

Monthly Performance Report – April 2023

RAIL SAFETY DIVISION

May 24, 2023



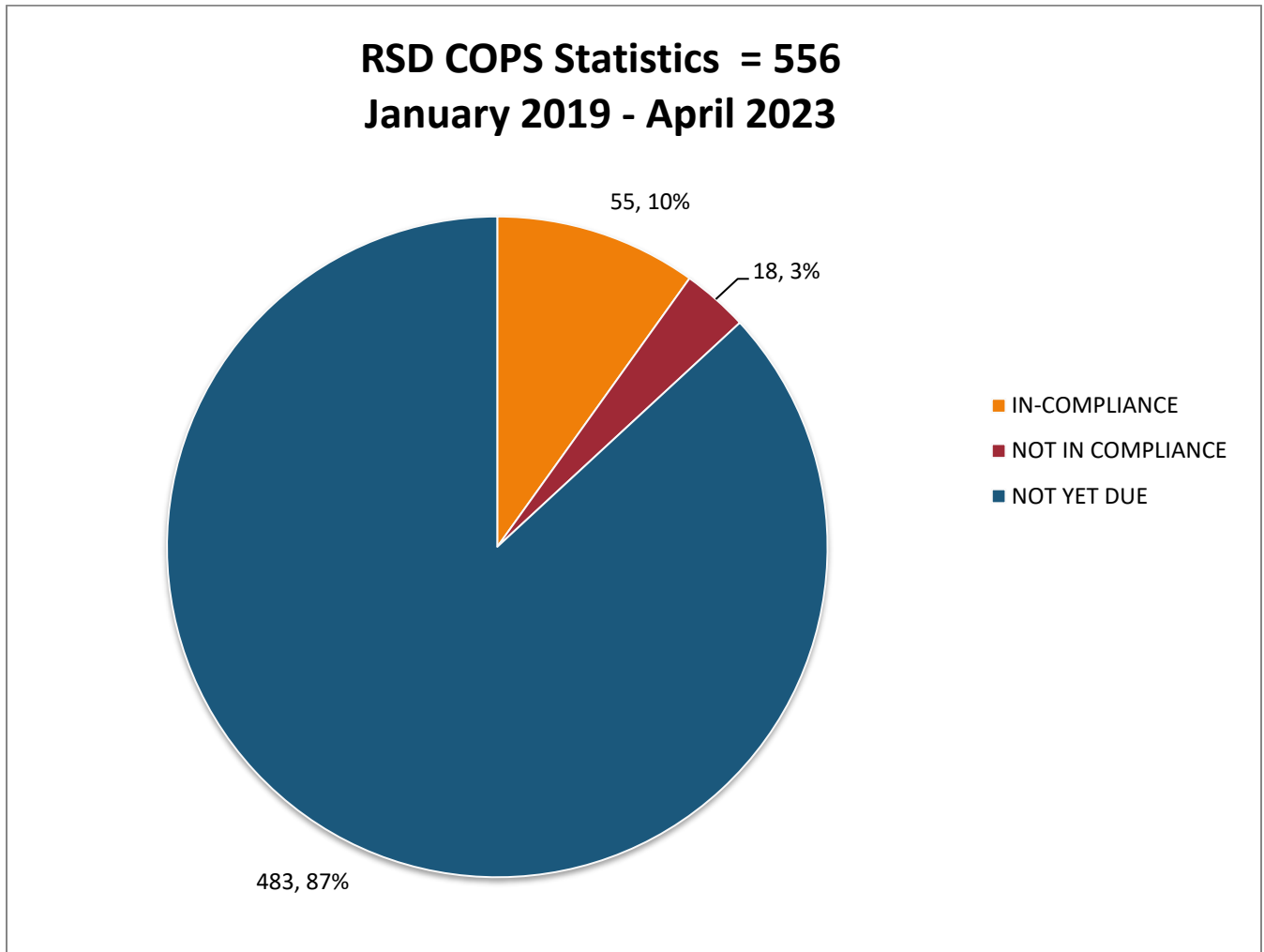
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through April 30, 2023, the Rail Safety Division (RSD) showed 556 total entries in the COPS system, with 55 (10%) reaching compliance, 483 (87%) not yet due for compliance, and 18 (3%) out of compliance. 556 (100%) of all ordering paragraphs (OPs) are assigned to RSD staff.

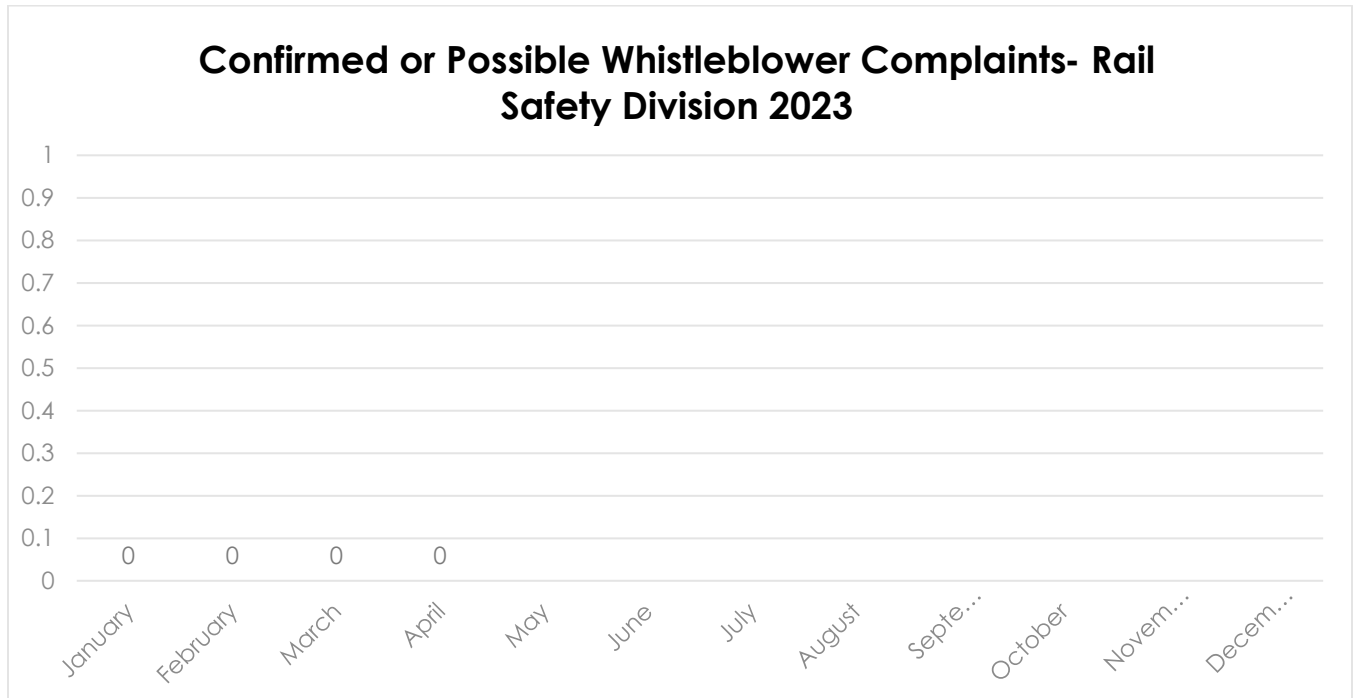


Monitoring the Whistleblower Website

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 – 1/1/2023 – 4/30/2023

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



Railroad Operations and Safety Branch - ROSB

In April 2023, the RSD Railroad Operations and Safety Branch (ROSB) completed the following:

Railroad Operations and Safety Branch	April-2023	YTD 2023
New Incidents Investigated	3	25
Informal Complaints Investigated	0	0
Railroad Bridge Observations	20	56
Railroad Safety Inspections	202	955
Non-compliant conditions identified/corrected	582	3444
Operation Lifesaver Presentations	1	4

ROSB Inspection, Investigation & Field Activities

April 5, 2023: RSD Railroad Safety Inspectors performed a focused inspection of the BNSF main track and the San Joaquin Valley Railroad (SJVR) industrial lead between Fresno and Clovis. The purpose of the team was to have inspectors of multiple disciplines and skills, working together, to audit railroad bridges, and track conditions associated with observed bridge conditions.

The team identified a track condition on a bridge over an irrigation waterway where the bridge ties were split, broken through, and not holding the spikes. This did not meet the requirements of the Code of Federal Regulations (CFR) § 213.109 (b2) *“Crossties not effectively distributed to support a 39’ segment of track. For ties to be considered effective they cannot be broken through, split to allow ballast to work through, not hold the spikes, move 1/2” laterally under the tie plate, or plate cut more than 40 percent of the crossties thickness.”*

The inspectors immediately notified BNSF management of the non-compliant condition and issued an inspection report. BNSF committed to remediating the condition and a follow up inspection performed on April 24th verified that BNSF had replaced the defective ties and used lag bolts in several locations to secure the rails bringing it into regulatory compliance.

April 6, 2023: An RSD Railroad Safety Inspector performed a General Order (GO) inspection of the Central California Traction Company railroad in Stockton. The inspection was made of walkways and crossings. During the inspection it was discovered that the grade crossing at 8 Mile Road had several large areas where the asphalt is missing as well as multiple gaps between crossing pads and the rail, creating unsafe conditions for pedestrians and automobiles. This is in violation of CPUC GO 72-B which requires crossing

surfaces to be in line with the plane of the rails. Railroad management was notified and committed to repairing the crossing. A follow-up inspection performed on April 26th verified that the non-compliant conditions had been repaired, bringing the crossing into regulatory compliance.

April 18, 2023: RSD Railroad Safety Inspectors conducted a GO inspection on the Santa Maria Valley Railroad (SMVRR) in Santa Maria. During the inspection it was discovered that a train wheel drip pad was in the walkway of the track creating a tripping hazard to railroad employees. This is a violation of CPUC GO 118-A, which requires all walkways to be clear of obstructions. The inspectors immediately notified SMVRR management of the non-compliant condition. Before staff departed the location, management removed the drip pad from the track and stored it in a safe location bringing the walkway into compliance.

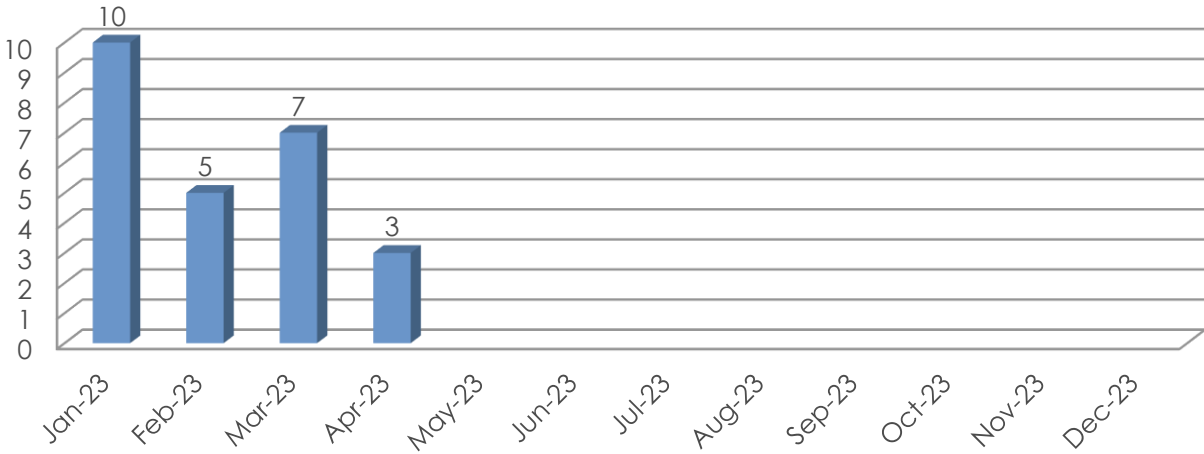
April 19, 2023: An RSD Railroad Safety Inspector performed an inspection of the UP West Colton Yard in Colton. The inspection focused on federal compliance with labeling, marking, stenciling, placarding, proper handling, and the securement of closures on tank cars containing hazardous materials.

On the day of inspection, a non-compliant condition was discovered on a tank car, specifically, an unsecured bottom outlet cap and six loose manway bolts. The tank car contained residue UN3265 Corrosive Liquid, Acidic, Organic, N.O.S. (Octanoic Acid), Hazard Class 8.

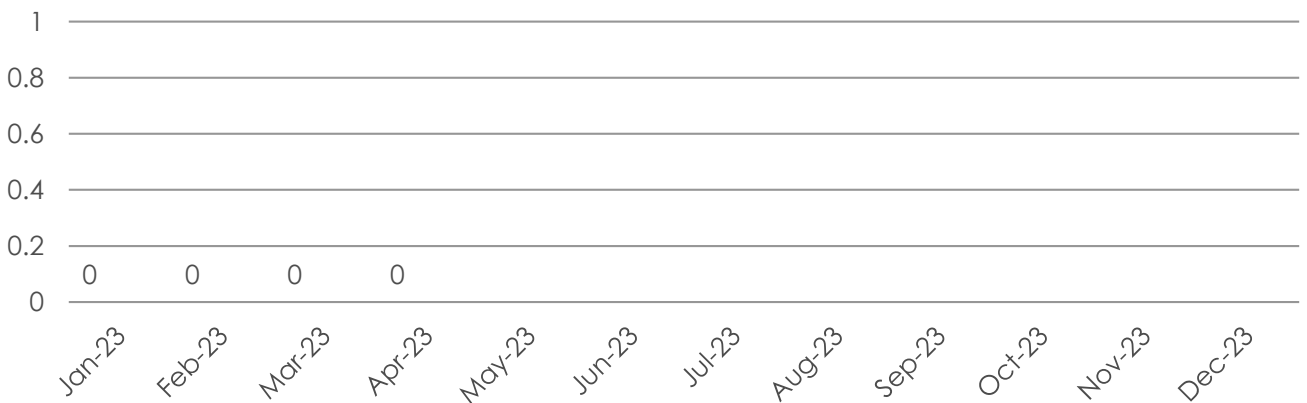
Code of Federal Regulations (C.F.R.) 49 CFR 173.31(d)(1)(iii) states: No person may offer for transportation a tank car containing a hazardous material or a residue of a hazardous material unless that person determines that the tank car is in proper condition and safe for transportation. As a minimum, each person offering a tank car for transportation must perform an external visual inspection that includes missing or loose bolts, nuts, or elements that make the tank car unsafe for transportation.

