

# Monthly Performance Report – May 2023

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RAIL SAFETY DIVISION

June 21, 2023



**California Public  
Utilities Commission**

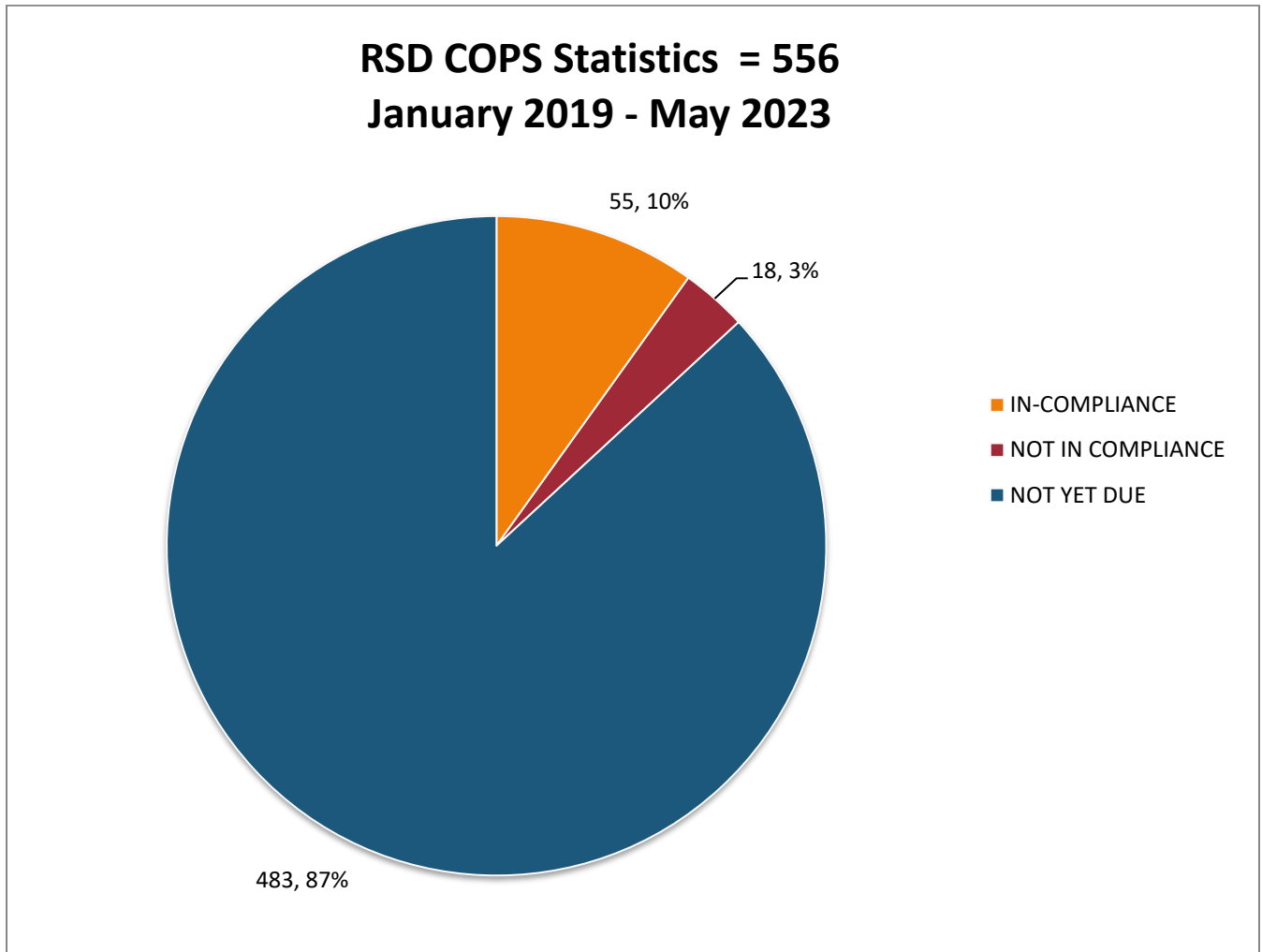
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## Compliance with Ordering Paragraphs (COPS)

Through May 31, 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

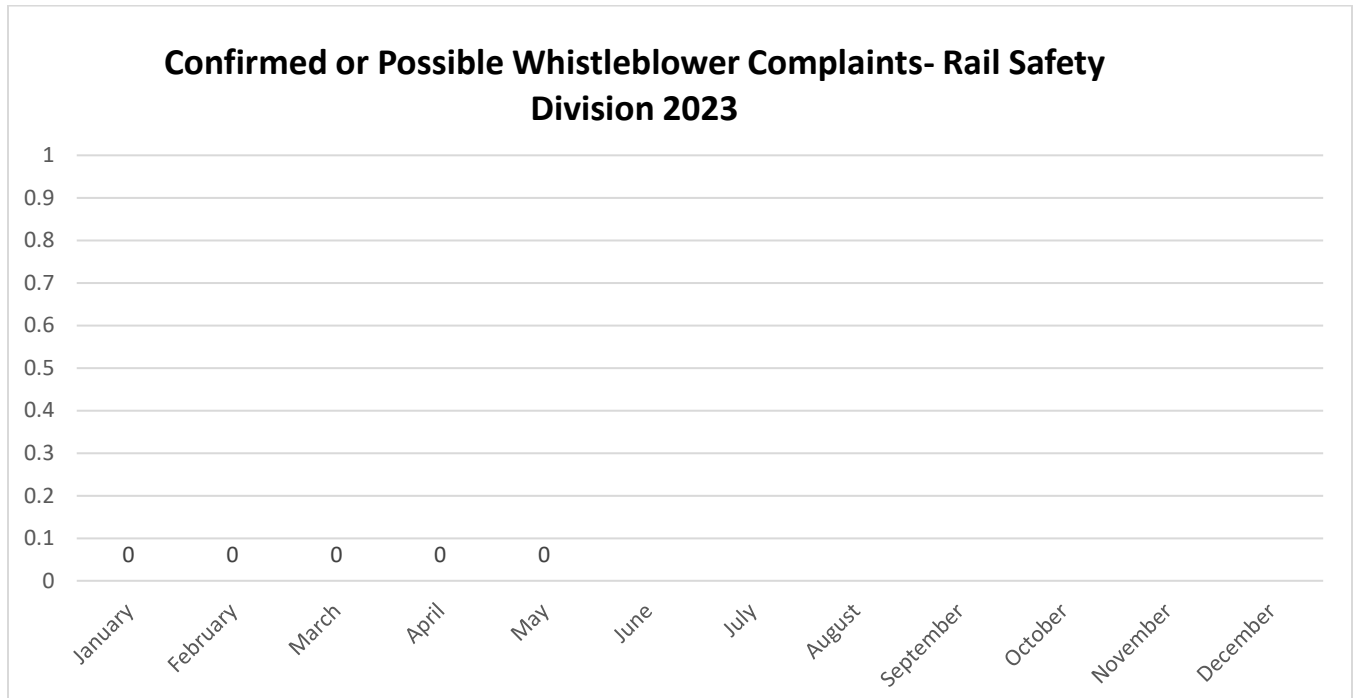
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The Risk Section has been overseeing intake for complaints that arrive via a “whistleblower” application on the Commission’s web site. Whistleblower protections are afforded to utility employees and contractors who report potentially unsafe or illegal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

### Statistics – 1/1/2023 – 5/31/2023

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



## Railroad Operations and Safety Branch - ROSB

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

<b>Railroad Operations and Safety Branch</b>	<b>May-23</b>	<b>YTD 2023</b>
<b>New Incidents Investigated</b>	6	31
<b>Informal Complaints Investigated</b>	1	1
<b>Railroad Bridge Observations</b>	15	71
<b>Railroad Safety Inspections</b>	307	1262
<b>Non-compliant conditions identified/corrected</b>	884	4328
<b>Operation Lifesaver Presentations</b>	3	7

### ROSB Inspection, Investigation & Field Activities

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**May 3, 2023:** An RSD Railroad Safety Inspector performed an inspection at the BNSF Mormon Yard in Stockton. During the inspection it was discovered that two separate piles of railroad tie plates and spikes were lying in the walkway between multiple tracks. This created a tripping hazard for railroad employees and is a violation of General Order (GO) 118-A which requires walkways to be free of obstructions. The inspector notified the BNSF manager of the violation and a reinspection conducted on May 10<sup>th</sup> verified that plates and spikes had been removed, bringing the walkway into regulatory compliance.

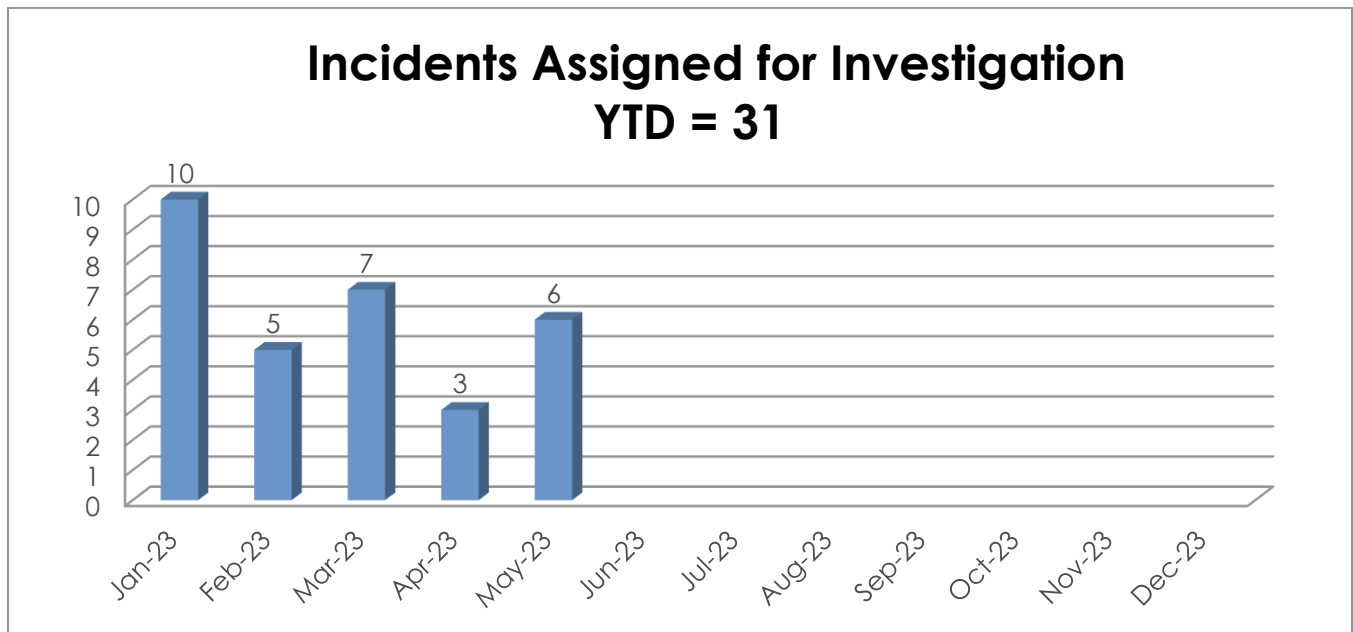
**May 15, 2023:** An RSD Railroad Safety Inspector performed an inspection at the Union Pacific Railroad (UP) Mira Loma siding in Mira Loma and discovered a non-compliant condition. A coupler knuckle was discovered between tracks where the train crews perform work regularly. This created a tripping hazard in the walkway and was in violation of GO 118-A which requires walkways to be free of obstructions.

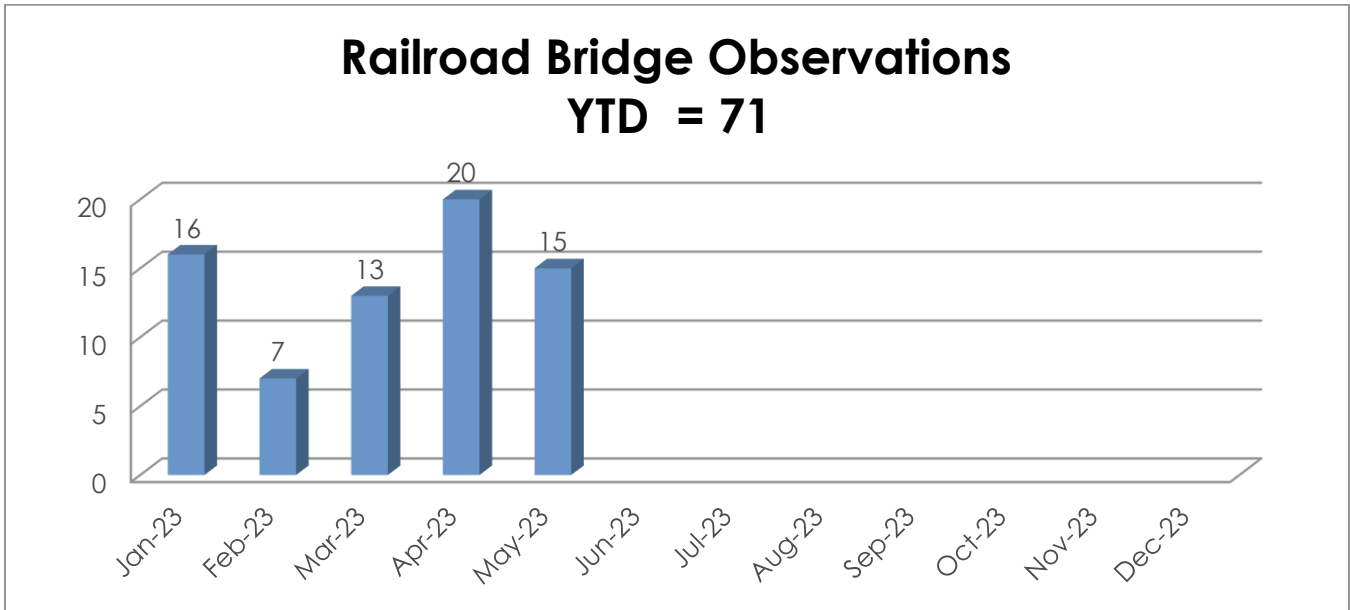
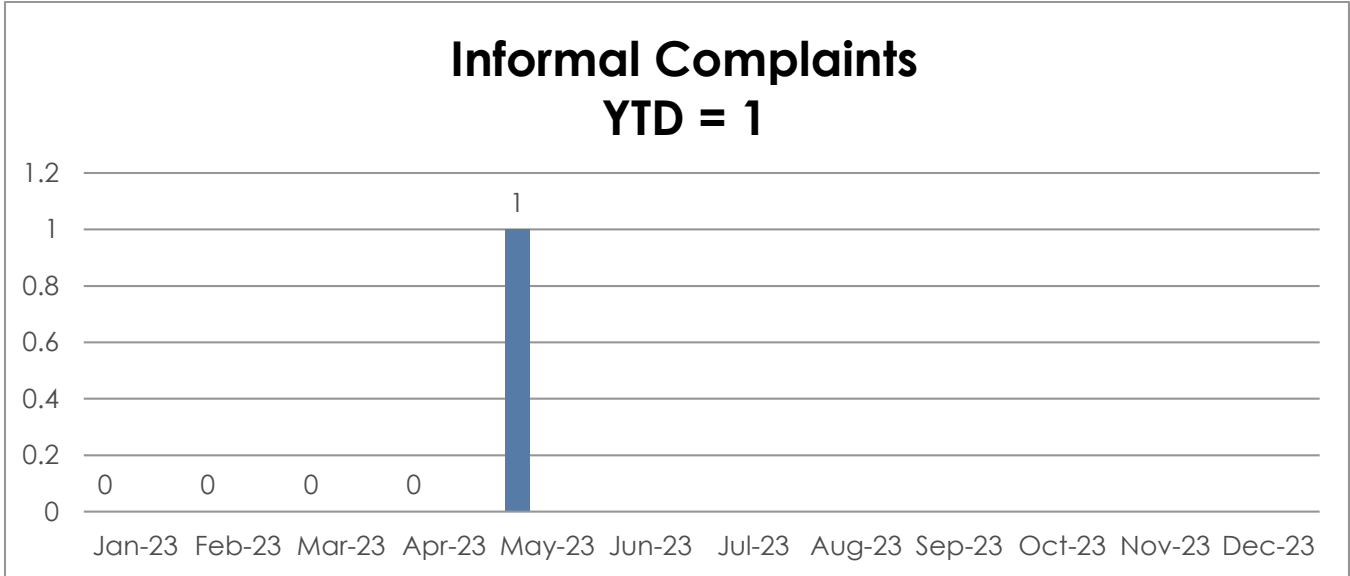
The inspector notified UP personnel of the non-compliant condition and knuckle was removed from the walkway bringing it into regulatory compliance as was verified by the inspector.

**May 22, 2023:** An RSD Railroad Safety Inspector performed an inspection of the UP main line in Oroville to verify compliance with Federal Railroad Administration (FRA) regulations. UP’s Canyon subdivision carries trains with a variety of freight, including hazardous materials, running alongside the Feather River, which winds through the Sierra Nevada mountains.

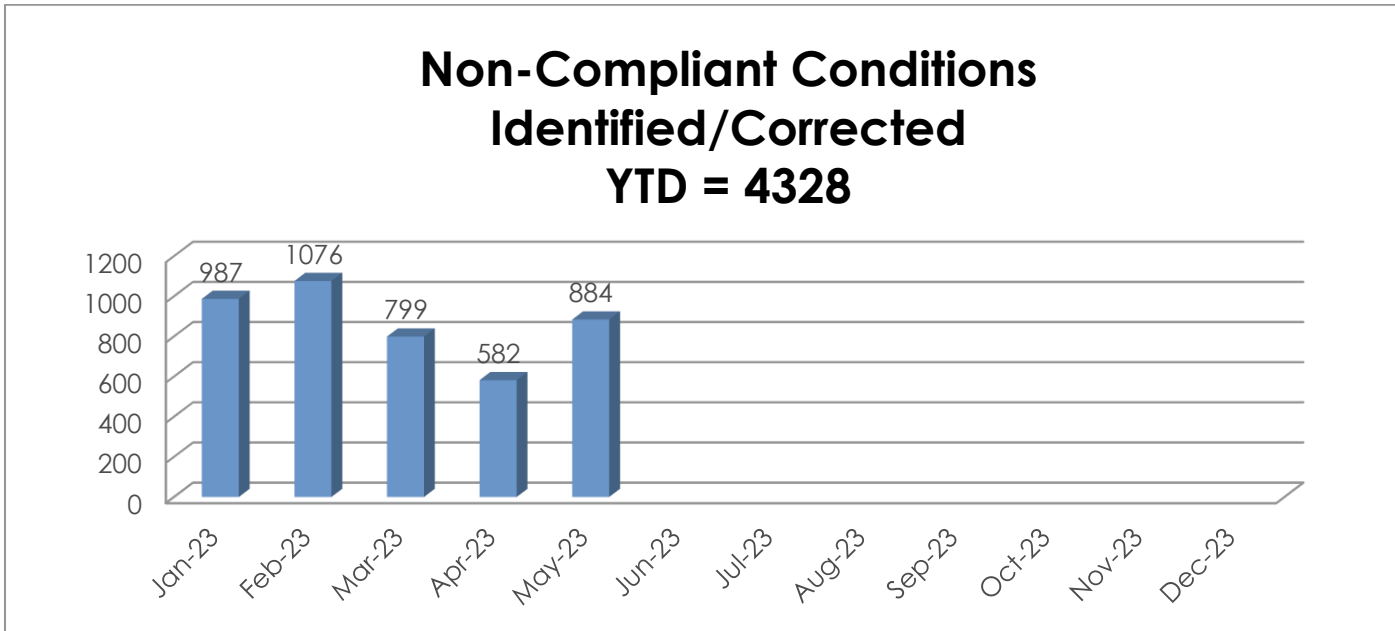
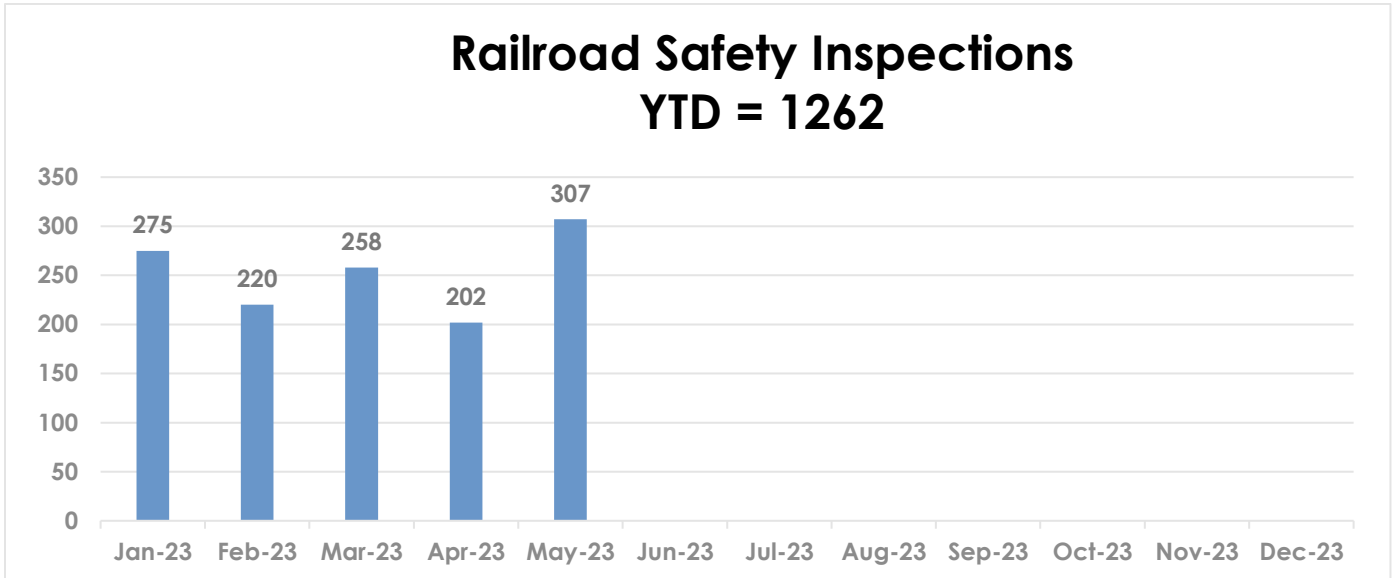
During the inspection, the inspector discovered a non-compliant condition, a broken rail, inside one of the UP tunnels. The rail had a 6-inch section broken out of the base and web of the rail. Because of the warm temperatures, the rail expanded, keeping the railheads pushed together at the top of the rail. With the rails touching, the signal system couldn't detect the break. The next train through the tunnel would have been travelling at maximum track speed (25 MPH at this location) without any indication of a problem. The rail also had another crack 8 inches long, which would likely break out when the next train passed over it, causing a major derailment inside the tunnel. The location of the broken rail was 1/2 mile from UPRR's bridge crossing over Lake Oroville and 3/4 mile from a bridge crossing the Feather River just above the lake.

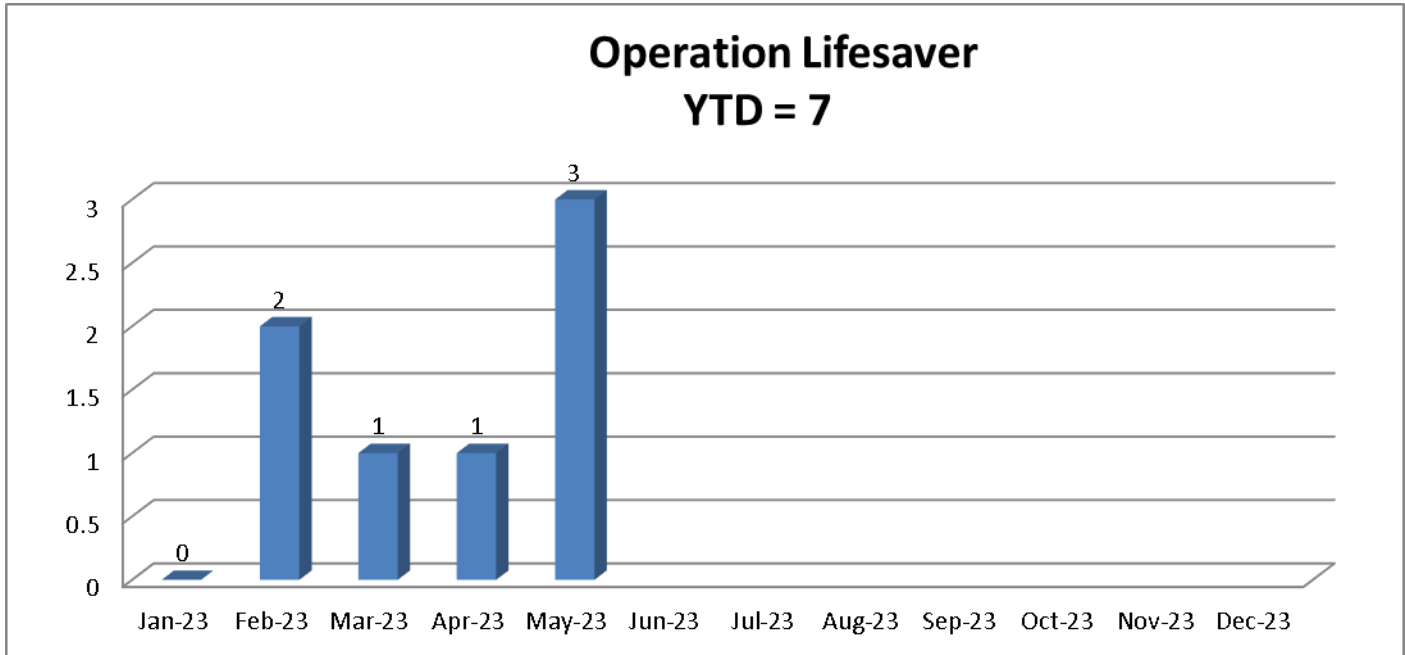
As verified by the inspector, UP management directed crews to immediately remove the track from service and replace the broken rail before allowing any trains to pass, bringing the rail in the tunnel into regulatory compliance.











### Crude Oil Reconnaissance Team (CORT) Monthly Report

The CORT was formed in 2014 in response to highly volatile crude oil transportation in North America. The CORT’s purpose is to monitor crude oil transported by rail into California. This report tracks CORT activities, crude oil unit trains<sup>1</sup> 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 <sup>2</sup>	Highly Volatile (Y/N)	# Unit Trains Received May	# Unit Trains Projected June	# Unit Trains FYTD (22-23)	# Cars Received May	# Cars Projected June	# Cars FYTD (22-23)
Plains All America	N	0	0	0	0	0	0

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

<sup>2</sup> See Appendix A for descriptions of Consignees and Railroads.

Kern Oil	N	1	1	12	95	95	1133
Ethanol Unit Train Shipments in California							
Consignee	# Unit Trains Received May	# Unit Trains Projected June	# Unit Trains FYTD (22-23)	# Cars Received May	# Cars Projected June	# Cars FYTD (22-23)	
Kinder Morgan (Wilmington)	16	20	163	1496	1856	15640	
Eco-Energy (Stockton)	5	5	33	528	546	3330	
Pelican Renewables (Stockton)	1	0	19	108	0	2087	
Storage of Hazardous Material Cars							
Railroad	Loads	Empties	Commodity	County			
Arizona California RR	27	79	LPG	San Bernardino			
Santa Maria RR	33	88	LPG	Santa Barbara			
Sierra Northern Railway	95	289	LPG	Stanislaus			
Oakland Global Rail Enterprise	66	1	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.

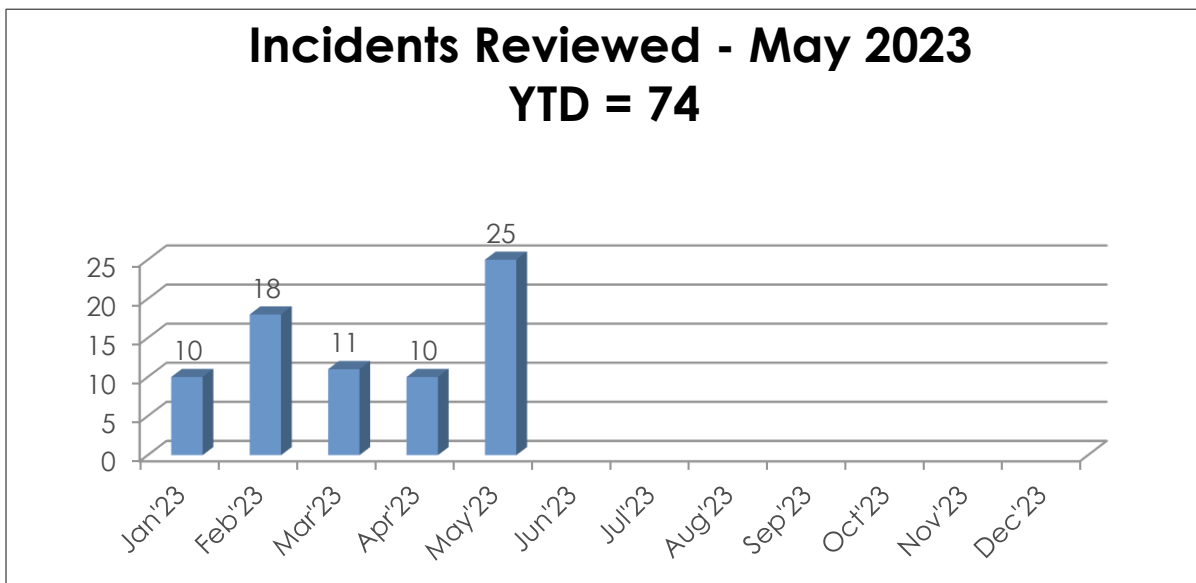
## Rail Crossings and Engineering Branch - RCEB

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

	<b>May Closed</b>	<b>Closed YTD</b>
<b>Crossing Incident Reviews</b>	25	74
<b>Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations</b>	43	240
<b>Proceedings, Resolutions and G.O. 88-B Reviews</b>	17	75

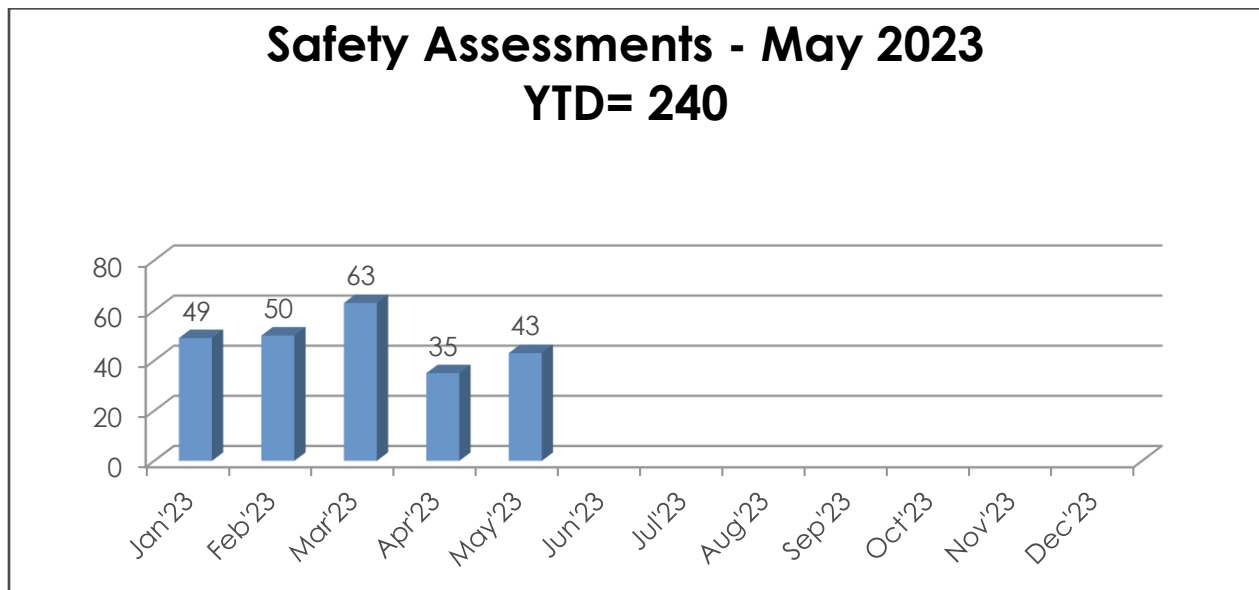
### Rail Crossing Incident Investigations

In May 2023, RCEB closed 25 incidents at highway-rail at-grade crossings (crossings). These 25 incidents resulted in five injuries and six fatalities.



Safety Assessments, Quiet ZONES, and Reviews

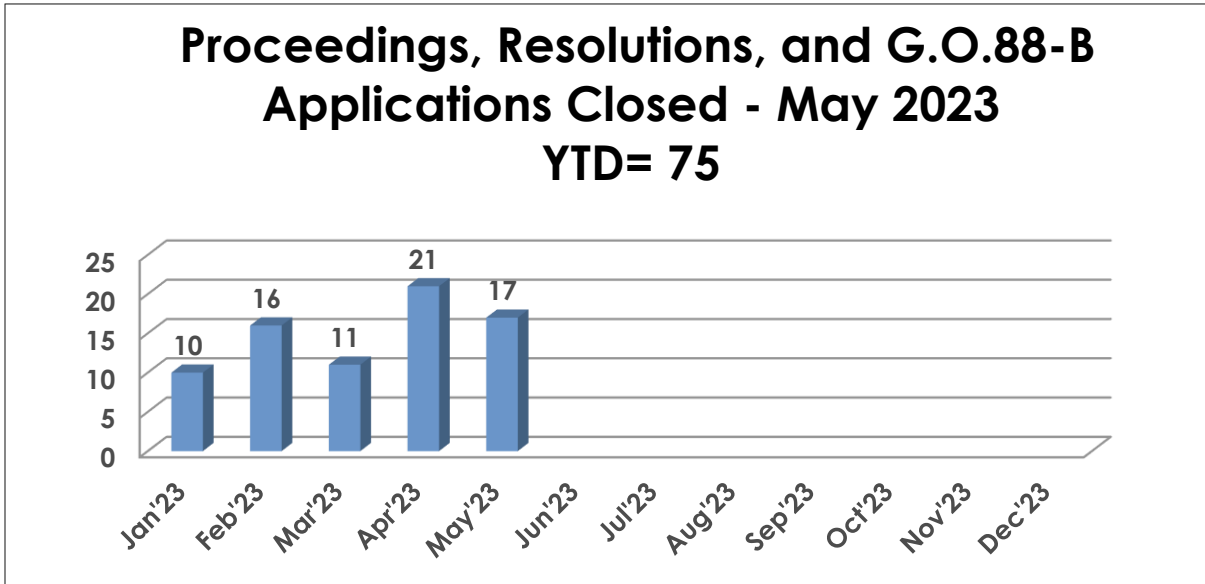
In May 2023, RCEB completed 43 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In May 2023, RCEB approved 14 General Order 88-B requests for authority for alteration to existing crossings. Also, the RSD Director approved three Resolutions, requesting Time Extension Decisions.

1. RESL-TED-283 - Time extension request granted to construct high-speed rail tracks in Fresno Trench beneath at-grade SJVR Wye tracks to form rail-rail crossings for the California High-Speed Rail Authority in the City of Fresno.
2. RESL-TED-284 - Time extension request granted for Foothill Gold Line Extension Construction Authority to complete construction of seven grade-separated crossings in Glendora, San Dinam, La Verne, and City of Montclair.
3. RESL-TED-285 – Time extension request granted to complete the construction of a new public at-grade highway-rail crossing at Parade Street, in the unincorporated Town of Aptos, Santa Cruz County.



## Rail Transit Safety Branch - RTSB

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In May 2023, the Rail Transit Safety Branch (RTSB) completed the following:

### Major Audits

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

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

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

### Administrative Accomplishments

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#### ROAR Meeting:

On May 5, RTSB management participated in the semi-annual meeting of the Rail Operations & Regulatory Committee (ROAR) of the California Transit Association (CTA). ROAR serves as CTA’s rail operations

liaison with the CPUC, California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). ROAR provides a forum for the exchange of information concerning rail systems operation issues. ROAR also coordinates and monitors regulatory matters with the CPUC..

#### FTA Meeting:

On May 10, RTSB and FTA had another monthly meeting to discuss RTSB’s progress towards meeting the requirements of FTA Special Directive 22-25, dated October 21, 2022, requiring the CPUC to develop and implement a risk-based inspection program.

#### Training:

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

- Joey Bigornia, Michael Warren, Rupa Shitole, and Richard Fernandez completed the *Safety Management System (SMS) Awareness* training offered by the U.S. Department of Transportation’s Transportation Safety Institute (TSI).
- Michael Warren and Sally Nguyen completed the *Safety, Security, And Emergency Management Considerations for FTA Capital Projects* training 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). RTSB is participating in activities to identify upgrades for the next version of the database.

## General Order and Resolution Activity

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#### 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

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### SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

## Bay Area Rapid Transit – BART

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### 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.

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 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.

BART submitted their revised SCP Revision 1 on May 24, 2023, updating the document with additional detail and minor changes to scope. The SCP is undergoing review by Staff.

### 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 517 new cars have been approved.

## Inglewood Transit Connector Joint Powers Authority – JPA

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### Inglewood Transit Connector Project (ITC):

The City of Inglewood has proposed an elevated Automated People Mover (APM) that aims to address a first/last mile gap in Los Angeles County's public transportation network. The project will connect the Los Angeles Metropolitan Transportation Authority's (Metro) K-Line Downtown Inglewood Station to the

City’s housing and employment centers, and sports and entertainment venues. The 1.6-mile APM will feature three stations, a maintenance and storage facility, two power distribution system substations, and three new parking lots along the route. As of March 2021, Metro’s Board approved the formation of the Inglewood Transit Connector Joint Powers Authority (JPA) with the City of Inglewood to implement and operate the project. The City is the lead agency for the project and is responsible for overseeing various aspects. On January 31, 2023, the California State Transportation Agency awarded a \$407 million grant to assist with the construction. This project, which will be a Design Build Finance Operation and Maintenance (DBFOM) project, is expected to break ground in 2023 with the goal of providing passenger service in time for the 2028 Olympics.

RTSB Staff has been attending the monthly Safety and Security Certification Review Committee Meetings for the ITC Project, which started taking place since December 2022.

## Los Angeles County Metropolitan Transportation Authority – LACMTA

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### P3010 New Vehicle Procurement Project:

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

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.

### 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 (MP) vehicles will be shipped to LACMTA by early August 2023, while two other married pairs will be shipped to LACMTA by the end of 2023. Once the first MP arrives, it will be used for training and single MP qualification tests. When the other two MPs arrive, they will be coupled to the first one for the 3-MP/6-vehicle qualification and acceptance tests.

### 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, 2022, which means that guideway access will be handled through Metro Track Allocation process instead of through the contractor. Other project elements will be handed over to LACMTA before project opening as they become ready.

On April 27, 2023, LACMTA staff submitted an updated Safety and Security Certification Plan (SSCP) Revision 2 and it was approved by RTSB staff on May 18, 2023. LACMTA announced that RCTC will open to the public on June 16, 2023. To support the project opening, LACMTA submitted the Safety Certification Verification Report (SCVR) to CPUC on May 12, 2023. CPUC staff sent the SCVR approval letter on May 26, 2023.

### 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. 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. As of April 2023, Metro remains concerned about the recordable injury rate on PLE2 and expects to see continued improvements to lower the rate.

As of May 2023, construction progress for Section 1 is at 85% and all 3 stations are under construction. Construction progress for Section 2 is at 57% with eastbound and westbound tunneling recently completed. Construction progress for Section 3 is at 48%. Westbound and eastbound tunneling has been recently completed.

### 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.

The 9.1-mile, four-station Glendora to Pomona project is now 71% complete and continues to remain on budget and on schedule for substantial completion in early-January 2025. To date, crews have completed all the freight track relocation; major bridgework for the project's 19 new or renovated bridges; and reconstruction activities requiring long-term street closures at the project's 21 at-grade street crossings. On June 24, the Construction Authority will be hosting a Track Completion Ceremony when crews will install the final rail clip to complete the light rail track system from end to end. This past month, crews have been focused on installing the new light rail tracks, as well as constructing the various elements that make up the rest of the light rail system, including the four new stations and power and train control systems.

### 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 visited the AMC construction site on May 11, 2023, with LACMTA staff to view a potential Overhead Contact System (OCS) clearance issue. Staff are still in the process of confirming whether there are any non-compliances with General Order 95 “Rules for Overhead Electric Line Construction.”

### 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. 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. However, yard operations were using the older system due to issues encountered with the new system while LACMTA Operations was using it.

After successful troubleshooting, the new yard train control system came online. An inspection at the A Line yard (aka Division 11) with CPUC is scheduled for June 12, 2023.

### East San Fernando Valley Project:

The East San Fernando Valley project alignment will start at the City of Los Angeles Van Nuys Bus Rapid Transit Orange line station and head north for 6.7 miles through the San Fernando Valley, adding 11 new LRT stations, with 34 LRVs serving this alignment. It will be a street running system for the most part with approximately 3 miles on a shared corridor with Metrolink/Amtrak. LACMTA has contracted Gannett

Fleming Inc. to develop a 30/60 percent design package. CPUC staff have been working with the project team and LACMTA on development and drafting of the Safety Certification Plan which was approved by the commission on December 16, 2021. Forecast Revenue Service Date is June 2028. LACMTA has completed most of the advanced design for this project and released the Progressive Design Build (PDB) procurement documents in Summer 2022. The PDB delivery method intends to bring the contractor and their designer into the project early, to take the design from 30/60 to approximately 85% while collaborating with Metro and third parties on pricing the construction costs. On December 2, 2022, LACMTA celebrated the groundbreaking for advanced utility work for this project worth approximately 9 million dollars. The California State Transportation Agency (CalSTA) has announced that Metro will receive a full request of \$600 million in state grant funding for a key expansion of the Metro system, the East San Fernando Valley Light Rail Transit Corridor Project (ESFV). Real estate activities have begun and are expected to run through 2027. In February 2023, Metro awarded the PDB contract to the San Fernando Transit Constructors Joint Venture (SFTICJV) made up of SKANSKA, Stacy and Witbeck, and AECOM.

No 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. 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.

LACMTA is currently holding Public Hearings on the impacts of the project to affected communities.

## Los Angeles World Airports – LAWA

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### 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 May 17, 2023, station construction progress is at 83%, and guideway construction/installation finishes are at 73%.

## Orange County Transportation Authority – OCTA

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### 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 the proposed mitigation method. RTSB reviewed the GO95 variance request and requested additional information from OCTA. A draft resolution for Commission approval is currently pending the submittal of the additional information from OCTA.



Track distressing continues between Santa Ana River Bridge (SARB) and Westminster. Trackwork around Santa Ana/6th/Mortimer and Santiago intersection has been a focus for the month. Erection of OCS poles ongoing throughout the project, including brackets and prefabricated arms. Maintenance and Storage Facility interior/exterior walls, roofing, electrical, rail, is ongoing. The wheel truing machine was delivered and installed at the Maintenance and Storage Facility.

## Sacramento Regional Transit District – SRTD

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### LRV (Light Rail Vehicle) Procurement Project:

SRTD will be acquiring 28 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 2024. Safety Certification Plan is in development and plans and specifications have been submitted.

SRTD has received five new vehicles 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 12/2024. 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 Report<sup>2</sup> (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

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### 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

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### 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. 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. Full Funding has been secured for this project and it will go out for advertisement in July/August 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

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#### LRV4 Procurement to Expand and Replace the Rail Fleet:

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

On 5/19/2023, RTSB staff sent a letter to authorize SFMTA to place three more LRV4 cars (2104, 2107 & 2108) into revenue service upon receipt of the letter. Currently, SFMTA has 108 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. To minimize disruptions during construction and maximize flexibility, the project is split into 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, sewer liner work will be performed to repair the existing sewer. The tracks along Taraval St. are being prepared for the initial removal and installation of new rails. Rail work started and then stopped abruptly after finding a shallow PG&E line. 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

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### 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

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### Statistics Summary

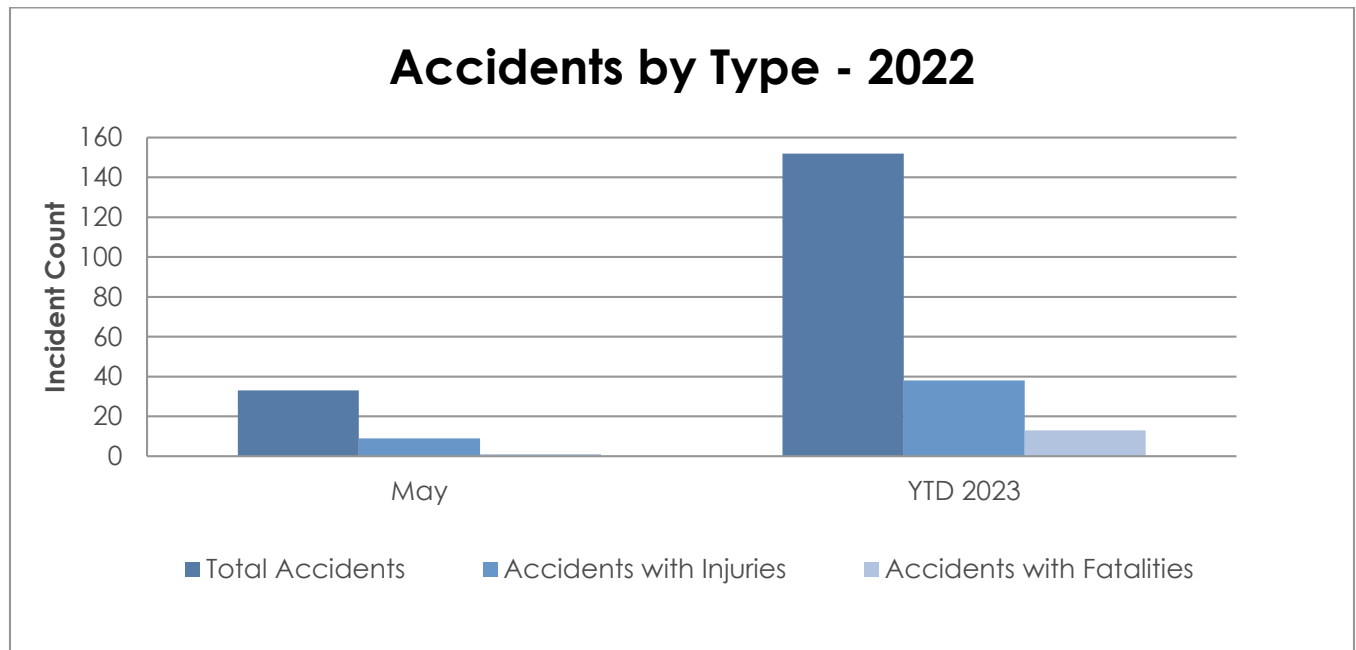
Table 1. Investigation & CAP Data

<b>Investigations</b>	<b>May 2023</b>	<b>YTD2023</b>
<b>Accidents Reported</b>	33	152
<b>Accident Investigations Closed</b>	53	188
<b>Complaints Investigated</b>	1	2
<b>Rail Transit Inspections</b>	59	236
<b>Corrective Action Plans</b>	<b>May 2023</b>	<b>YTD 2023</b>
<b>New Corrective Action Plans</b>	90	189
<b>From Triennial Review</b>	0	2
<b>From Incidents</b>	35	50
<b>From Internal Safety/Security Audits</b>	0	7
<b>From Rail Transit Inspections</b>	54	128
<b>From Hazard Management</b>	1	2
<b>Closed Corrective Action Plans</b>	16	120
<b>From Triennial Review</b>	0	4
<b>From Incidents</b>	4	22
<b>From Internal Safety/Security Audits</b>	0	3
<b>From Rail Transit Inspections</b>	12	90
<b>From Hazard Management</b>	0	1

Data collected from RSSIMS

### Ongoing Data / Trends

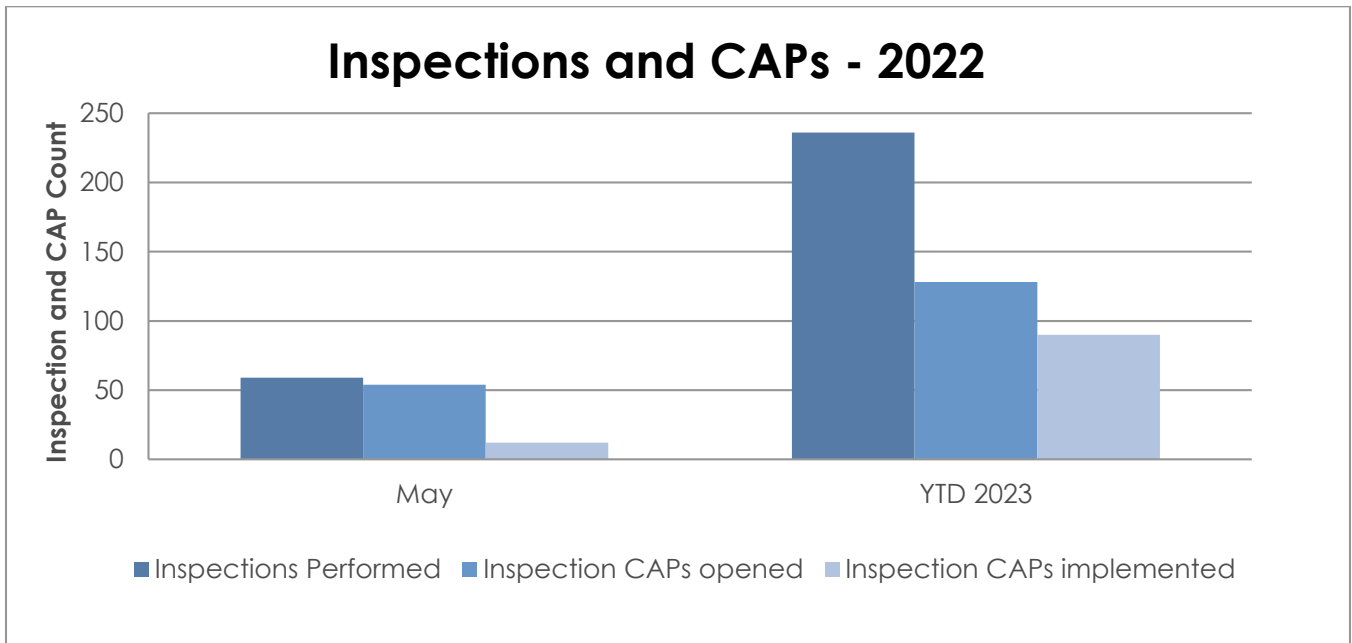
Table 2. Accidents by Type



Data collected from RSSIMS

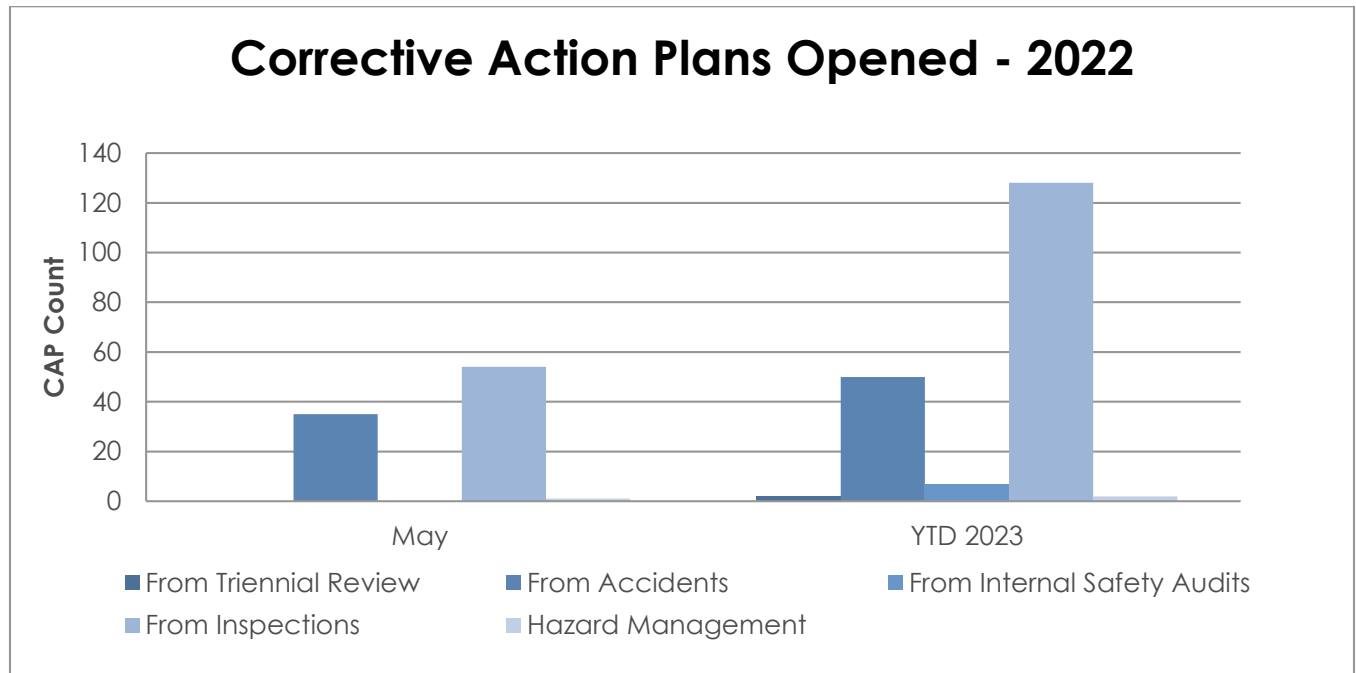


Table 3. Inspections & CAPs



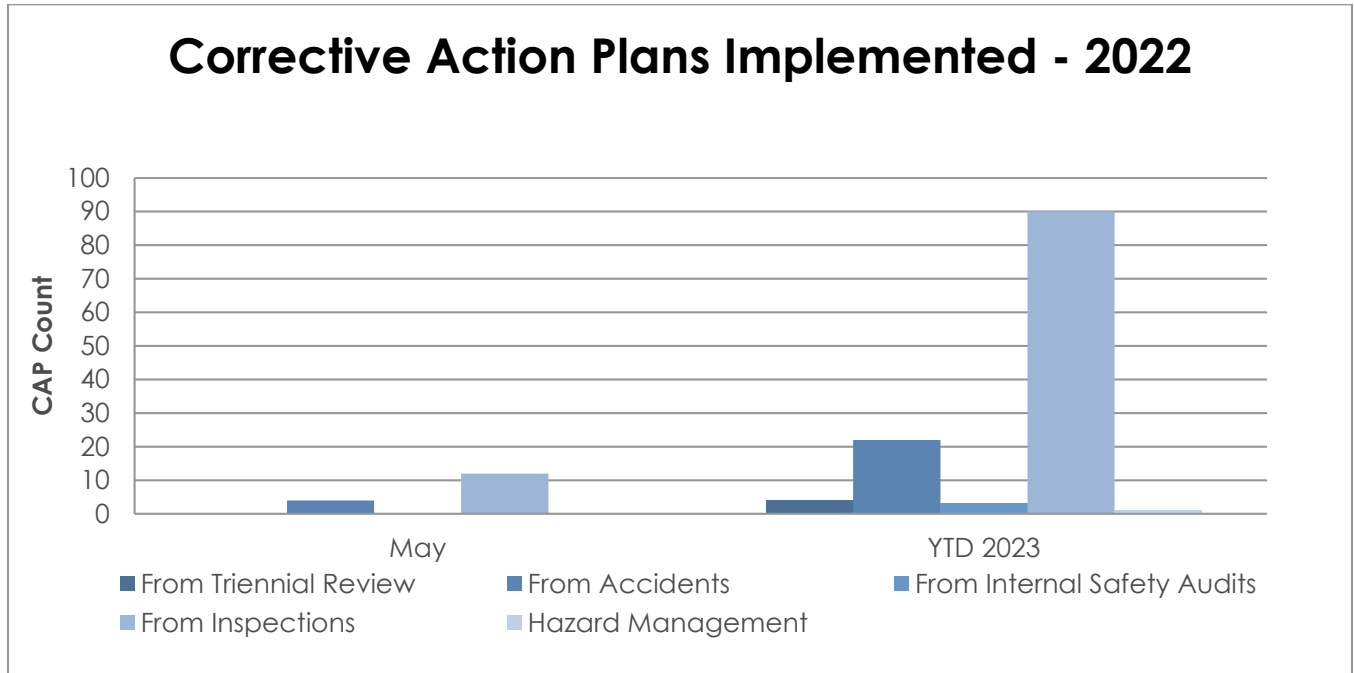
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS