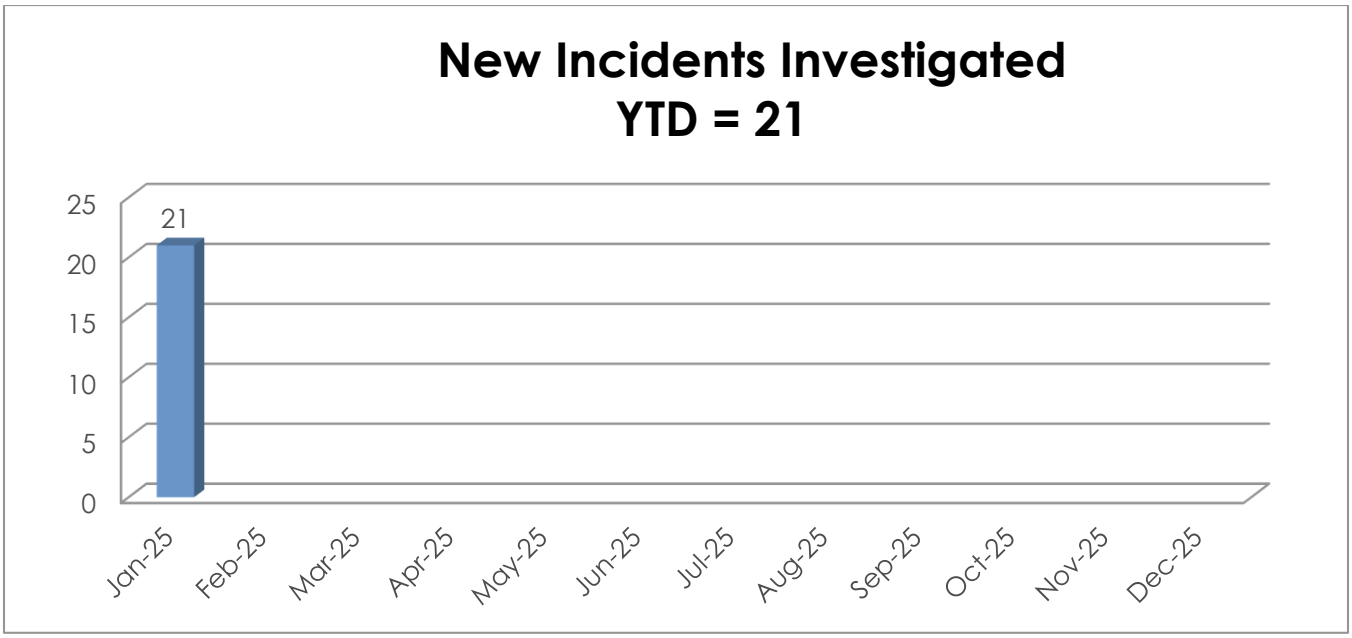
January 2, 2025: RSD Railroad Safety Inspectors performed an inspection on the Union Pacific Railroad (UP)line in Martinez. The inspection was to ensure compliance with the Code of Federal Regulations (CFR) for freight equipment.

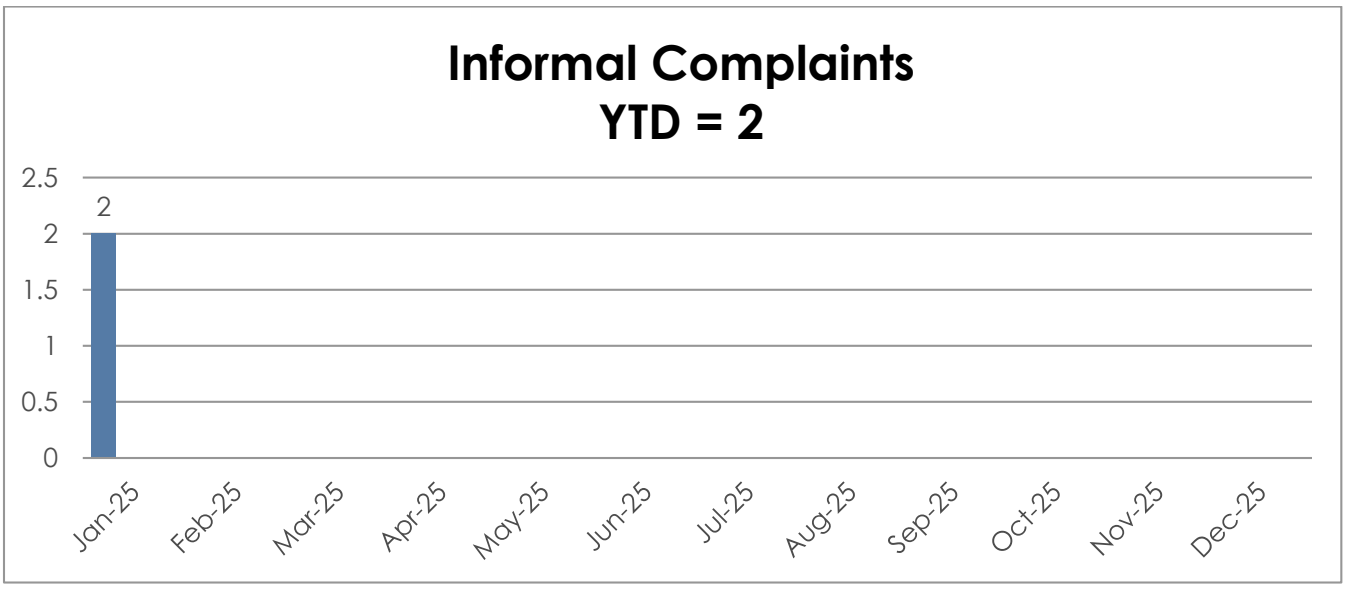
The inspectors discovered a non-compliant condition on a freight car. The platform brace was missing, which left the middle of the platform unsupported. This is not in compliance with CFR Part 231 – Railroad Safety Appliance Standards. The nature of the defect is very serious and is one of the leading causes of injuries for railroad employees. The platform is utilized when crossing over the equipment and provides access to the hand brake on the car. The missing brace was directly under where someone would stand while operating the handbrake. The inspectors immediately applied high visibility flagging tape to the car to guard against somebody from falling victim to the hazardous condition.

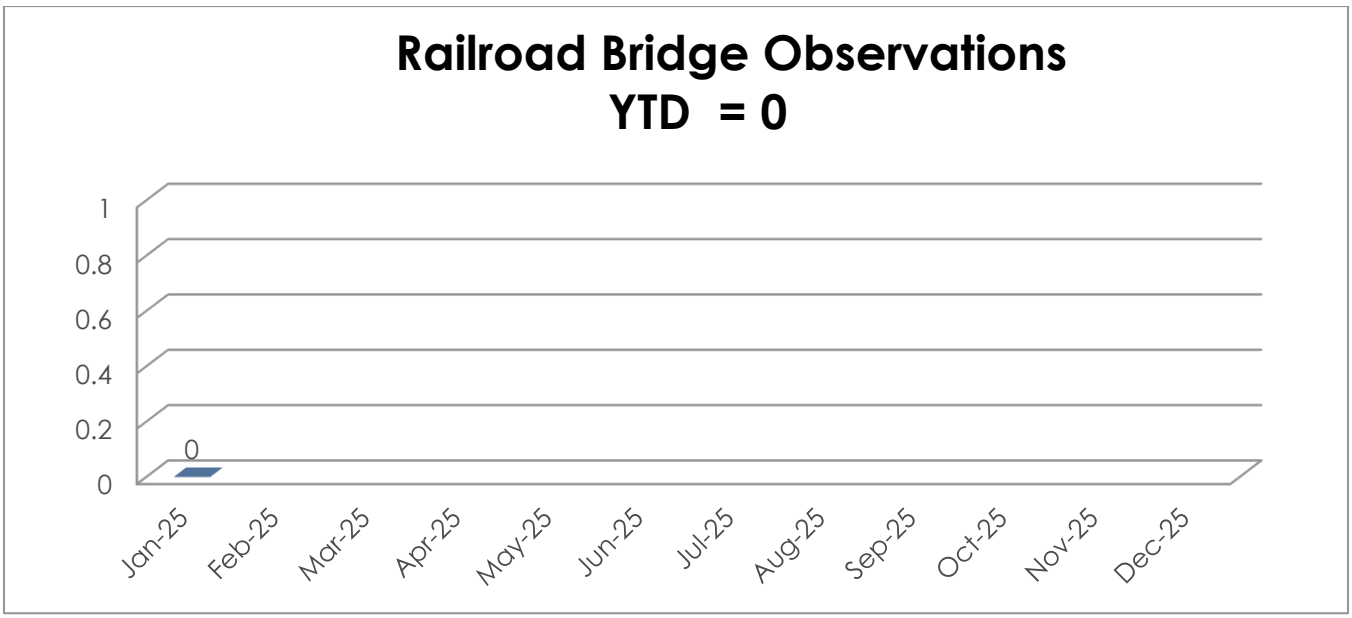
The inspectors notified UP management of the non-compliant condition, and they removed the car from service that same day so that it could be repaired before being placed back into service.

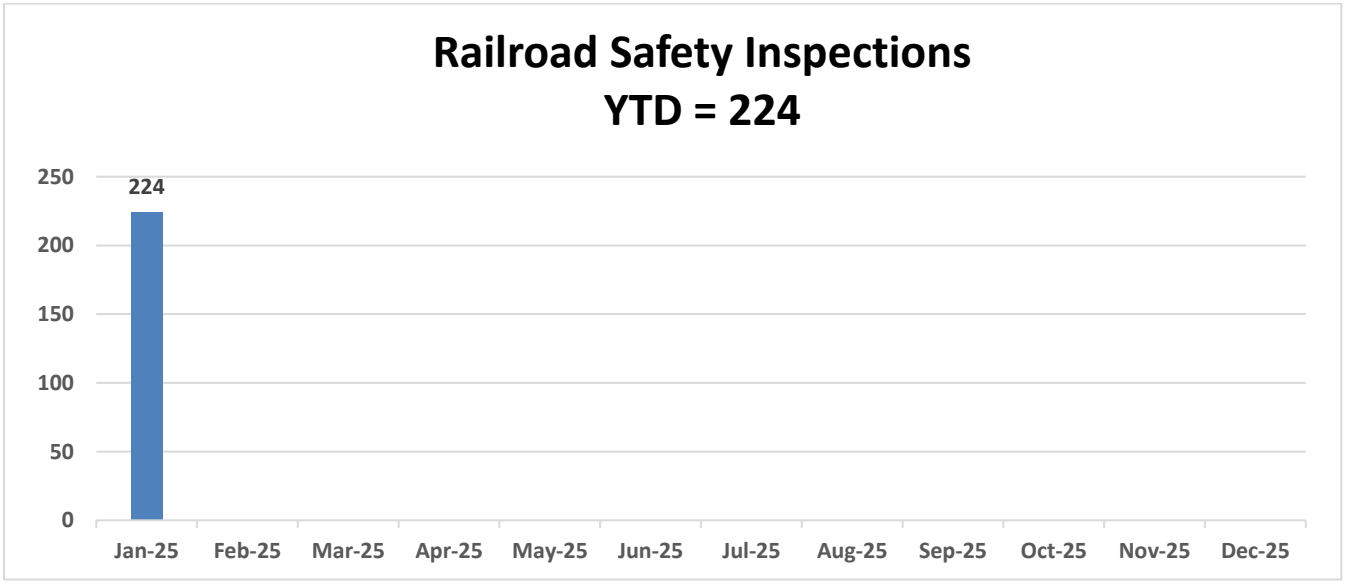
January 7, 2025: RSD Railroad Safety Inspectors performed an inspection at the BNSF Railway La Mirada Yard in La Mirada. During the inspection, a non-compliant condition, a large piece of broken tie between tracks was discovered creating a tripping hazard for railroad employees. The inspectors notified BNSF management of the non-compliant condition and he immediately removed the broken tie from the track bringing it into regulatory compliance.

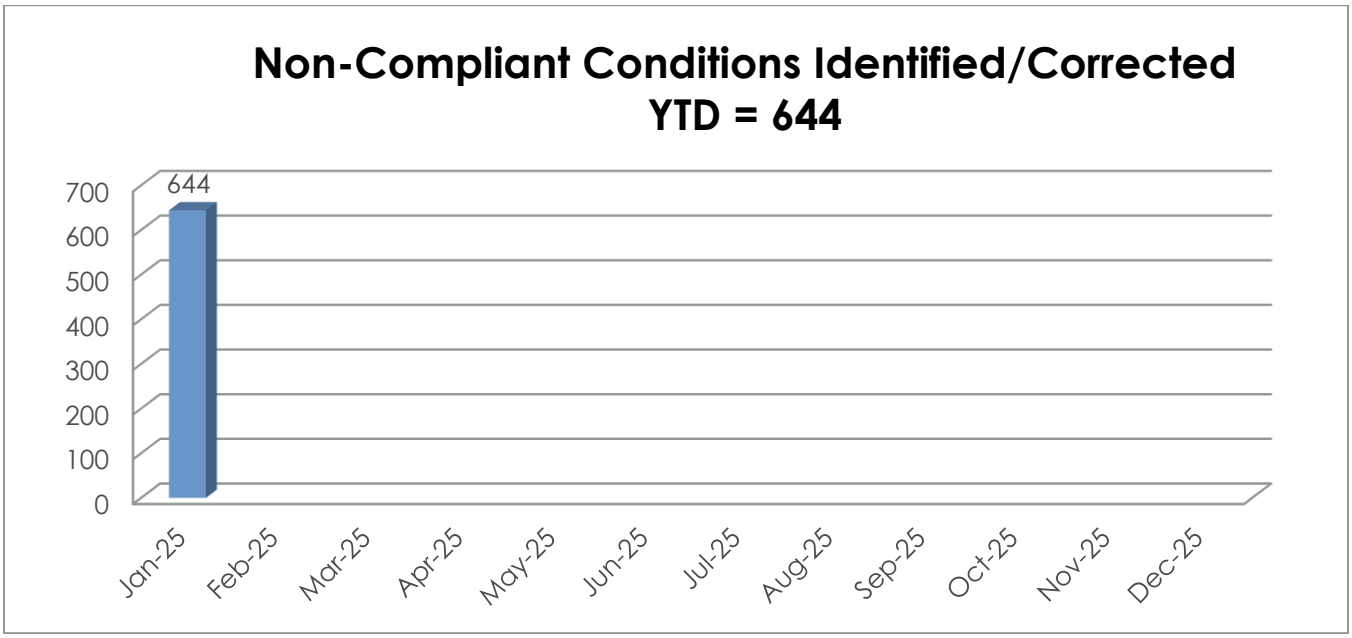
January 21, 2025: During a UP railroad crossing inspection, an RSD Railroad Safety Inspector found a non-compliant condition at Yosemite Drive grade crossing in Milpitas. The railroad had removed a portion rail of an abandoned track adjacent to an in-service track, creating a walkway hazard with a rail end within 8 foot 6 inches on the in-service track which is in violation of GO 118-A. After the inspector brought the situation to the attention of UP management, a railroad employee corrected the tripping hazard on site bringing the walkway into regulatory compliance.






Railroad Bridge Observations
YTD = 0
1
0.8
0.6
0.4
0.2
0
0
Jan-25
Feb-25
Mar-25
Apr-25
May-25
Jun-25
Jul-25
Aug-25
Sep-25
Oct-25
Nov-25
Dec-25


Railroad Safety Inspections
YTD = 224
250
200
150
100
50
0
224
Jan-25
Feb-25
Mar-25
Apr-25
May-25
Jun-25
Jul-25
Aug-25
Sep-25
Oct-25
Nov-25
Dec-25



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 trains[1] 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 January**	**# Unit Trains Projected February**	**# Unit Trains FYTD (24-25)**	**# Cars Received January**	**# Cars Projected February**	**# Cars FYTD (24-25)**
Plains All America	N	0	0	0	0	0	0
Kern Energy	N	0	1	7	0	97	714

Ethanol Unit Train Shipments in California						
Consignee	**# Unit Trains Received January**	**# Unit Trains Projected February**	**# Unit Trains FYTD (24-25)**	**# Unit Cars Received January**	**# Cars Projected February**	**# Cars FYTD (24-25)**
Kinder Morgan (Wilmington)	15	19	101	1438	1824	9697
Eco-Energy (Stockton)	4	4	35	438	426	3866
Pelican Renewables (Stockton)	0	0	0	177	177	1394

Storage of Hazardous Material Cars				
Railroad	**Loads**	**Empties**	**Commodity**	**County**
Arizona California RR	5	313	LPG	San Bernardino
Santa Maria RR	29	103	LPG	Santa Barbara
Sierra Northern Railway	245	129	LPG	Stanislaus
Oakland Global Rail Enterprise	0	10	LPG	Alameda
Yreka Western RR	0	0	N/A	Siskiyou

[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.

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 single 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.

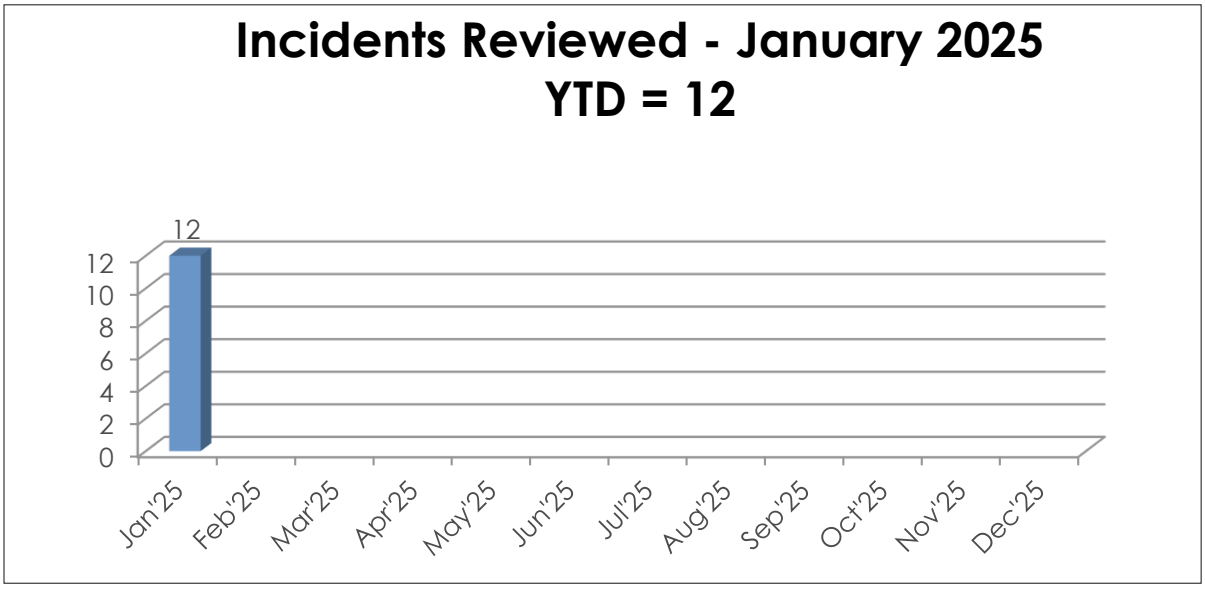
Rail Crossings and Engineering Branch – RCEB

In January 2025, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	Closed January	**Closed YTD**
Crossing Incident Reviews	12	12
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	54	54
Proceedings, Resolutions and G.O. 88-B Reviews	2	2

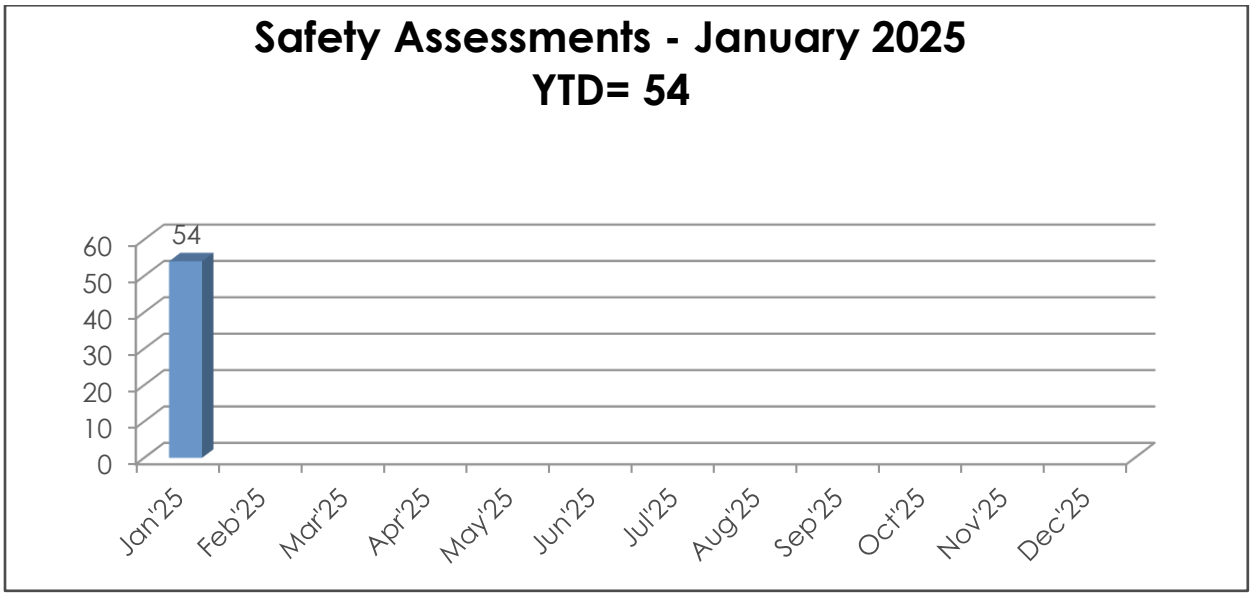
Rail Crossing Incident Investigations

In January 2025, RCEB closed 12 incidents at highway-rail at-grade crossings (crossings). These 12 incidents resulted in two injuries and three fatalities.



Safety Assessments, Quiet ZONES, and Reviews

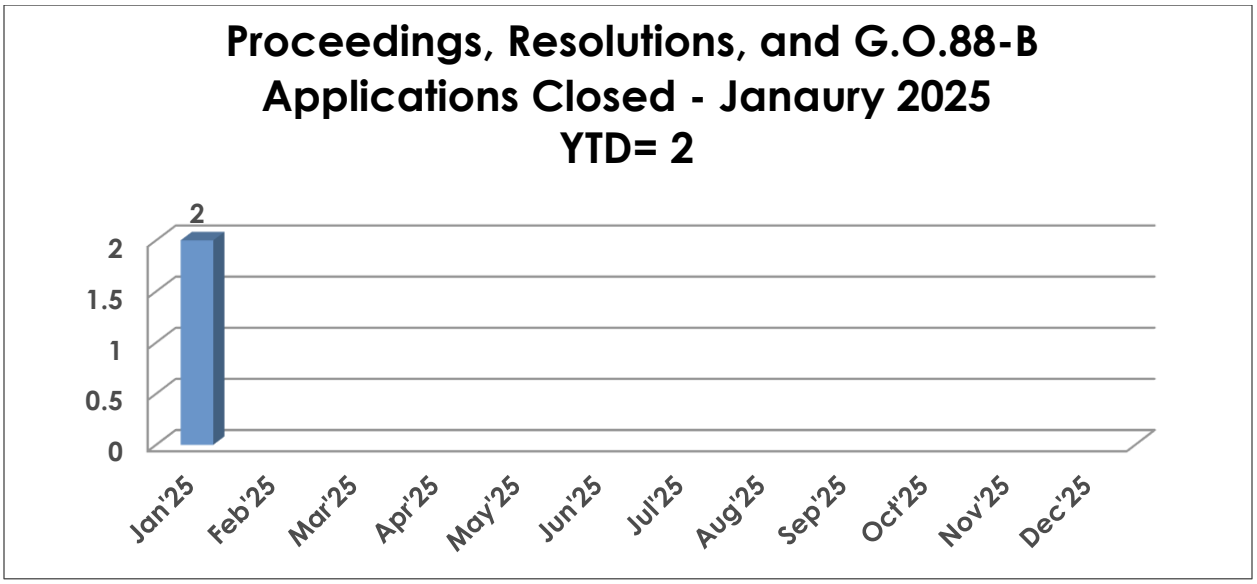
In January 2025, RCEB completed 54 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In January 2025, the Commission approved two Formal Applications.

1. PROC - A2311014 - D.25-01-002 - Authorizes the City of Modesto to construct modifications of an at-grade railroad crossing located on B Street in the city of Modesto.
2. PROC – A2311006 – D.25-01-013 - Authorizes City of Perris to create a new at-grade highway-rail crossing on E. Ellis Ave. The crossing will cross two industry spur tracks and be protected by four commission standard 9 warning devices.



Rail Transit Safety Branch - RTSB

In January 2025, 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).

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

On October 7, 2024, RTSB initiated its triennial safety and security audit of the Getty Tram.

On November 12, 2024, RTSB initiated its triennial safety and security audit of the Sacramento County Department of Airports' (SCDOA) Automated People Mover (APM).

Administrative Accomplishments

Meeting with Ministry of Transportation for Ontario, Canada:

On January 10, RTSB met with Ontario's Ministry of Transportation. The Province of Ontario has a goal to establish a rail safety oversight program, similar to CPUC's program. They have asked the Federal Transit Administration (FTA) to provide them the contact information for a State Safety Oversight program that can provide best practices. The FTA had referred them to California's program.

TSOA Meeting:

On January 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.

FTA Meeting:

On January 8, RTSB and FTA held the first bimonthly progress update meetings on the implementation of CPUC's Risk-Based Inspection program (RBI), as required by FTA Special Directive 22-25

RCEB-RTSB Coordination Meeting:

On January 16, RTSB and RCEB staff met to review and coordinate action on rail transit crossing accidents.

Training:

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

- Clint Olazava-Broadbent completed the "SMS [Safety Management Systems] Safety Assurance" course offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Rajat Pandit completed the "SMS Principles for Transit" course offered by TSI.
- Clint Olazava-Broadbent, Daniel Kwok, Jimmy Xia, Patrick Donnelly, Steven Espinal, Yan Solopov, and Varoujan Jinbachian completed the "Safety, Security, and Emergency Management Considerations for FTA Capital Projects" course offered by TSI.

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 contract and the system is nearing completion. Release 1 Go-Live date was August 29th and Release 2 Go-Live date was January 16. 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. Release 3 will be at a later date.

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 has been completed. Equipment installation between Millbrae and SFO Station is underway.

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 final testing; Montgomery Station is under construction and safety testing. 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 2026.

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 775 new cars from the original contract have been approved, and 96 new cars from the optional contract have been approved.

Inglewood Transit Connector Joint Powers Authority – JPA

Inglewood Transit Connector Project:

The Inglewood Transit Connector (ITC) Project is a proposed 1.6- mile Automated People Mover (APM) put forth by the City of Inglewood which aims to address a "first/last mile gap in Los Angels 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 will be a Design Build Finance Operation and Maintenance (DBFOM) project.

During Summer of 2024, the City of Inglewood selected Envisioned Inglewood Partners (comprised of Plenary, Tutor, Woojin, Parsons and ACS) as the best value proposer for the Inglewood Transit Connector project. Over the following months, the City focused on contract negotiations and preparing for an early design and planning agreement. However, the proposed project cost required the City and ITC JPA to seek additional funding from the South Bay Cities Council of Government. On October 24, the South Bay Cities Council of Government Board voted against a resolution to allocate the necessary funding for the ITC

project. Since then, the team has been working closely with the City of Inglewood and the selected bidder to explore options for advancing the project, ensuring alignment with the City's and grantors' goals within the available funding. 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 new Heavy Rail Vehicles (HRVs), with the option for up to 282, to provide for the future expansions of Regional Connector and D Line (formerly Purple) Extensions, and to replace the aging HRV fleet operating on the B Line (formerly Red) 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 HR4000 vehicles. Once the first MP arrived LACMTA began using it for training and single MP qualification tests. On January 11, 2024, RTSB staff met LACMTA Staff and CRRC staff at the Division 20 shop to view the two MPs in the shop at the time. When the other two MPs arrived, they were coupled to the first one for the 3-MP/6-vehicle qualification and acceptance tests. LACMTA has determined from CRRC's schedule that there is a potential 12-car shortage at the start of WPLE1 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. RTSB Staff received the Safety Certification Verification Report for the HR4000 heavy rail vehicle procurement project and the Letter of Intent to Operate on November 19, 2024, requesting CPUC approval to place the first three MPs into revenue service. Of note, the Letter of Intent to Operate requested "a response be provided within three weeks (not the regular two) of receipt of this letter," acknowledging the California state holiday on November 27-28, 2024, during the review period. In addition, Staff received vehicle history books (VHBs) and conditional acceptance certificates for the three MPs.

From this point on, as cars are prepared for service, Staff will recommend official approval to RTSB management after review of the HR 4000 Vehicle History Books (required testing documentation). No update.

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. The targeted Revenue Service Date for PLE1 is in September 2025.

In November 2024 Staff observed Segment 1 System Integration Testing involving powered contact 3rd rail and HR4000 vehicles. The PLE1 Project is preparing to integrate the extension project with the existing Wilshire Western Station. The Station will be closed for 25 days in May 2025 to complete the cutover.

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 L Line. The initial 13.7-mile, Los Angeles to Pasadena Metro L Line was completed and opened in 2003. Phase 2A of the Foothill Extension project was completed in March 2016 and extended the L 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 four stations will be center platform stations, with a track on each side for westbound and eastbound trains. The 9.1-mile, four-station Glendora to Pomona project remains on budget and on schedule for substantial completion in early 2025. Trackwork installation was completed during Summer 2023 and crews are continuing with construction of the four new light rail stations in the cities of Glendora, San Dimas, La Verne, and Pomona. Phase 2B2 of the project 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 Summer 2024. Staff observed Local Field Acceptance Testing for guideway lighting.

In January 2025, Staff performed inspections of the alignment (Track and OCS). The project is preparing to turn the project over to LACMTA for System Integration Testing 2.

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. Once in operation, the AMC Station will be known as the LAX/Metro Transit Center Station. 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. Notably, once in final operation, the K Line will operate between Expo/Crenshaw Station and Redondo Beach in a north-south alignment, and the C Line will operate between AMC Station and Norwalk in a west-east alignment.

As planned, on November 3, 2024, the next phase of the K Line opened, which included implementation of the K Line and C Line operational changes. This phased opening did not require a Safety Certification Verification Report (SCVR) because the guideway section that would open November 3 was already safety-certified under the K Line SCVR for the first phase opening on October 7, 2022. Though no SCVR was required, LACMTA decided to revalidate the functionality of the guideway section through activities such as testing, which is documented in the internal K Line Revalidation Memo that CPUC staff also received. Staff reviewed the Revalidation Memo, and attended project meetings and field visits (e.g. LRV Clearance Test, Live Wire Test) leading up to November 3 and no safety-critical issues were identified. No update.

East San Fernando Valley Project:

The East San Fernando Valley Project (ESFV) alignment will start at the Van Nuys G Line (formerly Orange) station and head north for 6.7 miles through the San Fernando Valley, adding 11 new Light Rail Train stations, with 34 LRVs serving this alignment. It will be a street running system but will be 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 worked 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. The project is forecasted to begin Revenue Service in September 2031. LACMTA has completed most of the advanced designs 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 the 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 (SFTCJV) made up of SKANSKA, Stacy & 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.

The new stage of testing will bring APM vehicles into the Central Terminal Area (CTA) for the first time to confirm vehicle clearance. The initial clearance tests will run at minimum speed which will be increased in further testing in 2025. No update.

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 (ERSB) regarding OCTA's variance request. 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. Resolution ST-254 was approved by the Commission on December 5, 2024.

Currently, construction progress remains at 91% completion. The installation of OCS wire along the Pacific Electric (PE) right-of-way is on-going. MSF car wash construction, HVAC, electrical, finishes, and flooring work is on-going. OCS wire installation at MSF is on-going.

Sacramento Regional Transit District – SRTD

SRTD P20 Vehicle Procurement Project:

SRTD has secured funding for a total of 44 new Siemens low floor light rail vehicles. SRTD acquired over $172M for its initial purchase of 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 on September 1, 2024.

Dos Rios Light Rail Station Project:

Throughout 2024 progress was delayed due to ongoing environmental remediation of the site and the need to secure sources of funding. Full funding for the project has now been secured and initial work at the site has begun.

Gold Line Double Track Project:

SRTD has completed the construction of two passing tracks between Folsom and Sacramento, to accommodate 15-minute service. SRTD acquired $35M for the project. The project began construction in January 2024, with a shutdown which was originally scheduled to last seven months.

Construction was completed by SRTD's contractor in December 2024. However, the configuration at Glenn Drive Crossing was determined to not conform to approved plans, SRTD is currently reviewing options to resolve these issues. Operator training is ongoing with a mandatory stop-and-proceed in place at Glenn Drive Crossing.

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. No update.

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. No update.

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 models 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, 38 of 47 LRVs have been accepted.

Orange Line Improvement Project – Phase 1:

SDMTS submitted the Safety Certification Plan in December 2024 for Commission Review and Approval as required by General Order 164-D. The scope of the Orange Line Improvements – Phase 1 project consists of the following upgrades to: trackwork (crossovers, power operated turnouts, power switch machines), overhead catenary system (new single crossovers, conversion of existing manual crossovers to power), signal and communications (replacement of existing relay logic locations to vital microprocessor, train detection system and crossing warning system replacement, installation of twenty-two (22) train control/crossing instrument enclosures along right-of-way).

The project location is on the existing MTS Trolley Orange Line between the 32nd & Commercial Station in the City of San Diego and Massachusetts Station in the City of Lemon Grove. The new systems and equipment will be installed on the existing operating trolley line with limited passenger service interruption throughout construction, installation, and testing. To meet this requirement, the project has been divided into four distinct segments along the 6-mile alignment. SDMTS expects to begin construction by Summer 2025.

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 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. 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. No update.

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. No update.

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. 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 completed. City and Contractors reviewing and signing certificates.

On January 10, 2025, Staff received a pilot test memorandum that summarizes a field test of the EMTRAC - global positioning system (GPS) based radio frequency (RF) transit signal priority (TSP) and Protran Technology, rail worker protection equipment used on Santa Clara Valley Transportation Authority's light rail corridor, to verify that both can coexist on the same radio frequency.

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 January 29, 2025, RTSB staff sent a letter to authorize SFMTA to place two more LRV4 cars (2161, and 2162) into revenue service upon receipt of the letter. Currently, SFMTA has 159 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. SFMTA is happy to share that the L Taraval Improvement Project has been substantially completed! 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. No update.

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.