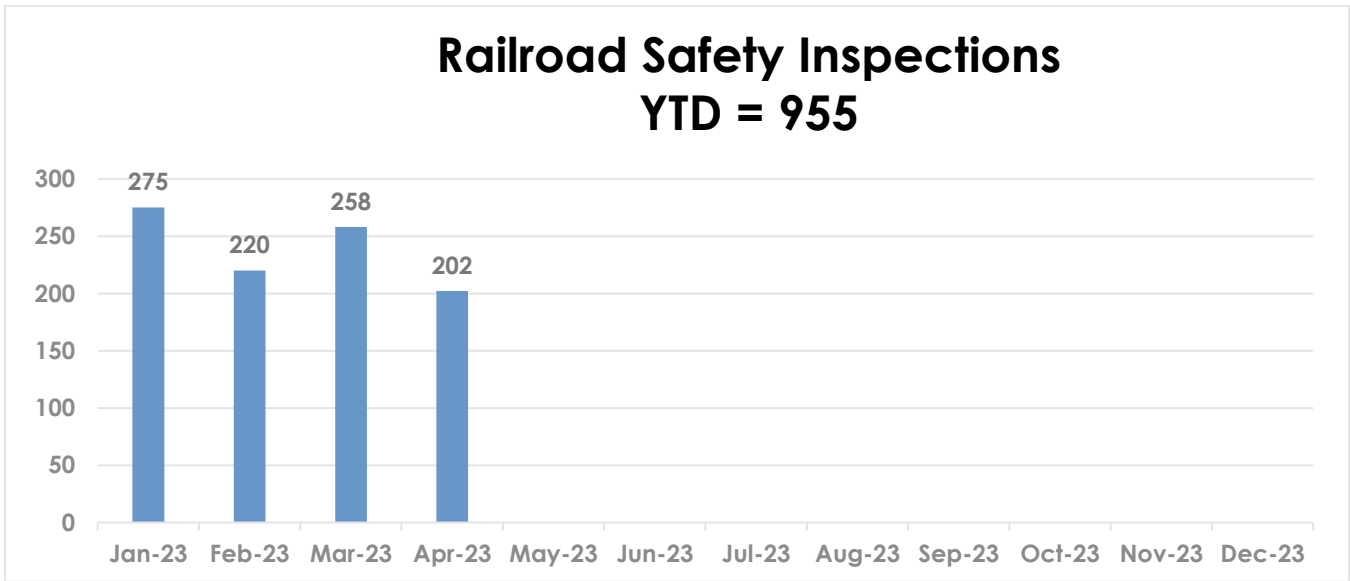
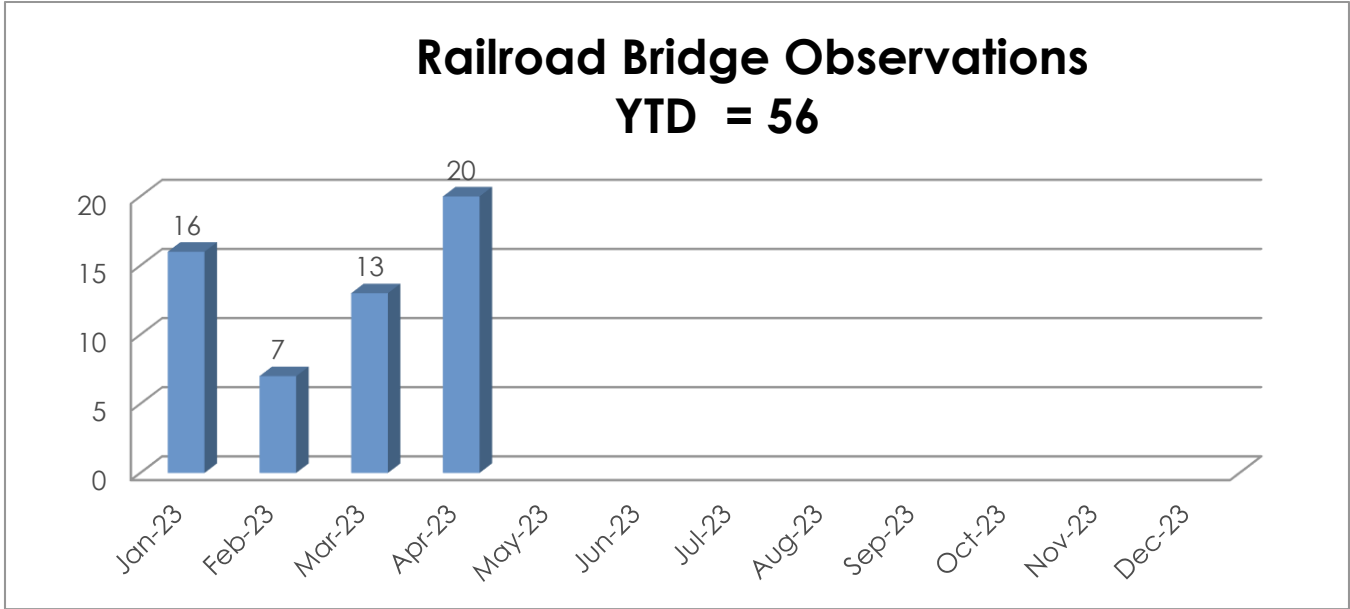
A potential leak of UN3265 Class 8 Sodium Corrosive could have catastrophic consequences. The UP Yard Manager was immediately notified of the non-compliant condition and the tank car was taken out of service and repairs were made as verified by the inspector.

Incidents Assigned for Investigation YTD = 25

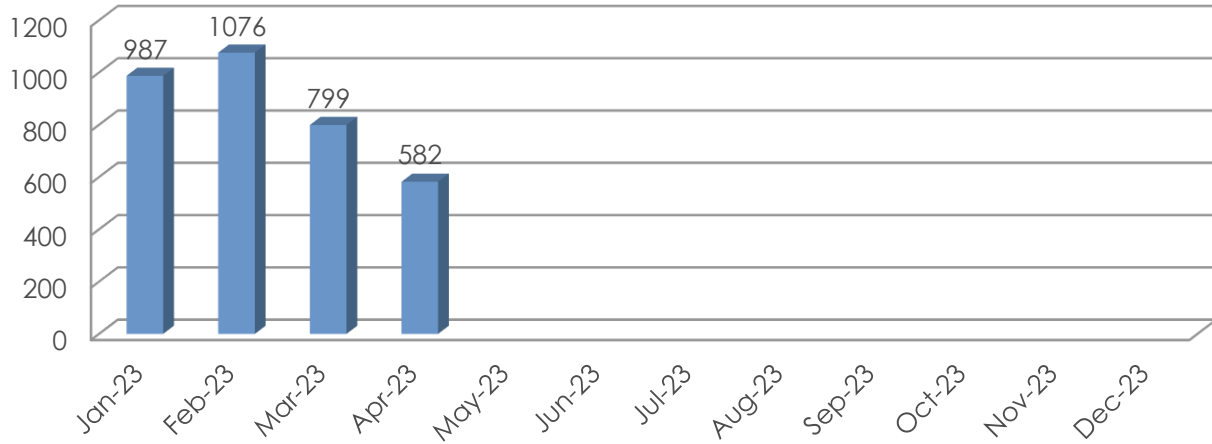


Informal Complaints YTD = 0

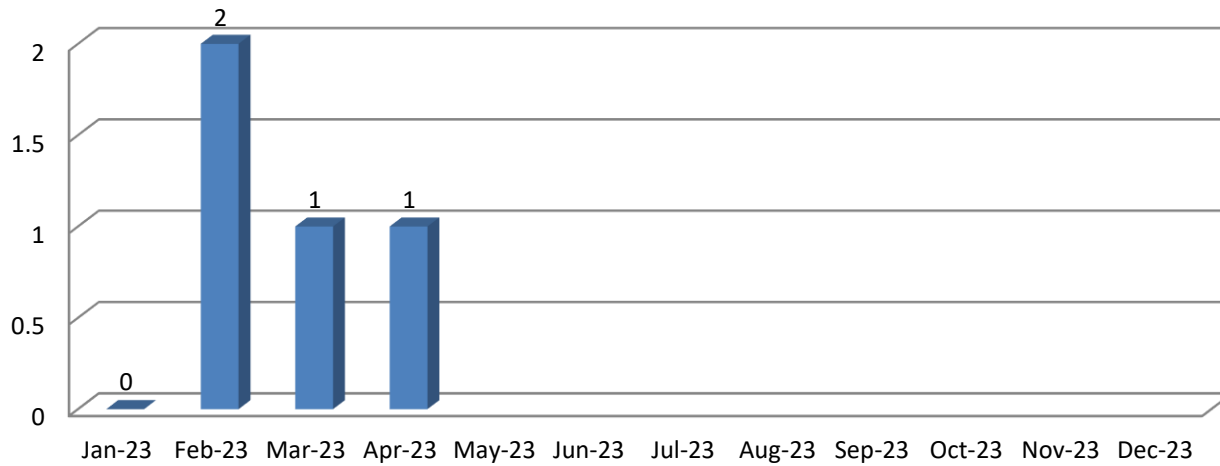




Non-Compliant Conditions Identified/Corrected YTD = 3444



Operation Lifesaver YTD = 4



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 April	# Unit Trains Projected May	# Unit Trains FYTD (22-23)	# Cars Received April	# Cars Projected May	# Cars FYTD (22-23)
Plains All America	N	0	0	0	0	0	0
Kern Oil	N	1	1	11	91	94	1038
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received April	# Unit Trains Projected May	# Unit Trains FYTD (22-23)	# Cars Received April	# Cars Projected May	# Cars FYTD (22-23)
Kinder Morgan (Wilmington)		14	19	147	1353	1824	14144
Eco-Energy (Stockton)		5	5	28	487	546	2802
Pelican Renewables (Stockton)		1	1	18	103	108	1871
Storage of Hazardous Material Cars							
Railroad		Loads	Empties	Commodity	County		
Arizona California RR		2	0	LPG	San Bernardino		

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	74	83	LPG	Santa Barbara
Sierra Northern Railway	201	241	LPG	Stanislaus
Oakland Global Rail Enterprise	0	62	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.

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.

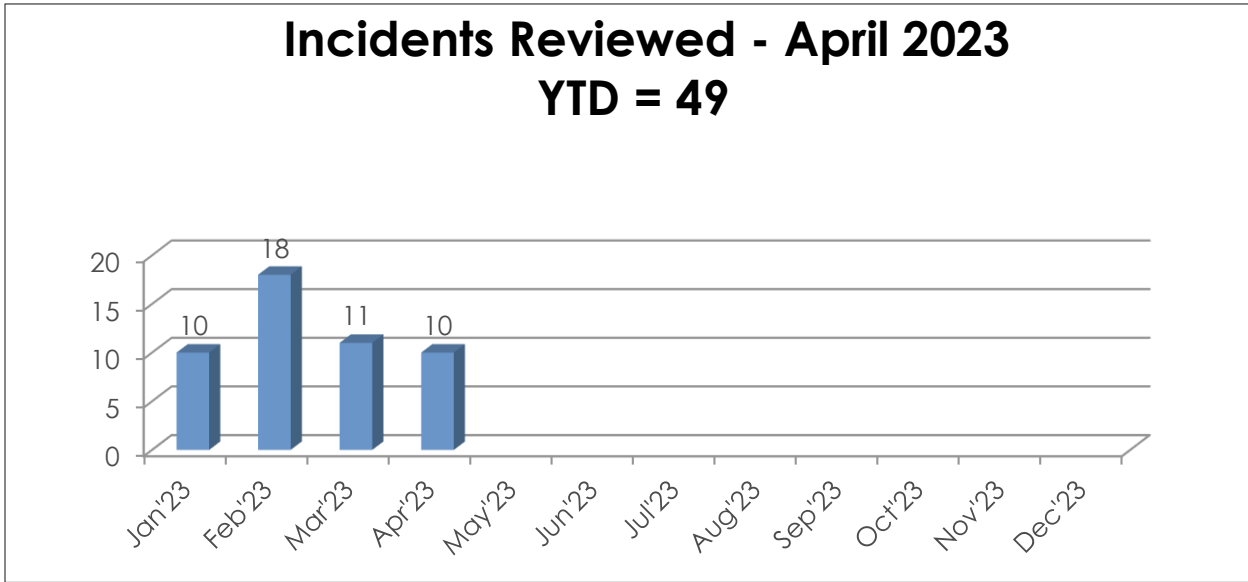
Rail Crossings and Engineering Branch - RCEB

In April 2023, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	April Closed	Closed YTD
Crossing Incident Reviews	10	49
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	35	197
Proceedings, Resolutions and G.O. 88-B Reviews	21	58

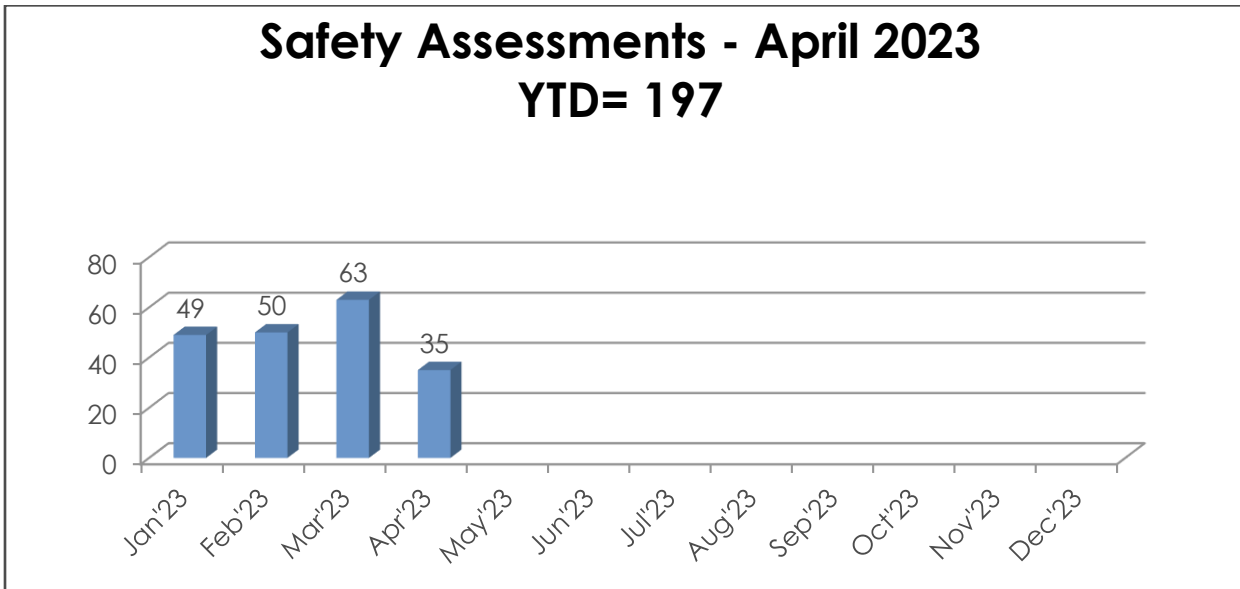
Rail Crossing Incident Investigations

In April 2023, RCEB closed 10 incidents at highway-rail at-grade crossings (crossings). These 10 incidents resulted in three injuries and seven fatalities.



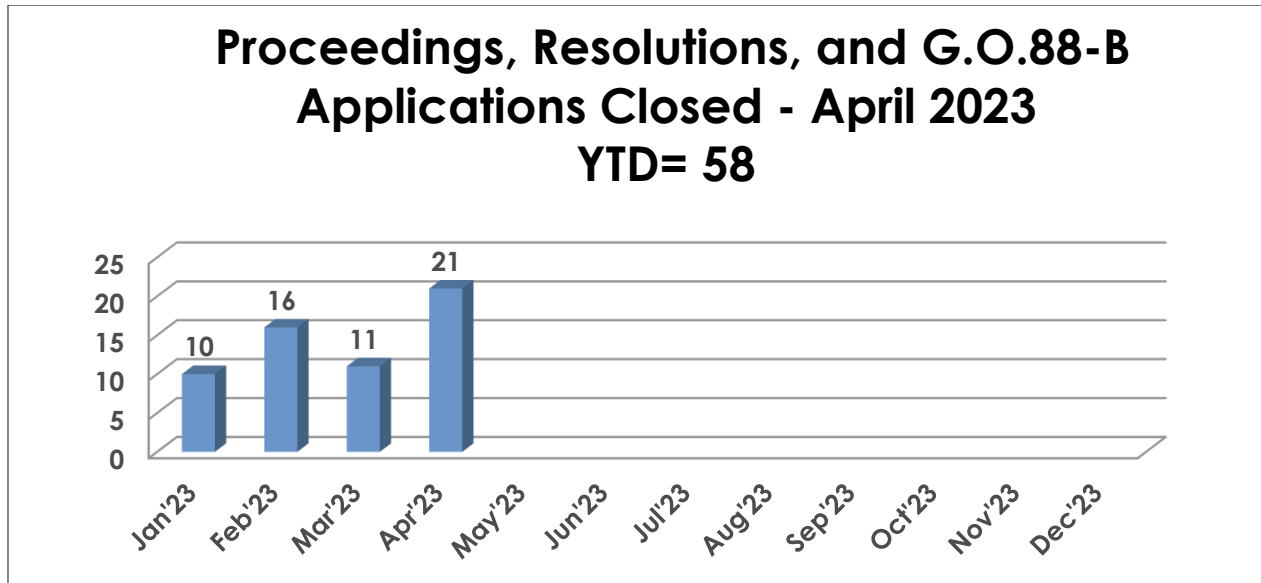
Safety Assessments, Quiet ZONES, and Reviews

In April 2023, RCEB completed 35 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 April 2023, RCEB approved 21 General Order 88-B requests for authority for alteration to existing crossings.



Rail Transit Safety Branch - RTSB

In April 2023, 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.

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

On June 6 - 17 RTSB Staff conducted the North [San Diego] County Transit District (NCTD) Triennial Safety and Security Review.

Administrative Accomplishments

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

On April 3, RTSB management and FTA’s Program Manager for CPUC had a one-on-one virtual meeting.

On April 12, RTSB and FTA had a meeting to discuss RTSB’s progress towards meeting the requirements of FTA Special Directive 22-25, dated October 21, 2022, requiring the CPUC to develop and implement a risk-based inspection program.

On April 18, Rail Safety Division (including RTSB) and Consumer Protection and Enforcement Division leadership met to discuss issues pertaining to Autonomous Vehicle Safety around rail systems.

RCEB-RTSB Coordination Meeting:

On January 19, 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 April:

- Stephen Artus completed the Safety Management System (SMS) Awareness training offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Jamie Lau completed the Roadway Worker Protection training provided by San Francisco International Airport's AirTrain Automated People Mover operator.
- Yan Solopov completed the "Ethics Training for State Officials" offered by the California Attorney General and the Fair Political Practices Commission.

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 into a \$798 million contract with Hitachi Rail STS USA, Inc to design and build a modern CBTC system. The agency intends for this project to “greatly improve (its) train service.” The Project’s Safety Certification Plan (SCP) was approved by the Commission via Resolution ST-206. Contractor Hitachi executed Notice to Proceed in November 2020. SSRC quarterly meetings started in June 2022. Project completed preliminary design for Phase 1 – ATS upgrade at OCC; Final Design Review is in progress.

Hayward test track has begun installing CBTC-related equipment.

BART Hayward Maintenance Complex (HMC) Project:

This project is comprised of two phases. On November 16, 2018, RTSB management approved an element of the first phase of this project, the Component Repair Shop, to commence operations. The Central Warehouse, also an element of Phase I, submitted SCVR on January 7, 2021, and RTSB management approved on January 29, 2021. Construction on the Hayward Maintenance Complex Phase II East Storage Yard began on March 1, 2019. This yard will provide a storage venue for BART revenue vehicles and provide egress to the BART A1 and A2 Mainline Tracks and the Hayward Test Track. Due to funding constraints, BART has sub-divided the HMC Phase II Project into three separate contracts, Civil Grading, Trackwork Procurement, and East Vehicle Storage Yard. At the end of the Hayward Maintenance Complex Project, BART will submit a final SSCVR that will cover both phases. HMC Phase I project scope has been scaled down and is considered by BART to be effectively complete due to budgetary constraints. BART submitted their revised SCP Rev. E detailing and amending changes to the project, which was approved by RTSB on April 13, 2022. BART submitted their SSCVR for this phase on July 8th, 2022, has been reviewed by Staff, and Staff has performed site verifications and inspections. Staff found site deficiencies, which BART has addressed. 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. No Updates.

Traction Power System Improvements Project (TPSIP):

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

No Updates.

Irvington Station (IRV) Project:

The Irvington Station Project includes construction of a new station halfway between the existing Fremont and Warm Springs/South Fremont stations. The estimated completion year is 2027. The Project is in the engineering design phase. The SCP was approved under Commission Resolution (ST-240) on November 5, 2020. SCP revision 1 was approved in May 2022. The UPRR crossing application was approved in July by the Rail Crossing Branch. Project completed 90% design package.

No Updates.

New Vehicle Procurement (NVP):

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

A total of 496 new cars have been approved as of today.

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, 2 LRVs remain to be accepted by LACMTA and approved by RTSB management. To date, RTSB management has certified for revenue service 233 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.

No Updates.

HR4000 Heavy Rail Vehicle Procurement:

LACMTA is in the process of procuring a base order of 64, with options for up to 282 new heavy rail vehicles (HRV) to provide for the future expansions of Regional Connector and D (formerly Purple) Line Extensions, and to replace the aging HRV fleet operating on the B (formerly Red) Line subway. Resolution ST-185 approved the procurement option. The vehicle manufacturer is China Railway Rolling Stock Corporation (CRRC). These vehicles will operate as married pairs in the LA Metro red and purple (D) line subways, and trains may be made up of several married pairs of HR 4000 vehicles. The first set of married pair vehicles will be shipped to LACMTA at the end of May 2023, while two other married pairs will be shipped to LACMTA in Fall 2023. The HR4000 project team and CRRC jointly discovered unacceptable issues with the pilot married pairs, such as uncertified safety critical hardware and inconsistent vehicle configuration control documents. The issues must be resolved before the cars can be shipped.

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. The contractor, Regional Connector Constructor (RCC) intends to turn over different system elements at different times to Metro once they are ready, instead of turning over everything at once. The goal is to optimize scheduling. The guideway has been turned over to Metro the weekend of June 25-26, which means that guideway access will be handled through Metro Track Allocation process instead of through the contractor. The project is still experiencing various delays. As a result, RCTC is anticipated to open past Quarter 2 of 2023. There has not been a public announcement of an opening date yet.

On April 7, 2023, Staff visited the project to take measurements of the overhead conductor rail (OCR) height along the alignment and verified compliance with General Order 95 (GO 95) and with Resolution ST-242 granting a variance from GO 95 for a 170-foot portion of the project. On April 27, 2023 LACMTA staff submitted an updated Safety and Security Certification Plan (SSCP) Revision 2 and it is currently under RTSB staff review.

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. As of January 2023, construction progress for Section 1 is at 82% and all 3 stations are under construction. Construction progress for Section 2 is at 56% with eastbound tunneling completed and westbound tunneling near completion. Construction progress for Section 3 is at 45% with eastbound tunneling at 86% and westbound tunneling at 83%. LACMTA issued a Notice of Work Suspension on October 21, 2022, out of concern for TPOG’s Recordable Injury Rate on the PLE2 project. On November 4, 2022, TPOG was allowed to resume work at the two station sites. TBM tunneling was allowed to resume on November 18, 2022.

No Updates.

MGLFECA Foothill Extension Phase 2B:

LACMTA is extending the L (formerly Gold) Line from the current terminus of Azusa Station to the City of Montclair. The Metro Gold Line Foothill Extension Construction Authority (MGLFECA) is an

independent transportation planning, design and construction agency created in 1998 by the California State legislature to resume design, contracting, and construction of the Los Angeles to Pasadena Metro Gold Line. The initial 13.7-mile, Los Angeles to Pasadena Metro Gold Line was completed and opened in 2003. Phase 2A of the Foothill Extension project was completed in March 2016 and extended the Gold Line from Pasadena to Azusa. Once construction of Phase 2B is complete, the MGLFECA will transfer the project to LACMTA to operate. In August 2019, the MGLFECA awarded the design build contract to the Kiewitt Parsons Joint Venture. Due to funding issues, the current terminus of the new alignment was changed to Pomona Station with a contract option to build to Montclair if the MGLFECA can secure additional funding. 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 will be completed by 2028.

All 19 bridges from Glendora to Pomona are now completed. More than two-thirds of the new light rail tracks have been installed 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. All four stations will be center platform stations, with a track on each side – one for westbound trains, and one for eastbound trains.

Crenshaw/LAX Corridor Project:

LACMTA is constructing a new Light Rail Transit (LRT) line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The project consists of Segments A, B1, B2, and C. Now the AMC (Airport Metro Connector) Station is under construction in Segment A; it will connect to the East Intermodal Transportation Facility (EITF) of the future LAX APM. To avoid the AMC construction zone but allow revenue service, the Crenshaw/LAX project, now known as the K Line, partially opened to the public on October 7, 2022, from the Expo/Crenshaw Station to Westchester/Veterans Station, with a turnback operation north of the AMC. The rest of the alignment leading south to the future LAX APM and the existing Metro C Line (formerly Green) will open within the next 2 years.

RTSB staff continue to track the minor open items from the project. On April 27, 2023, RTSB and RCEB Staff met with LADOT and LACMTA staff at the intersection of West Blvd and Redondo Blvd, near the K Line Fairview Heights Station, to learn more about the interconnected vehicle detection system between LADOT and LACMTA. The AMC/EITF Coordination meetings between LACMTA and LAWA resumed on April 27, 2023 and RTSB staff attended.

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. At Willowbrook/Rosa Parks Station, LACMTA would like to convert the northern emergency exit grade crossing to a public crossing. On 5/16/22 there was a virtual meeting between LACMTA and CPUC Staff to discuss this proposal and a field diagnostic meeting occurred on 7/12/22. A crossing application will have to be submitted to the CPUC for the reopening of the north crossing at the Willowbrook/Rosa Parks Station. The test results for the yard train control upgrades were acceptable and staff training on the new system is complete. CPUC Staff has reviewed the test reports and have no concerns. Yard operations is still, however, using the older system due to issues encountered with the new system while LACMTA operations was using it. LACMTA and their contractor will work on implementing a solution to address the new issues.

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 6.7 miles through the San Fernando Valley, adding 11 new LRT stations, with 34 LRVs serving this alignment. It will be a street running system for the most part with approximately 3 miles on a shared corridor with Metrolink/Amtrak. LACMTA has contracted Gannett Fleming Inc. to develop a 30/60 percent design package. CPUC staff have been working with the project team and LACMTA on development and drafting of the Safety Certification Plan which was approved by the commission on December 16, 2021. Forecast Revenue Service Date is June 2028. LACMTA has completed most of the advanced design for this project and released the Progressive Design Build (PDB) procurement documents in Summer 2022. The PDB delivery method intends to bring the contractor and their designer into the project early, to take the design from 30/60 to approximately 85% while collaborating with Metro and third parties on pricing the construction costs. On December 2, 2022, LACMTA celebrated the groundbreaking for advanced utility work for this project worth approximately 9 million dollars. The California State Transportation Agency (CalSTA) has announced that Metro will receive a full request of \$600 million in state grant funding for a key expansion of the Metro system, the East San Fernando Valley Light Rail Transit Corridor Project (ESFV). Real estate activities have begun and are expected to run through 2027.

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. 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 WSAB 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.

No Updates.

Los Angeles World Airports – LAWA

LAWA Automatic People Mover Project:

Los Angeles World Airports (LAWA), the governing body of Los Angeles International (LAX) and Van Nuys airports, is developing a multi-billion-dollar upgrade to the ground transportation system at LAX. The 2.25-mile Automated People Mover (APM) will have six new stations, three of which will connect new rental car, airport parking and Metro facilities to the airline terminals. Those in the Central Terminal Area (CTA) will provide fast and easy connections to nine airline terminals with a pedestrian walkway system. 44 cars will be built for the APM system, with the cars starting to arrive at the LAX site in the second quarter of 2022. As of April 19, 2023, station construction progress is at 81.5%, guideway construction/installation finishes are at 69%, and there are 16 APM cars on site.

On April 6, 2023 and April 11, 2023 RTSB staff met LAWA project staff for an in-person meeting at the LAWA offices to review Car History Book documentation. On April 14, 2023, RTSB staff met LAWA and contractor staff at the Maintenance and Storage Facility (MSF) for the ST906B Maintenance Service Vehicle - Field Test. On April 27, 2023, RTSB staff attended the APM Exercise Planning Meeting, in which emergency drills and tabletop exercises are planned. The Airport Metro Connector/East Intermodal

Transportation Facility (AMC/EITF) Coordination meetings between LACMTA and LAWA resumed on April 27, 2023 and RTSB staff attended.

Orange County Transportation Authority – OCTA

OC Streetcar Project:

The OC Streetcar (OCSC) project consists of 4.15 miles of track between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The project includes 10 stations along the alignment and the procurement of 8 Siemens S700 LRVs. The project is currently under construction. On March 4, 2022, Walsh Construction, the contractor on OCSC project, filed a lawsuit against OCTA alleging that the project breached the agreement governing the scope of work, citing numerous alleged failings on OCTA's part including neglecting to pay the company more for, or extending deadlines to accommodate, added work on the project. Walsh Construction is asking for at least \$50 million in damages because of the contract violations. On July 11, 2022, OCTA submitted a GO 95 variance request to RTSB. The request is regarding 42 overhead contact system (OCS) poles that they are not able to meet the GO 95 minimum clearance requirement. OCTA has been working with RTSB since January 2021 to determine the clearance requirements of GO 95, feasibility of design changes to meet the requirements, and then mitigation methods for remaining conflicts. OCTA's proposed mitigations include relocation of Southern California Edison (SCE) secondary electric wires by two of the Overhead Catenary System (OCS) poles and installation of an industry-used protective sleeve of the communication wires adjacent to the remaining 40 OCS poles. OCTA has met with affected utility owners and received written concurrences on proposed mitigation methods. Currently, RTSB is reviewing the variance request and working on a draft resolution for Commission approval.

Track distressing was done between Santa Ana River Bridge (SARB) and Fairview along with the installation of ballast stabilizer. Erection of OCS poles ongoing throughout the project. Maintenance and Storage Facility interior/exterior walls, framing, electrical, rail, HVAC is ongoing.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

SRTD will be acquiring 20 new Siemens low floor light rail vehicles. SRTD acquired \$172 M for them and made changes to its stations to accommodate the new low floor P20 Siemens S700 LRVs. Estimated in-

service date of first vehicle is projected for 1/2024. Safety Certification Plan is in development and plans and specifications have been submitted.

SRTD has received one new vehicle and is currently testing and training staff in its operation.

Dos Rios Light Rail Station Project:

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

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 8/2023. Safety Certification Plan is in development and plans and specifications have been submitted.

The 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.

San Diego Metropolitan Transit System – SDMTS

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

SDTI is procuring 47 LRVs known as SD10 (Car Nos. 5046 to 5091) to replace the current SD-100 models cars which will be retired from revenue service. The procurement process began September 2020 with an expected schedule completion and acceptance of all 47 LRVs by late 2023. 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.

Staff granted permission in April for one SD10 car to enter revenue service. To date, 17 out of 47 cars are in revenue service operation.

Santa Clara Valley Transportation Authority – SCVTA

BART Silicon Valley (BSV) Phase II:

This BSVII is an approximately 6-mile extension of the BART system from the Berryessa/North San Jose Station through downtown San Jose in an approximately 5-mile long single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. The Phase II project includes three stations in the City of San Jose (Alum Rock/28th, Downtown San Jose and Diridon Stations), one station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility. The project Safety and Security Certification Plan (SSCP) was originally Commission approved under resolution ST-83 on February 15, 2007, for the entire 16 miles extension but SCVTA Board divided the project into two phases. The BART's Silicon Valley Berryessa extension (phase I) was placed in revenue service on June 13, 2020. On June 16, 2021, Staff received the project SCP for 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. Revenue Service Date is scheduled to be 7/7/2033.

FTA issues and concerns and VTA actions underway to address:

- Contract Packaging& Project Delivery: Proceeding with the design on a DBB basis for remaining scope of work (facilities and systems)
- Project Cost & Schedule: Progressing with the update of cost estimate and re-baselining of the schedule. Continued assessment of project risks.
- PMP and sub-plans: Progressing with the updates to reflect the management structure and adopted delivery approach.
- Construction Management: Finalizing the RFP; mobilizing interim PMT CM staff prior to CP2 Early Work construction as required.

Contract packaging review, scope transfer analysis between Contract Packages (CPs) is underway. Key agency level updates (organization, legal, financial, safety, covid-19, etc.) were provided and discussed.

Construction Management Services – Award anticipated Summer 2023.

Facilities: Proceeding with Design-Bid-Build as the basis. Design underway.

Contract Package 1 (CP1) Systems – Proceeding with Design-Bid-Build as the basis. Design underway.

Contract Package 2 (CP2) Tunnel & Trackwork – NTP1A issued on February 21, 2023, for stage 1 Design Professional Services. Technical support for Early Work Design Packages and Tunnel Space proofing report review. KST joint venture issued configuration design and it is under review by VTA. Progressive Design-Build as the basis. Continue developing technical requirements for CBTC. TBM procurement under review and negotiations. Draft CP2 PHA was reviewed by BART & VTA, and comments were provided back to KST.

Contract Package 3 (CP3) Newhall Yard and Santa Clara Station – Design development to support CP2 interfaces ongoing. Preliminary engineering for stations, systems, and yard advancing toward 4/14/2023 QC.

Contract Package 4 (CP4) Stations – Design development to support CP2 interfaces ongoing.

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.

Utility Relocation is underway and Station Art Enhancement Community meeting ongoing. Construction to begin Fall 2023.

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. 96 Light Rail Vehicles have been equipped with EMTRAC

installation. Sunnyvale Pilot Testing is still underway. GO88-B application is still in progress and under Caltrans and City review.

GO88-B applications for San Jose, Milpitas, and Santa Clara have been submitted to the CPUC for review.

San Francisco Municipal Transportation Agency – SFMTA

Central Subway Project (CSP):

SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to South of Market, downtown San Francisco, and Chinatown. On 1/5/23, RTSB sent the letter from Rail Safety Division Director Roger Clugston to SFMTA providing authority for SFMTA to initiate full revenue service on the Central Subway line as requested in their December 16 letter, on January 7, 2023. The attachment to this letter contains several pending requests regarding the submitted SSCVR and other project information CPUC staff requested from SFMTA project team. RTSB requested SFMTA to provide responses to those items within 60 days of receipt of the letter.

Revenue service for the Central Subway began on January 7, 2023, seven days a week between Sunnydale and Chinatown. The new T Third line continues to provide service along 3rd and 4th Streets and now extends north to four new stations: 4th & Brannan, Yerba Buena/Moscone Station, Union Square/Market Street Station, and Chinatown-Rose Pak Station. The T Third is no longer running along King Street, the Embarcadero, or Market Street.

LRV4 Procurement to Expand and Replace the Rail Fleet:

SFMTA LRV4 project is to procure 264 state-of-the-art Siemens LRVs. CPUC granted SFMTA approval for revenue service in 2017. After delivery of 68 cars by 2020, SFMTA found issues with the doors. SFMTA have since stopped accepting new cars, and asked Siemens to resolve the issue. Siemens redesigned sensitive edges and rubber elements for the doors for improved sensitivity for patron use and updated the rear viewing technology.

On 3/30/2023, RTSB staff sent a letter to authorize SFMTA to place four more LRV4 cars (2102, 2103, 2105 & 2106) into revenue service upon receipt of the letter. Currently, SFMTA has 105 LRV4's accepted and revenue service ready.

SFMTA L Taraval Improvement Project:

In response to numerous collisions and reported safety concerns, an early implementation of measures known as the L Taraval Rapid (a non-safety certifiable) project to improve safety by adding temporary clear zones at transit stops, a transit only lane, and painted safety zones at street corners. The next step is a nearly complete rehabilitation on Taraval Street that will replace infrastructure like the worn rails, overhead wires, water, and sewer lines, as well as repave the entire street. Construction 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. In order to minimize disruptions during construction and maximize flexibility, the project is split in two construction segments that will overlap. During various times, there will be bus substitutions for the L Taraval so that crews can work on the rails and infrastructure beneath them. Segment A: San Francisco Zoo to Sunset Boulevard was completed in July 2021.

Segment B: Sunset Boulevard to West Portal – Construction began in early 2022 and will continue through fall 2024. L Taraval segment B construction has reached a phase where the rail tracks west of the intersection of Ulloa St and Madrone Ave have been taken offline to complete construction work. Work needs to be performed during construction to facilitate the reconstruction of the water and sewer mains as well as replace the tracks and overhead lines. OCS work will be performed sequentially along the L Taraval line from West Portal to Sunset Blvd.

In the coming weeks, the tracks along Taraval St. are being prepared for the initial removal and installation of new rails. Curb ramp work continues with demolition and grading areas in preparation for construction of the new boarding ramps and to upgrade existing boarding ramps. Underground conduit work is being performed to power the new and existing streetlights and OCS poles. Work continues on water lines and sewer lines. Construction teams will be excavating and jackhammering pavement, which may cause vibrations. Materials are also being stored nearby. Dust control and housekeeping measures are in place at active construction and staging locations. The L Taraval rail service is expected to be reactivated in the fall of 2024.

Appendices

GENERAL DEFINITIONS

Corrective Actions Plans

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

Accident Investigations

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

Monthly RTSB Data

Statistics Summary

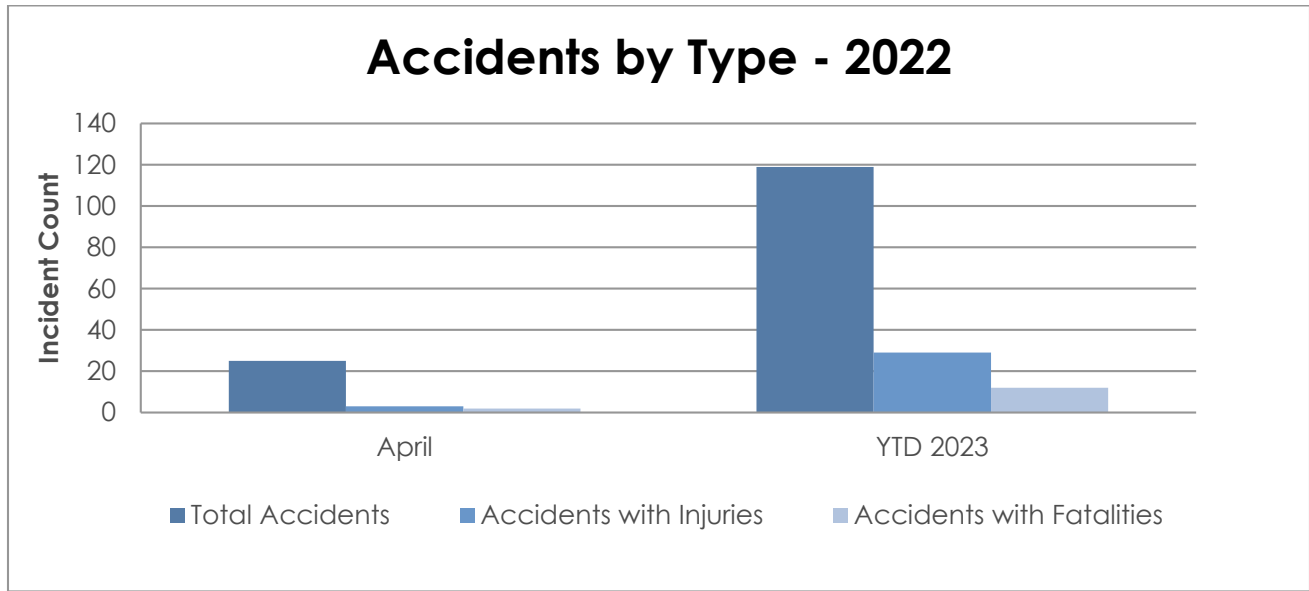
Table 1. Investigation & CAP Data

Investigations	April 2023	YTD 2023
Accidents Reported	25	119
Accident Investigations Closed	39	135
Complaints Investigated	0	1
Rail Transit Inspections	51	177
Corrective Action Plans	April 2023	YTD 2023
New Corrective Action Plans	24	99
From Triennial Review	0	2
From Incidents	4	15
From Internal Safety/Security Audits	0	7
From Rail Transit Inspections	20	74
From Hazard Management	0	1
Closed Corrective Action Plans	26	104
From Triennial Review	0	4
From Incidents	5	18
From Internal Safety/Security Audits	3	3
From Rail Transit Inspections	18	78
From Hazard Management	0	1

Data collected from RSSIMS

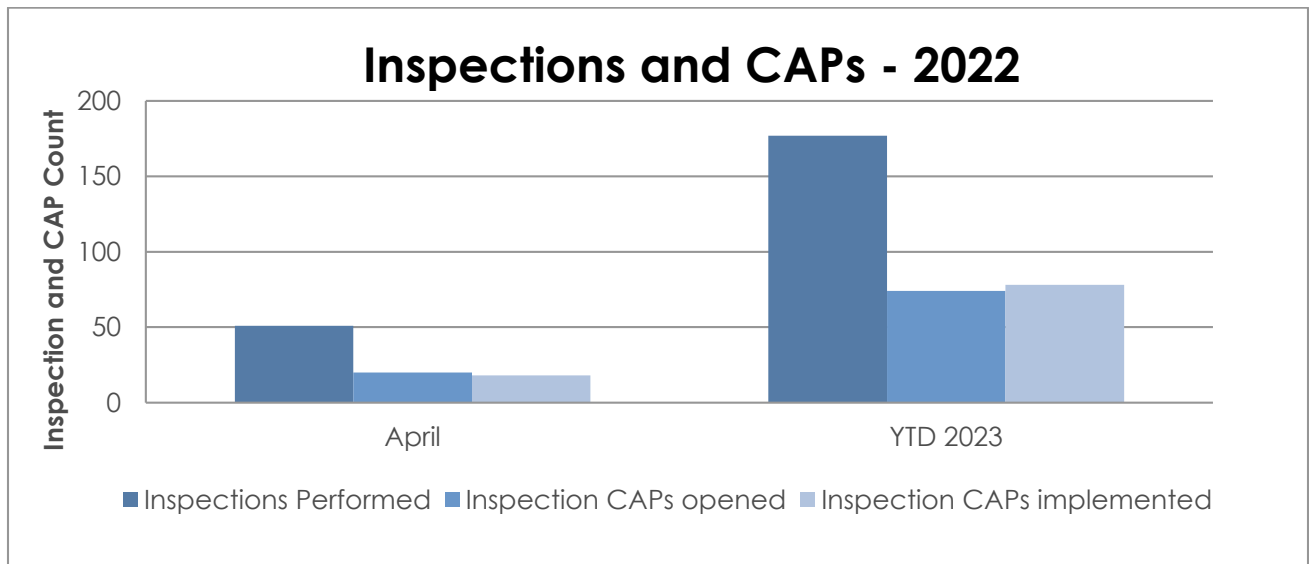
Ongoing Data / Trends

Table 2. Accidents by Type



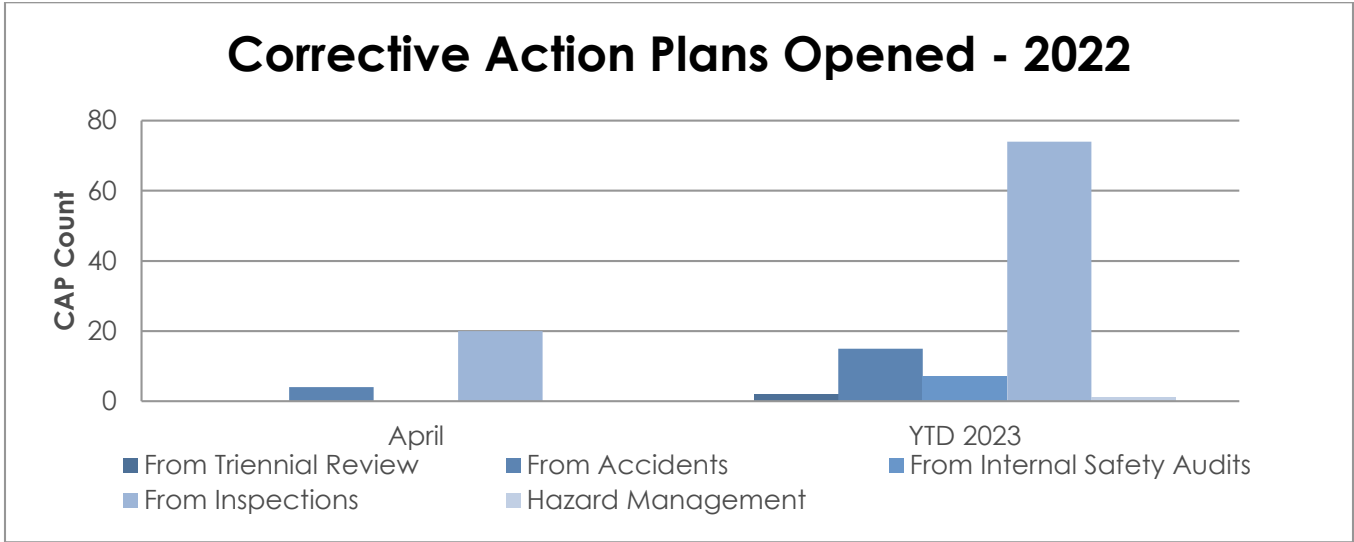
Data collected from RSSIMS

Table 3. Inspections & CAPs



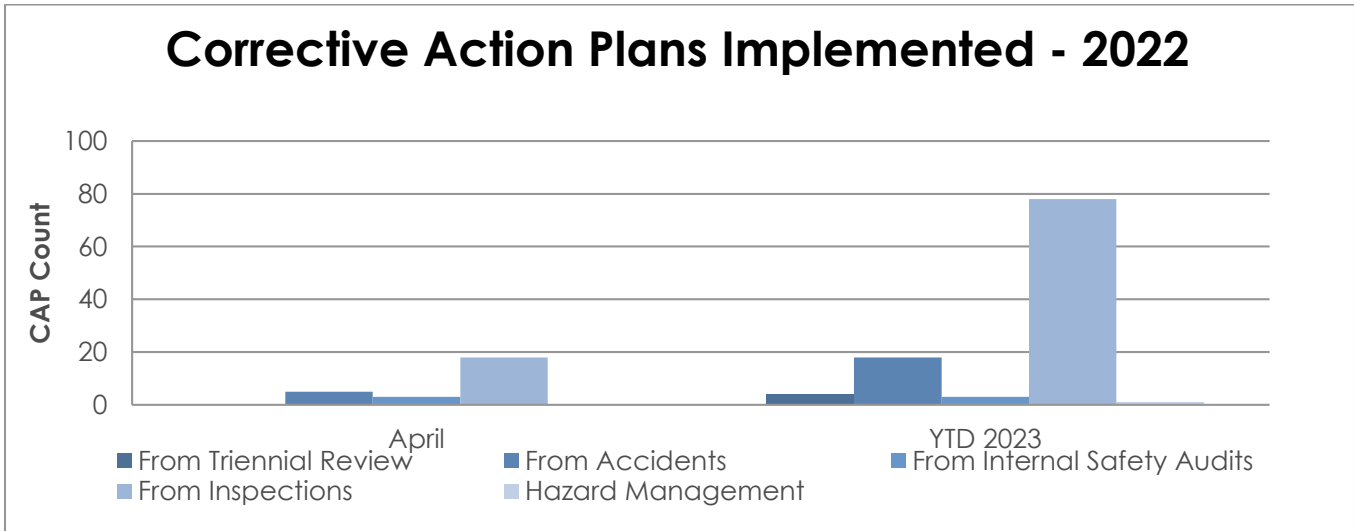
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS