

Monthly Performance Report – February 2022

RAIL SAFETY DIVISION

March 29, 2022



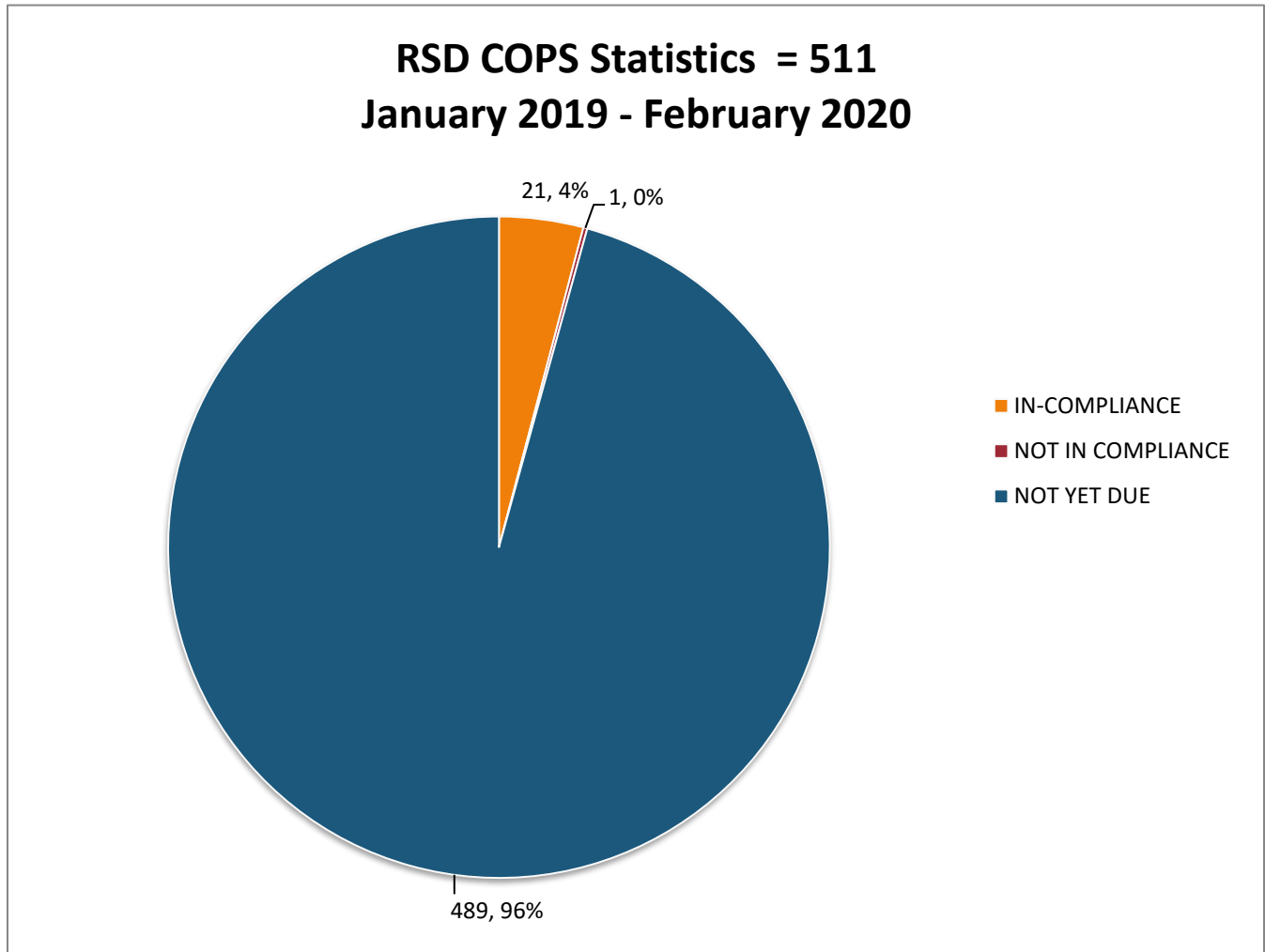
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through February 28, 2022, the Rail Safety Division (RSD) showed 511 total entries in the COPS system, with 21 (4%) reaching compliance, 489 (96%) not yet due for compliance, and 1 (0%) out of compliance. 511 (100%) of all Ordering Paragraphs (OP) are assigned to RSD staff.

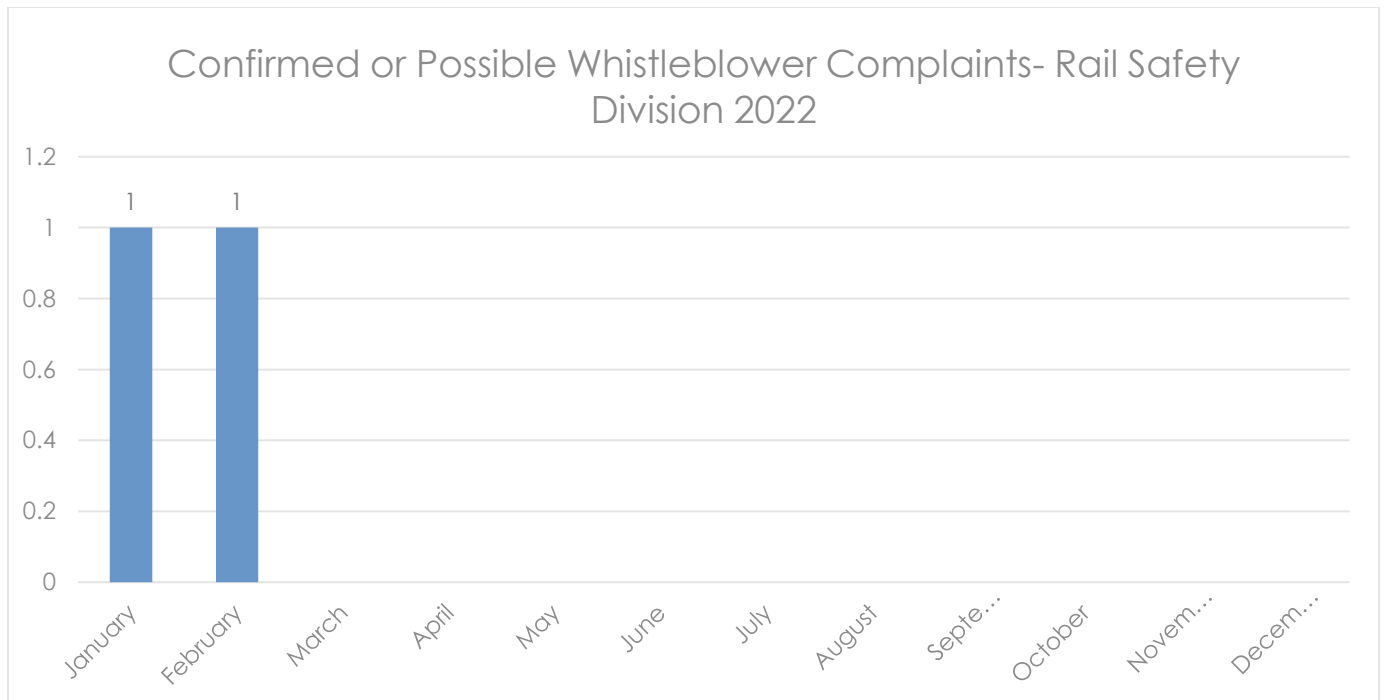


Monitoring the Whistleblower Website

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

Statistics – 1/1/2022 – 2/28/2022

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



Railroad Operations and Safety Branch - ROSB

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

Railroad Operations Safety Branch	Feb-2022	YTD 2022
New Incidents Investigated	5	7
Informal Complaints Investigated	5	7
Railroad Bridge Observations	14	24
Railroad Safety Inspections	247	504
Non-compliant conditions identified/corrected	776	1520
Operation Lifesaver Presentations	1	1

ROSB Inspection, Investigation & Field Activities

February 1, 2022: An RSD Railroad Safety Inspector performed an inspection of track and walkways of the BNSF Railway in Fullerton. During the inspection the inspector observed an occupied encampment in the walkway adjacent to the track creating a tripping hazard. This is a violation of General Order (GO) 118-A which requires walkways to be clear of all obstructions.

The inspector informed BNSF Management of the violation who took remedial action to clear the walkway and bring it into regulatory compliance which was verified by a follow up inspection conducted on February 4th.

February 4, 2022: RSD Railroad Safety Inspectors performed an inspection at the BNSF Basta Yard in Fullerton to verify compliance with CPUC General Orders (GOs). The inspector observed an occupied encampment impeding the walkway and potentially cause harm to railroad personnel riding the side of railcars. These conditions did not comply with:

- GO 118-A, which requires that walkways shall provide a reasonable regular surface.
- GO 26-D, no merchandise, material, or other articles shall be placed or permitted to remain on the ground adjacent to any track at a distance less than eight (8) feet six (6) inches from the center line of track.

The inspectors notified the BNSF Management of the violations who then utilized their contracted clean-up crew to remediate the condition. The inspectors met the contractor at the scene to verify the conditions were corrected and the walkway brought into regulatory compliance.

February 10, 2022: An RSD Railroad Safety Inspector performed an inspection of the BNSF main track in Santa Fe Springs. The inspection was in response to an informal complaint made by the public regarding an unsafe condition near a railroad crossing. During the inspection, the inspector observed loose roadway panels around the railroad crossing creating an unsafe condition for vehicle traffic. CPUC GO 72-B requires in part “*Surface of Crossings*: At the time of construction the surface of the highway shall be installed to conform substantially to the plane of the rails for the entire area between rails and between tracks and to lines two (2) feet outside the rails. The alignment and profile of each grade crossing shall be substantially maintained as constructed.

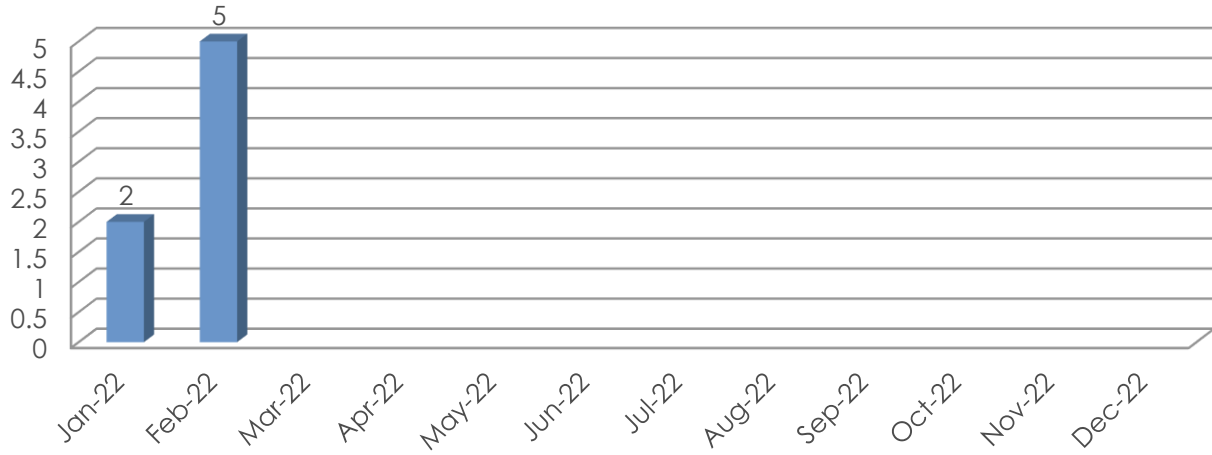
The inspector immediately notified BNSF management of the non-compliant conditions and issued an inspection report. BNSF committed to correcting the condition within 30 days. BNSF notified the inspector that the crossing was reinforced with new lag bolts to secure the crossing panels and the inspector conducted a follow-up inspection on February 12th to verify the work had been completed and the crossing had been brought into regulatory compliance.

February 11, 2022: On November 18, 2021, RSD Railroad Safety Inspectors performed an inspection of the Union Pacific Railroad (UPRR) in Manteca to verify compliance with CPUC General Orders (GO). The inspectors observed the railroad flashing light signal assembly had been knocked down at a railroad crossing. This condition did not comply with GO 75-D, which requires a functional flashing light signal assembly with an automatic gate arm and additional flashing light signals over the roadway, on a cantilevered arm. The inspectors immediately notified UPRR management of the non-complying conditions and issued an inspection report. On February 11, 2022, the inspectors conducted a follow-up inspection and verified that the conditions at the crossing had been repaired and brought into regulatory compliance.

February 17, 2022: An RSD Railroad Safety Inspector conducted an inspection of BNSF Railyard in Fresno. During the inspection, the inspector noticed a rear end telemetry device was left lying in the walkway creating a tripping hazard. This is a violation of GO 118-A which requires that walkways be kept free of debris. The inspector notified BNSF management of the violation who took immediate action to clear the walkway of debris bring it into regulatory compliance as was verified by the inspector.

February 22, 2022: An RSD Railroad Safety Inspector conducted an inspection on the UPRR main track in Los Angeles. During the inspection, wires were discovered above the ballast causing a tripping hazard within the track’s walkway. This was in violation of GO 118-A which requires that walkways be kept free of debris as train crews must have a safe walking path without tripping hazards that could cause injury or harm. The inspector notified UPRR management and on the same day the inspector observed a UPRR crew place the track wires under the ballast along the track, alleviating the tripping hazard within the walkway and bringing it into regulatory compliance.

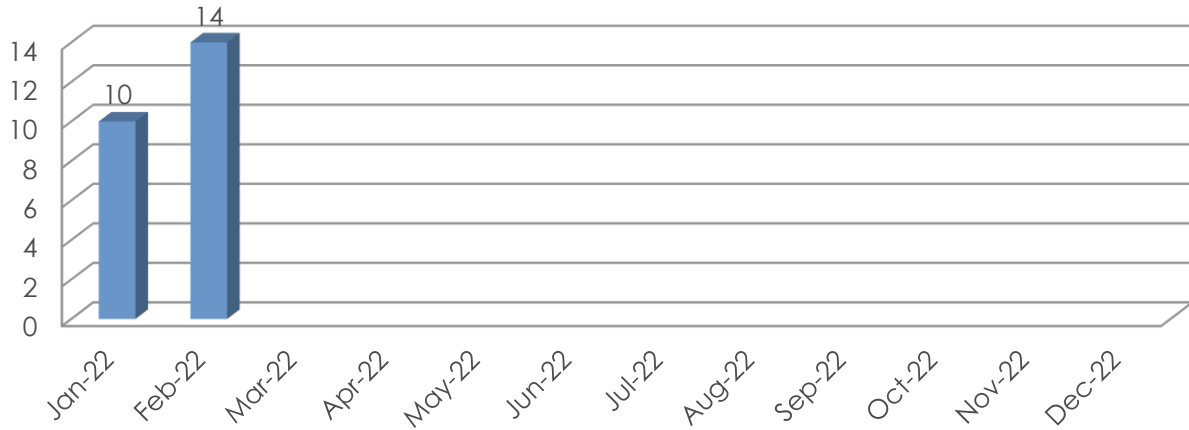
Incidents Assigned for Investigation YTD = 7



Informal Complaints YTD = 7

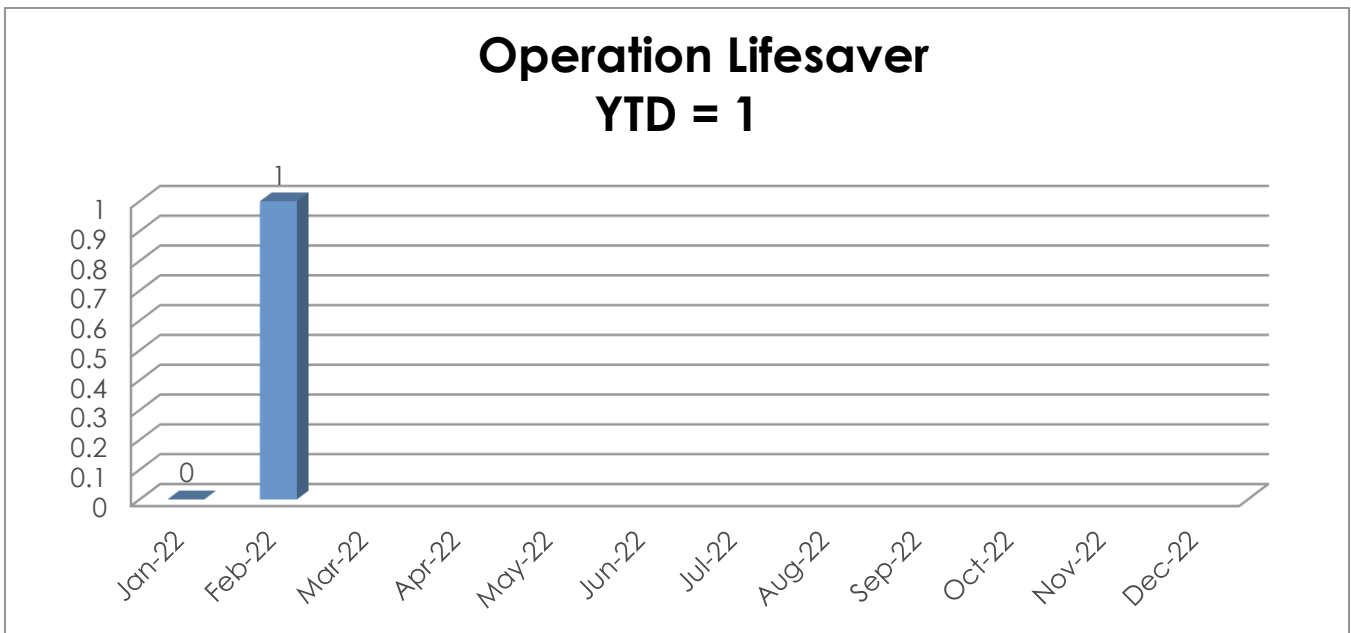
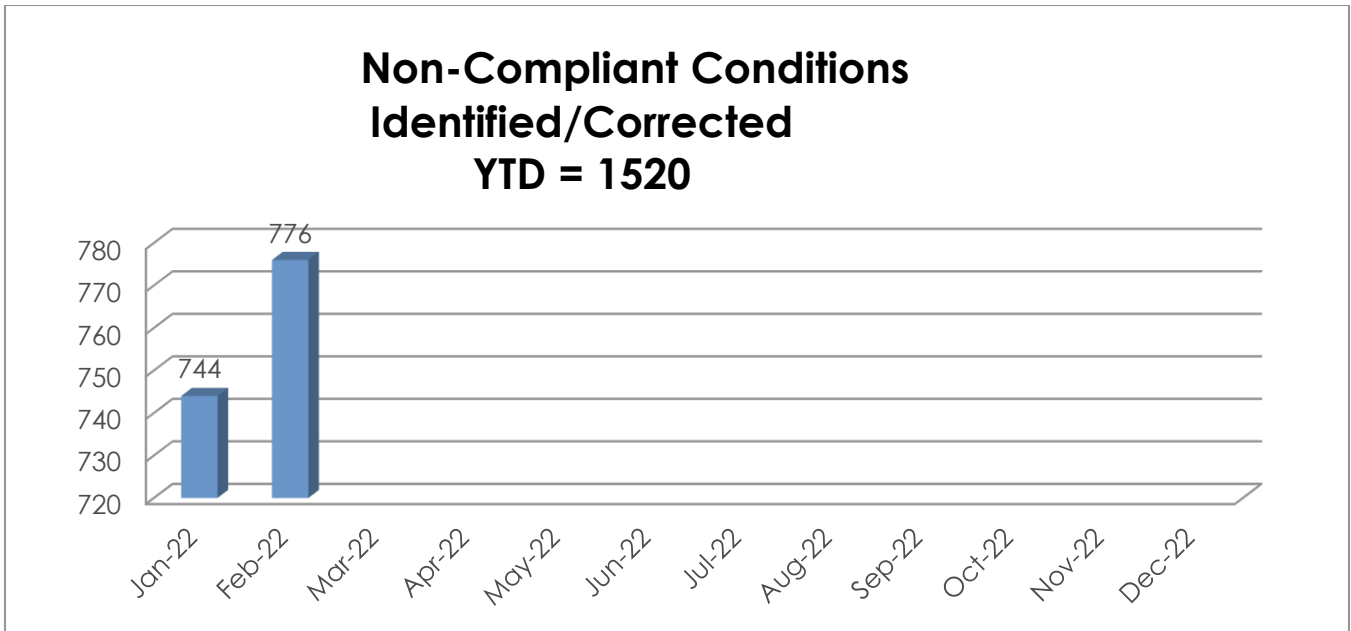


Railroad Bridge Observations YTD = 24



Railroad Safety Inspections YTD = 504





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 February	# Unit Trains Projected March	# Unit Trains FYTD (21-22)	# Cars Received February	# Cars Projected March	# Cars FYTD (21-22)
Plains All America	N	0	0	1	0	0	100
Kern Oil	N	1	1	5	100	100	500
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received February	# Unit Trains Projected March	# Unit Trains FYTD (21-22)	# Cars Received February	# Cars Projected March	# Cars FYTD (21-22)
Kinder Morgan (Wilmington)		14	17	113	1343	1700	10982
NuStar Energy (Selby)		0	0	0	0	0	0
Storage of Hazardous Material Cars							
Railroad		Loads	Empties	Commodity		County	
Arizona California RR		14	70	LPG		San Bernardino	
Fillmore and Western RR		0	0	N/A		Ventura	
Northwestern Pacific RR		12	76	LPG		Marin	

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

² See Appendix A for descriptions of Consignees and Railroads.

Santa Maria RR	32	53	LPG	Santa Barbara
Sierra Northern Railway	92	240	LPG	Stanislaus
Oakland Global Rail Enterprise	10	31	Bio-Diesel	Alameda
Yreka Western RR	0	0	N/A	Siskiyou

Appendix A

Crude Oil Consignees

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

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

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

Ethanol Unit Train Consignees

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

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

Hazardous Material Car Storage Locations

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

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

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

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

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

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

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

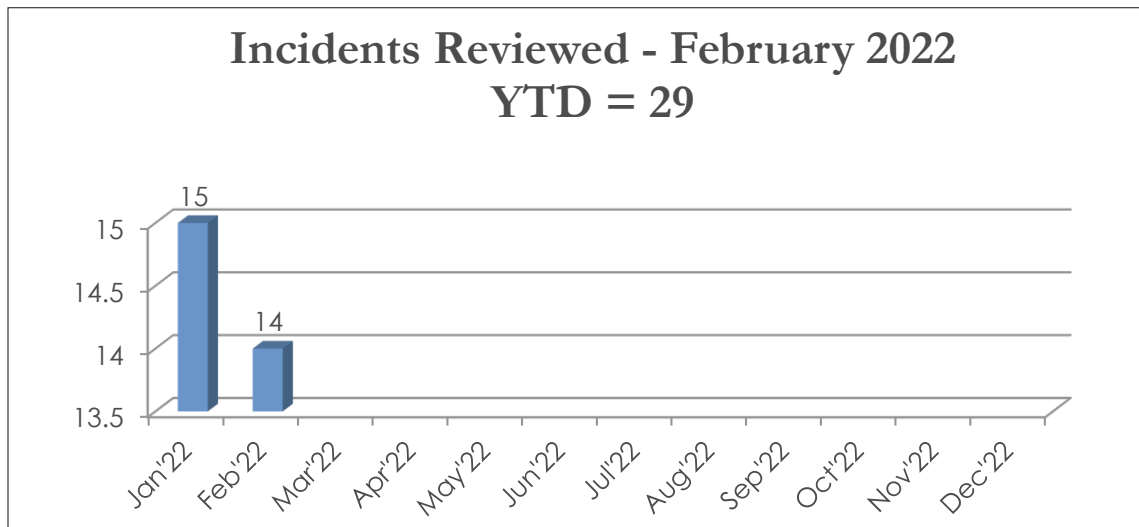
Rail Crossings and Engineering Branch - RCEB

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

	February Closed	Closed YTD
Crossing Incident Reviews	14	29
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	49	104
Proceedings, Resolutions and G.O. 88-B Reviews	10	15

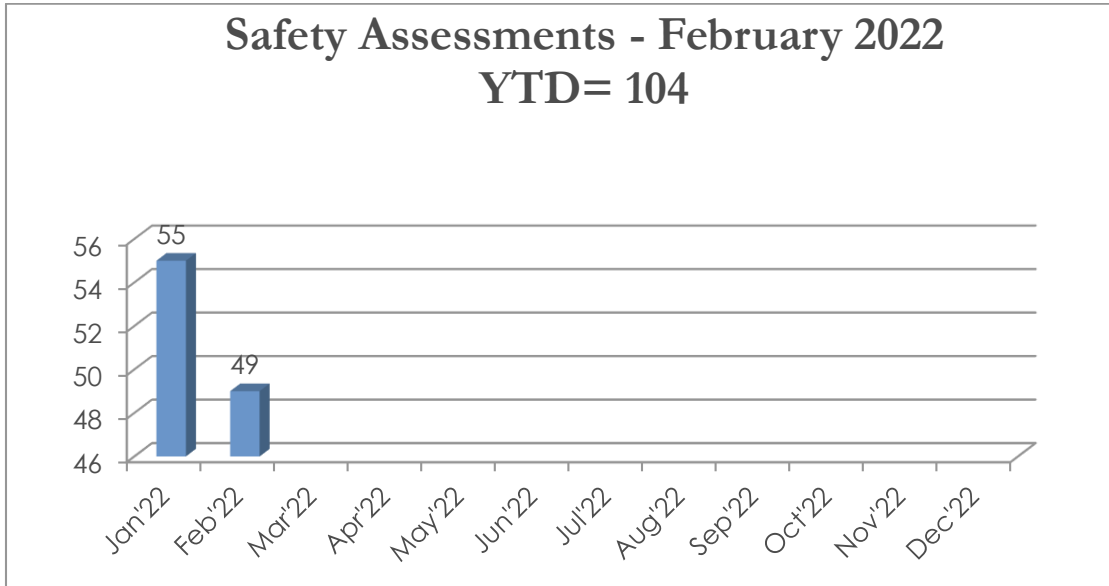
Rail Crossing Incident Investigations

In February 2022, RCEB closed 14 incidents at highway-rail at-grade crossings (crossings). These 14 incidents resulted in two injuries and six fatalities.



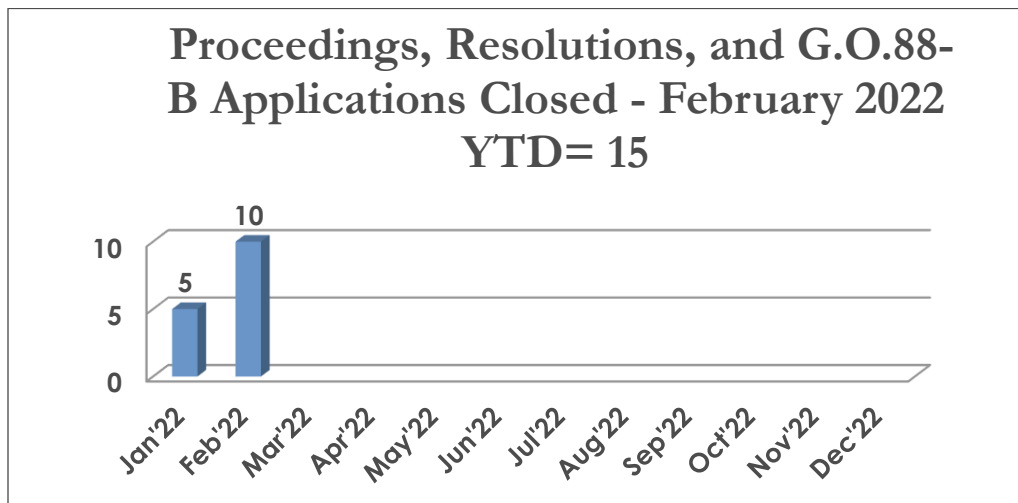
Safety Assessments, Quiet ZONES, and Reviews

In February 2022, RCEB completed 49 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 February 2022, RCEB approved 10 General Order 88-B requests for authority for alteration to existing crossings.



Rail Transit Safety Branch - RTSB

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

Major Audits

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

Administrative Accomplishments

RCEB-RTSB Quarterly Coordination Meeting:

On February 11, RTSB and RCEB staff met to review and coordinate action on transit crossing accidents.

FTA-SSOA Quarterly Virtual Meeting:

On February 16, RTSB management participated in the quarterly virtual meeting the FTA holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.

FTA One-on-One Virtual Meeting with RTSB Management:

On February 22, RTSB management and FTA's Program Manager for CPUC had a one-on-one virtual meeting. The agenda included FTA grant, staffing, training, revision to RTSB's Program Standard (Procedures Manual), major accidents/incidents, status of RTSB's triennial audits of RTAs, the Annual Report to the Governor and RTA Board of Directors, Annual Report to FTA, and other related topics.

Training:

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

- Claudia Lam, Noel Takahara, Salvador Herrera, and Shane Roberson completed SMS Principles for SSO Programs training offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Claudia Lam, Noel Takahara, Salvador Herrera, and Shane Roberson received the FTA's Public Transportation Safety Certification Training Program for SSOAs program.
- Sally Nguyen completed the Rail Safety Certification training offered by Los Angeles County Metropolitan Transportation Authority.
- Sally Nguyen completed the CPUC Workplace Harassment Prevention for Employees 2021, Bridging the Diversity Gap, Your Role in Workplace Diversity, Understanding Unconscious Bias, Overcoming Your Own Unconscious Biases, and Overcoming Unconscious Bias in the Workplace.

RSSIMS Replacement Project:

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

General Order and Resolution Activity

Proposed Revision to GO 143-B:

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

RTA Ongoing Projects

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

Bay Area Rapid Transit – BART

Communications Based Train Control (CBTC):

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

No updates.

BART Hayward Maintenance Complex (HMC) Project:

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

HMC Phase I project scope has been scaled down and is considered by BART to be effectively complete due to budgetary constraints. BART anticipates submitting their SSCVR for this phase in the coming year.

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

Traction Power System Improvements Project (TPSIP):

Five sites have been identified for installation of new traction power substations to support the traction power system improvements portion of the Transbay Core Capacity Program. The two West Bay sites are Civic Center Station and Montgomery Street Station and have estimated completion dates by 2022. The three East Bay sites are in Oakland at Thirty Fourth Street, Concord at David Avenue and Minert Road and Richmond at Yard East, with completion dates not yet estimated. An SCP was approved via Commission Resolution (ST-239) on July 16, 2020.

Civic Center and Montgomery Street stations are under construction. East Bay sites completing final design.

Irvington Station (IRV) Project:

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

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

New Vehicle Procurement (NVP):

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

On February 3, 2022, Project resumes accepting new cars after resolving reliability issues. 297 new cars were approved to-date.

Los Angeles County Metropolitan Transportation Authority – LACMTA

P3010 New Vehicle Procurement Project:

All 235 new P3010 Light Rail Vehicles (LRV) have been delivered to LACMTA from Kinkisharyo International, the vehicle manufacturer. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future Crenshaw/LAX line currently under construction. The P3010s have state of the art technology and upgrades to improve the passenger experience. As cars are prepared for service, Staff will recommend official approval to RTSB management after in person review of the Car History Books (testing documentation). Overall, 50 LRVs

remain to be accepted by LACMTA and approved by RTSB management. To date, RTSB management has certified for revenue service 185 vehicles. In November 2021, LACMTA started to send conditional approval documentation to RTSB for vehicles with a new communication system that addressed previously identified issues. The cars that were accepted prior will have to be retrofitted to be compatible with the new communication system.

In February 2022, LACMTA sent conditional approval documentation for 3 more vehicle, which also have the new communication system. In total, LACMTA has sent documentation for 7 vehicles with the new communication system. On February 4, 2022, Staff reviewed Car History Books for 4 of the 7 vehicles

HR4000 Heavy Rail Vehicle Procurement:

LACMTA is in the process of procuring a base order of 64, with options for up to 282 new heavy rail vehicles (HRV) to provide for the future expansions of Regional Connector and D (formerly Purple) Line Extensions, and to replace the aging HRV fleet operating on the B (formerly Red) Line subway. Resolution ST-185 approved the procurement option. The vehicle manufacturer is China Railway Rolling Stock Corporation (CRRC). These vehicles will operate as married pairs in the LA Metro red and purple (D) line subways, and trains may be made up of several married pairs of HR 4000 vehicles. Schedule indicates the first set of married pair vehicles to be delivered to LACMTA for testing and evaluation in March of 2022.

No Updates.

Regional Connector Project:

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

Because of supply chain disruptions due to COVID-19, the contractor, Regional Connector Constructor (RCC) formally requested 214 calendar days schedule relief. LACMTA will evaluate the delays claimed and institute LACMTA-approved mitigations.

D Line (Westside) Extension Project:

LACMTA is extending the D (formerly Purple) Line from the current terminus at Wilshire/Western station for nine miles to Westwood Veteran's Administration Hospital. This extension will consist of approximately 9 miles of heavy rail subway with seven new stations and is separated into 3 different projects/segments, PLE1, PLE2, PLE 3. The project is funded mostly by Measure R, Measure M and federal grants. Section 1 is forecast to open in 2024, Section 2 in 2025 and Section 3 in 2027. Travel time between Westwood and downtown L.A. is expected to take about 25 minutes. The design build contractor for Segment 1 is STS (a joint venture of Skanska, Traylor, Shea). The design build contractor for Segment 2

is TPOG (a joint venture of Tutor Perini and O&G). Tutor Perini is also the design build contractor for Segment 3 tunneling and stations.

No Updates.

MGLFECA Foothill Extension Phase 2B:

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

No updates.

Crenshaw/LAX Corridor Project:

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

Substantial completion of Segments A-B is expected to be achieved in mid-March 2021. Substantial completion of Segment C will follow at least a month later.

New A Line Project:

In the 2019 as part of the New Blue Improvements Project, LACMTA made improvements to its A Line (formerly Blue Line) that runs from Downtown Los Angeles to Long Beach. The Blue Line was renamed the “A Line” prior to fully reopening to the public on November 2, 2019. There were improvements to train control, track, overhead power, Willowbrook/Rosa Parks Station, and general station areas. The Division 11 (A Line) yard control upgrade testing is anticipated to begin in August 2022. No Updates.

East San Fernando Valley Project:

The East San Fernando Valley project alignment will start at the City of Los Angeles Van Nuys Bus Rapid Transit Orange line station and head north for 10 miles through the San Fernando Valley. It will be a street running system for the most part with approximately 3 miles on a shared corridor with Metrolink/Amtrak. LACMTA has contracted Gannett Fleming Inc. to develop a 30/60 percent design package. LACMTA was planning to begin the procurement process of the final design build package sometime in the middle of 2021. The final design build package procurement process was delayed due to the pandemic but is expected to take place in 2022 with groundbreaking on construction to follow soon thereafter. CPUC staff have been working with the project team and LACMTA on development and drafting of the Safety Certification Plan which was approved by the commission on December 16, 2021.

No updates.

West Santa Ana Branch Transit Corridor Project:

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

No Updates.

Los Angeles Streetcar Project:

The Los Angeles Streetcar is a project that is advancing under the Los Angeles County Measure M funding. The preliminary design is proceeding despite the lack of LACMTA's identification for near term funding. Los Angeles Streetcar will continue to engage with the private sector to explore potential Public Private Partnership opportunities and collaborate with public sector partners like LACMTA and LADWP; the main goal is to secure the remaining funding needed. No updates.

Los Angeles World Airports – LAWA

LAWA Automatic People Mover Project:

Los Angeles World Airports (LAWA), the governing body of Los Angeles International (LAX) and Van Nuys airports, is developing a multi-billion-dollar upgrade to the ground transportation system at LAX. The 2.25-mile Automated People Mover (APM) will have six new stations, three of which will connect new

rental car, airport parking and Metro facilities to the airline terminals. Those in the Central Terminal Area (CTA) will provide fast and easy connections to nine airline terminals with a pedestrian walkway system.

44 cars will be built for the APM system, with the cars starting to arrive at the LAX site in the first quarter of 2022. Construction of the guideway is currently 93.1%.

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.

No Updates.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

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

Dos Rios Light Rail Station Project:

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

Gold Line Double Track Project:

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

San Diego Metropolitan Transit System – SDMTS

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

The San Diego Metropolitan Transit System's (SDMTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line that begins at the Old Town Transit Center in San Diego. The project will provide future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego (UC San Diego) and the University City areas with nine (9) new stations. Construction started in 2016 and revenue service is planned to begin November 21, 2021. On November 15, 2021, the Rail Safety Division

Director accepted The Project final Safety Certification Verification Report (SCVR), as required by G.O.164-E and Resolution ST-186, and SDMTS granted SDMTS permission to enter revenue service on November 21, 2021.

One single item which is the Start-Up Integrated Test-150 Fire/Life/Safety Test remains open. Field testing for SIT-150 will be scheduled prior to acceptance. Staff will continue track this item until completion.

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

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

No updates.

Santa Clara Valley Transportation Authority – SCVTA

BART Silicon Valley (BSV) Phase II:

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

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

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

Eastridge to BART Regional Connector:

The Eastridge to BART Regional Connector (EBRC) will add 2.4 miles of double track light rail along Capitol Expressway in San Jose. This segment extends the SCVTA light rail system from the Alum Rock station to Eastridge Transit Center, entirely within the City of San Jose. The alignment traverses through a

mixture of residential, commercial, industrial, and undeveloped areas. The proposed light rail alignment consists of an elevated guideway to the side and in the median of Capitol Expressway on retained earth and structure. There are no new at-grade automobile crossings, but there will be two pedestrian at-grade crossings at Eastridge Station. Resolution ST-88 dated May 24, 2007, grants SCVTA's request for approval of its Capitol Expressway Light Rail Safety and Security Certification Plan (SSCP) dated March 2, 2007. SCVTA recently submitted an updated SSCP dated January 31, 2020. Staff reviewed and approved the SSCP on July 10, 2020. The project has almost completed preliminary engineering design phase and Utility relocation is occurring currently. Staff awaits to attend future meetings related to this project.

No Updates.

Light Rail Signal Priority Detection Upgrades Project:

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

VTA shared the Service Change Bulletin with RTSB staff and Staff provided comments. GO-88B application(s) draft was submitted to CPUC RCEB and RTSB Staff for review and RCEB Staff responded to VTA.

San Francisco Municipal Transportation Authority – SFMTA

Central Subway Project (CSP):

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

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

LRV4 Procurement to Expand and Replace the Rail Fleet:

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

On 3/8/2022, RTSB staff sent a letter to authorize SFMTA to place two LRV4 cars (2069 & 2070) into revenue service soon. Currently, SFMTA has 70 LRV4's accepted and revenue service ready.

Appendices

GENERAL DEFINITIONS

Corrective Actions Plans

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

Accident Investigations

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

Monthly RTSB Data

Statistics Summary

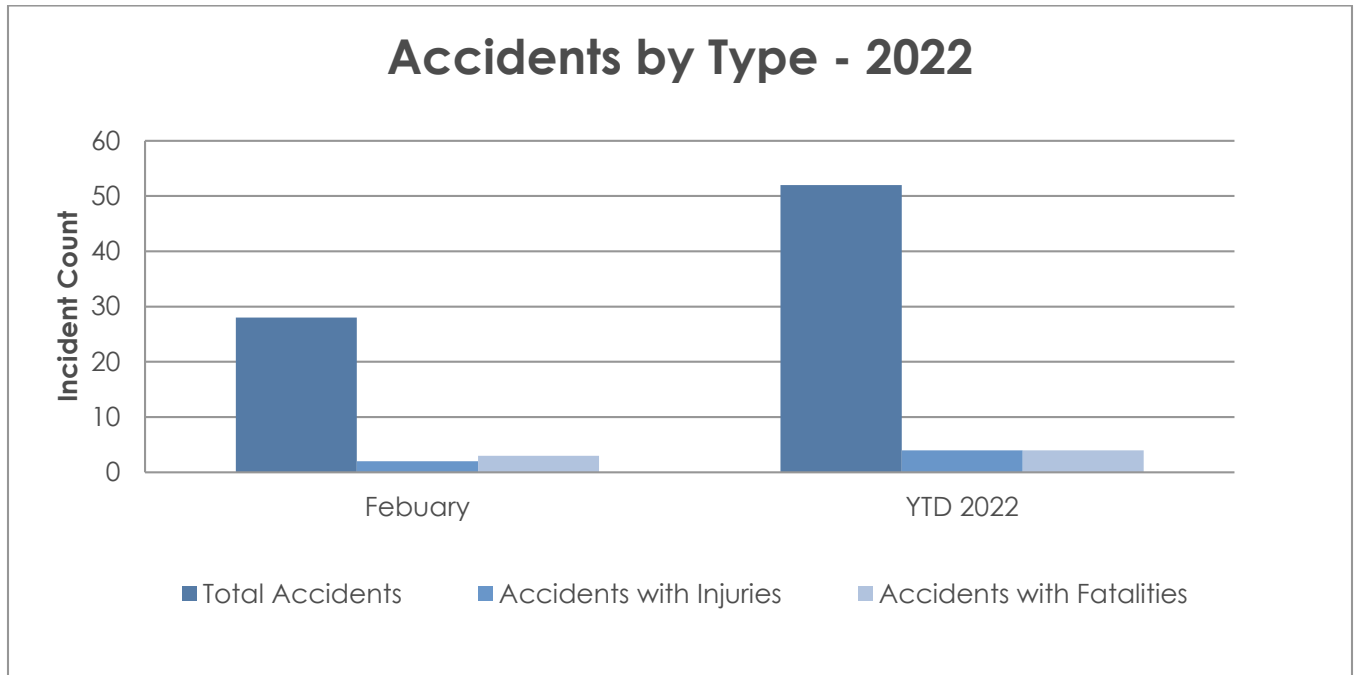
Table 1. Investigation & CAP Data

Investigations	February 2022	YTD2022
Accidents Reported	28	52
Accident Investigations Closed	21	46
Complaints Investigated	1	3
Rail Transit Inspections	28	67
Triennial Review	0	0
Corrective Action Plans	February 2022	YTD 2022
New Corrective Action Plans	22	33
From Triennial Review	0	0
From Incidents	0	3
From Internal Safety/Security Audits	0	1
From Rail Transit Inspections	18	7
From Hazard Management	4	4
Closed Corrective Action Plans	12	48
From Triennial Review	0	0
From Incidents	1	5
From Internal Safety/Security Audits	1	1
From Rail Transit Inspections	10	42
From Hazard Management	0	0

Data collected from RSSIMS

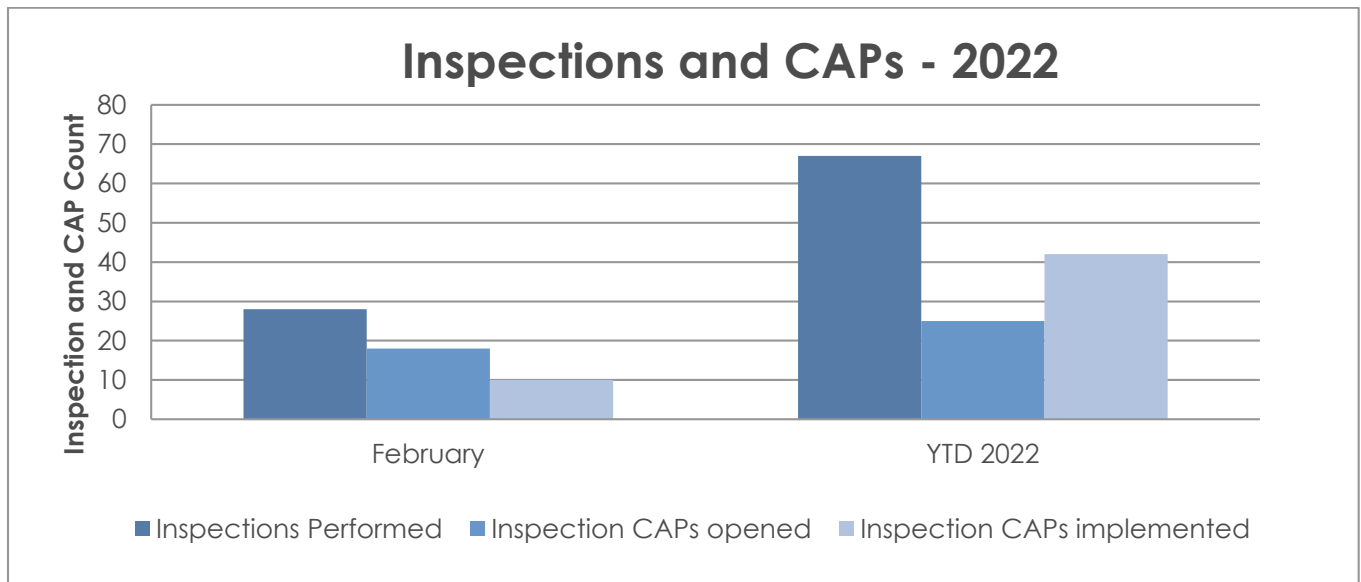
Ongoing Data / Trends

Table 2. Accidents by Type



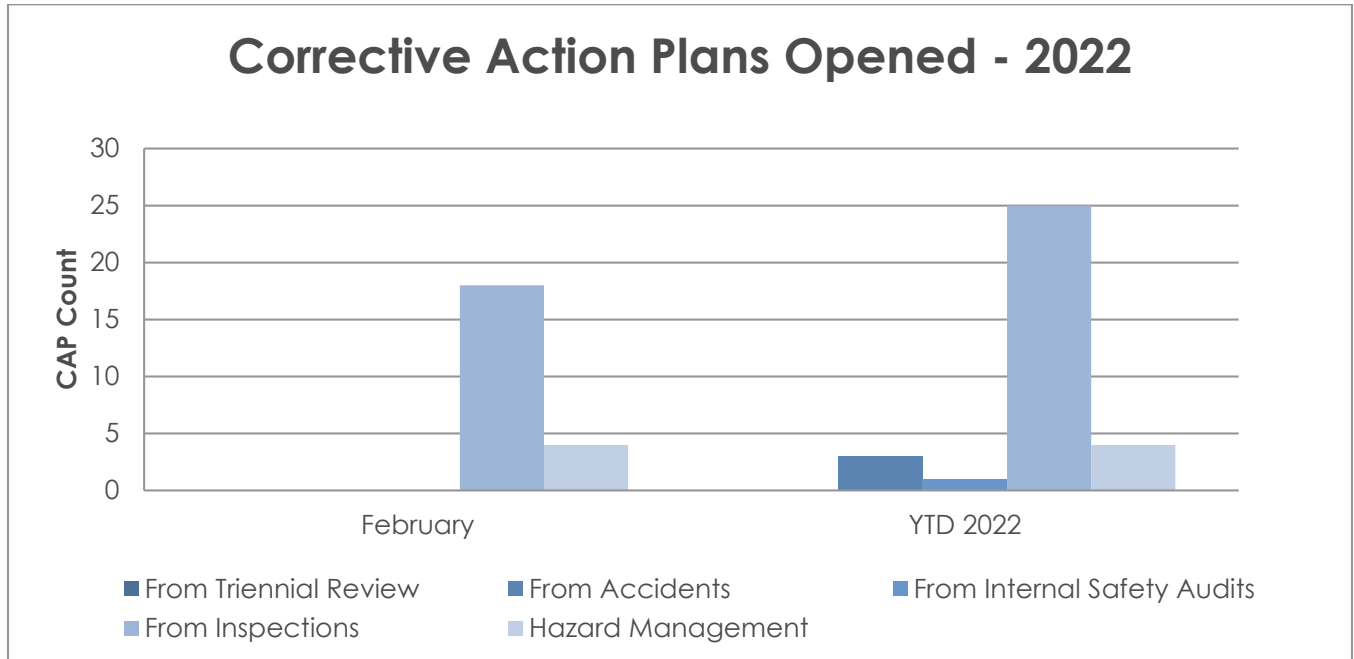
Data collected from RSSIMS

Table 3. Inspections & CAPs



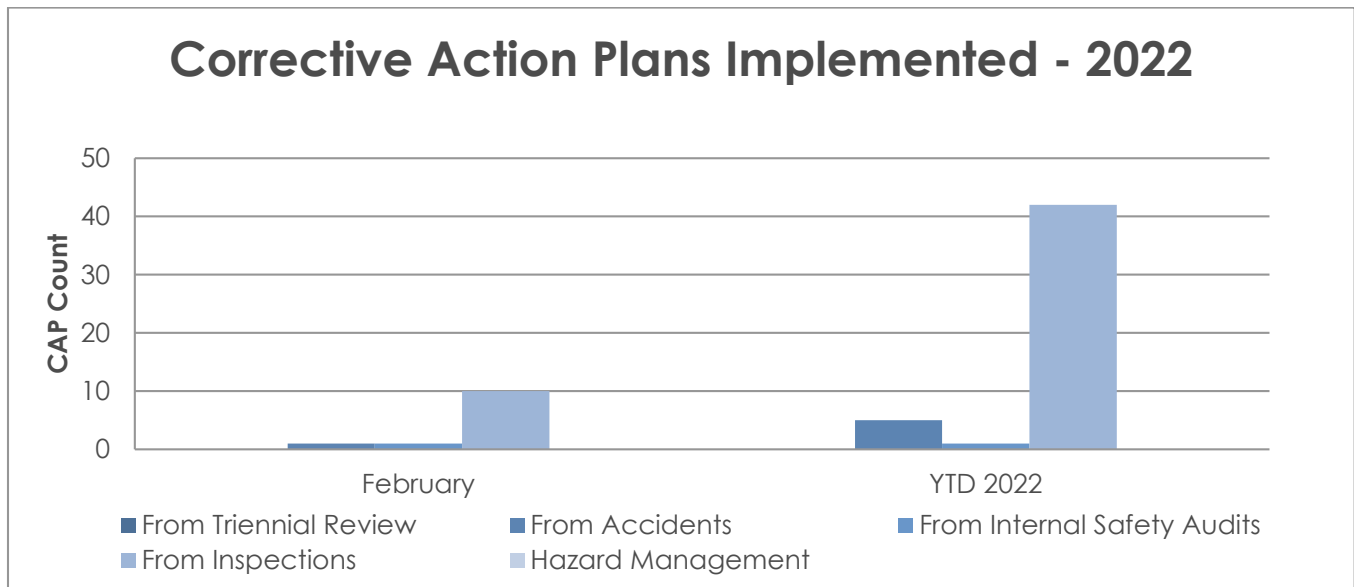
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS