

# Monthly Performance Report – January 2022

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RAIL SAFETY DIVISION

February 22, 2022



**California Public  
Utilities Commission**

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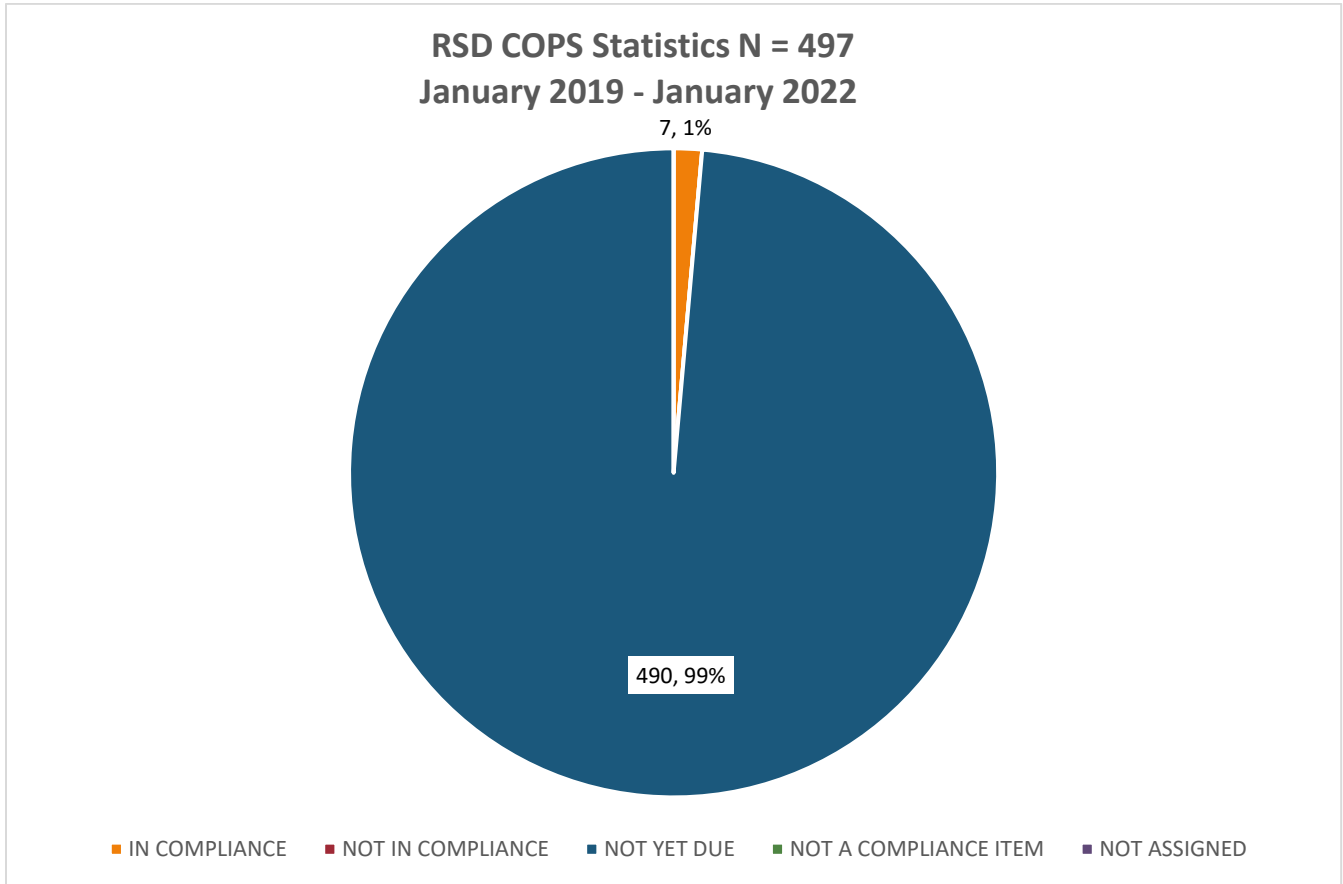
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## Compliance with Ordering Paragraphs (COPS)

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Through January 31, 2022, the Rail Safety Division (RSD) showed 497 total entries in the COPS system, with 7 (1%) reaching compliance, 490 (99%) not yet due for compliance, and 0 (0%) out of compliance. 497 (100%) of all Ordering Paragraphs (OP) are assigned to RSD staff.



## Monitoring the Whistleblower Website

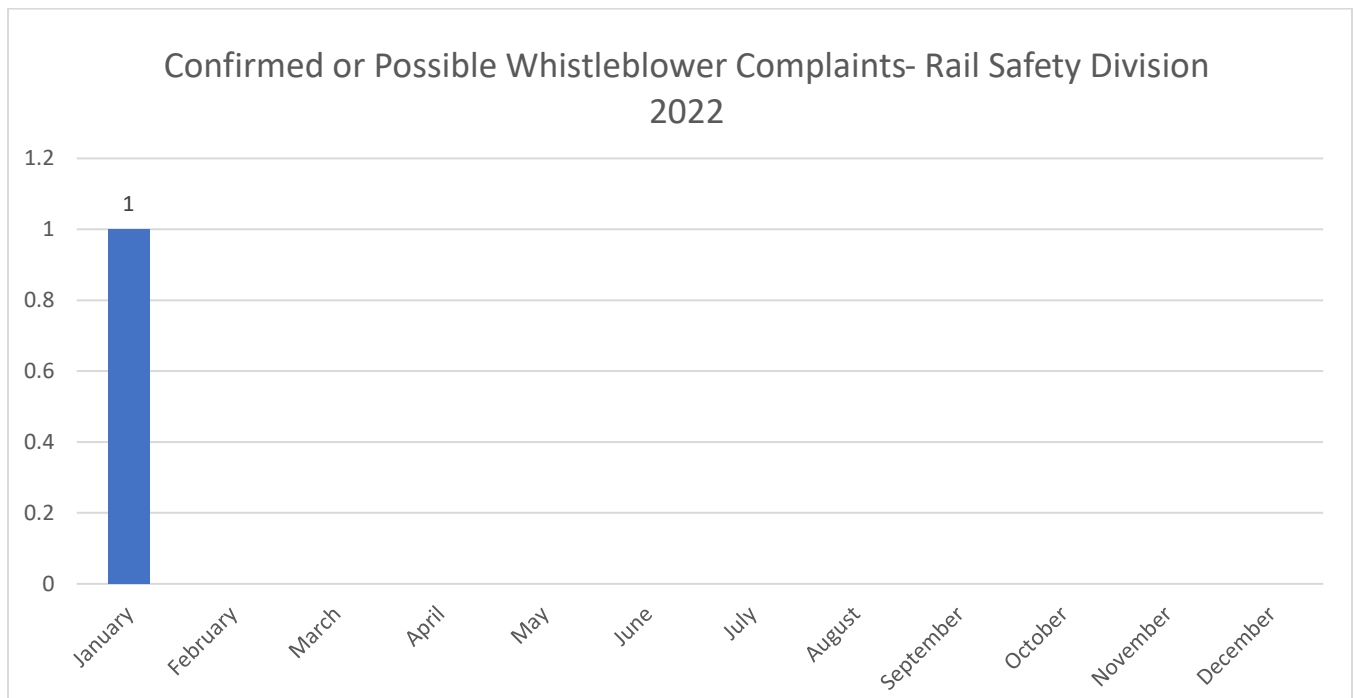
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The Risk Section has been overseeing intake for complaints that arrive via a “whistleblower” application on the Commission’s web site. Whistleblower protections are afforded to utility employees and contractors who report potentially unsafe or illegal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

### Statistics – 1/1/2022 – 1/31/2022

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

<b>Railroad Operations Safety Branch</b>	<b>Jan-2022</b>	<b>YTD 2022</b>
<b>New Incidents Investigated</b>	2	2
<b>Informal Complaints Investigated</b>	2	2
<b>Railroad Bridge Observations</b>	10	10
<b>Railroad Safety Inspections</b>	257	257
<b>Non-compliant conditions identified/corrected</b>	744	744
<b>Operation Lifesaver Presentations</b>	0	0

### ROSB Inspection, Investigation & Field Activities

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**January 4, 2022:** An RSD Railroad Safety Inspector performed an inspection of the Sierra Northern Railway (SERA) on the Holland Industrial Lead in West Sacramento to verify compliance with CPUC General Orders (GOs). The inspector observed a pile of wood in the walkway next to the tracks creating a tripping hazard. This condition did not comply with GO 118-A, which requires that walkways be free of obstructions.

The inspector immediately notified SERA management of the non-complying condition and issued an inspection report. The inspector performed a follow-up inspection on January 11th and verified that the walkway had been cleared and brought into regulatory compliance.

**January 19, 2022:** An RSD Railroad Safety Inspector performed an inspection of a BNSF main track at West Hobart in Commerce as a follow up to a “False proceed signal” at this location which occurred on December 30, 2021.

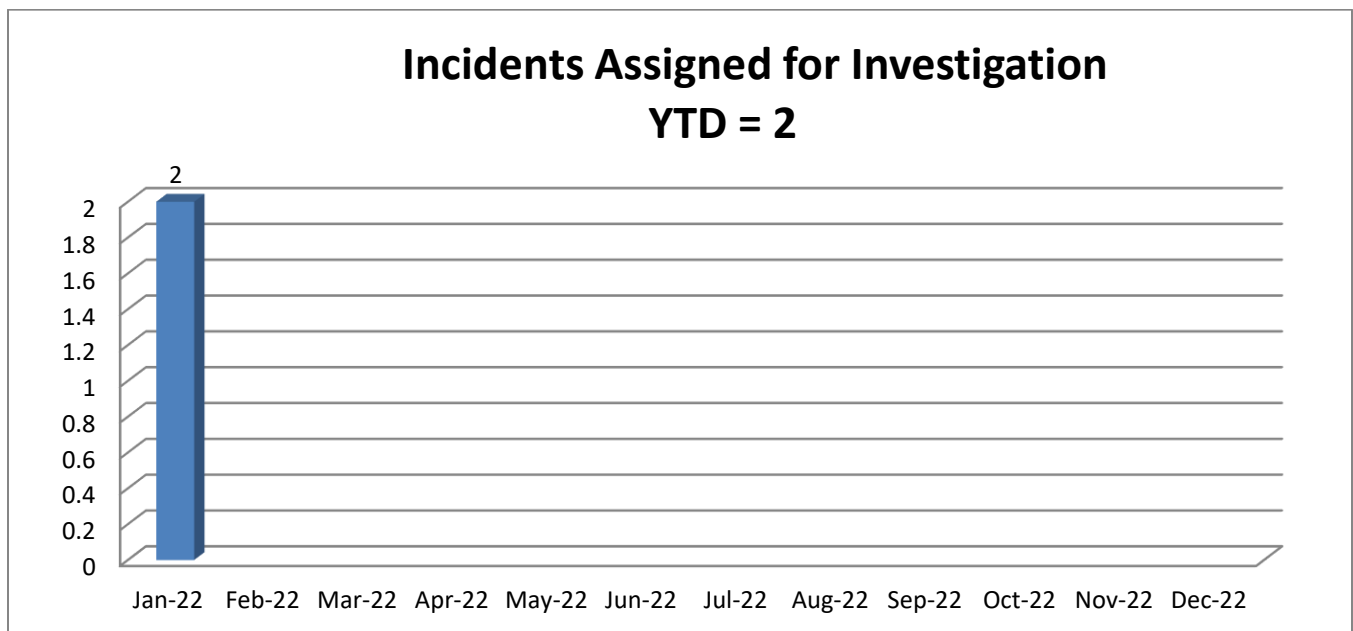
During the inspection, the RSD inspector and the BNSF signal team were able to recreate the scenario and perform routine tests without incident. A "false proceed" failure is defined as "a failure of a system, device, or appliance to indicate or function as intended which results in less restriction than intended". Such a failure could lead to an accident causing injury or death.

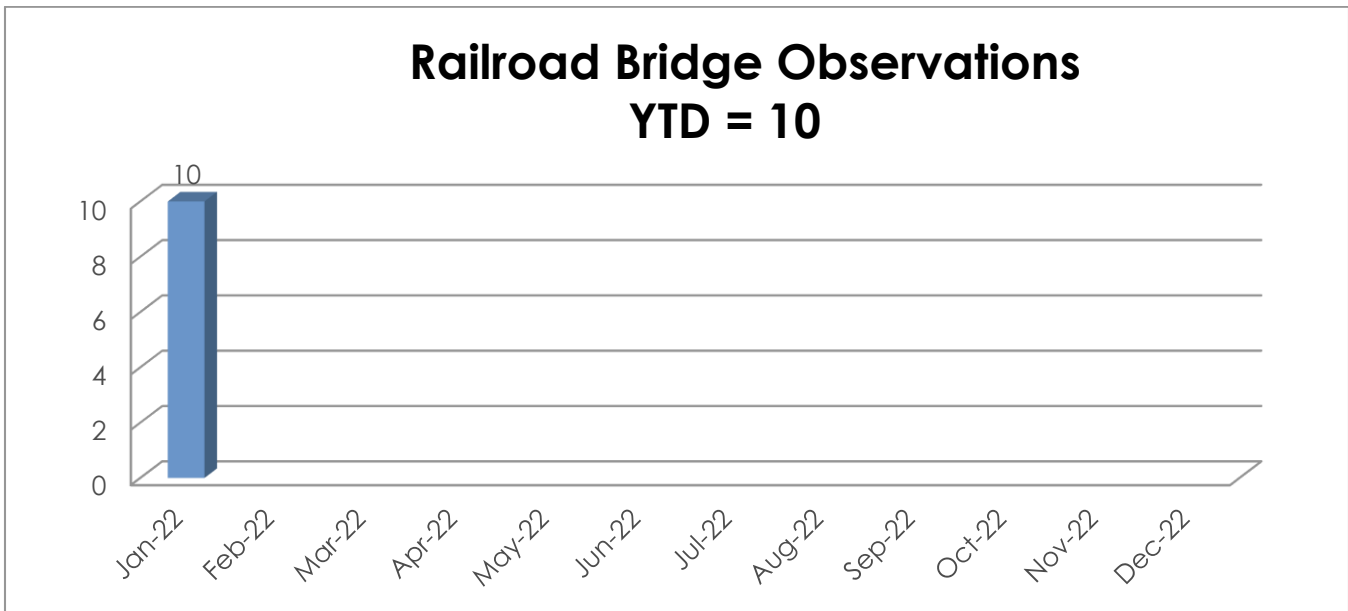
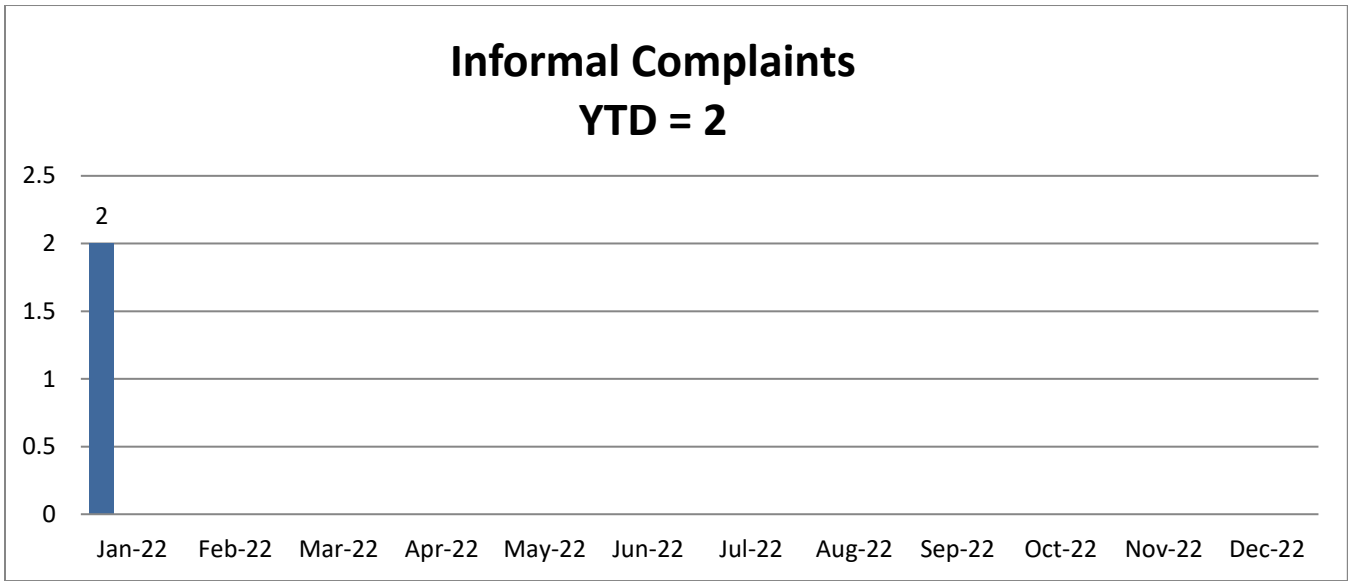
After the inspection was finalized, the inspector issued a report recommending a civil penalty against BNSF for violation of the Code of Federal Regulations (CFR) Title 49, Part 236.4 which states: “The normal functioning of any device shall not be interfered with in testing or otherwise without first taking measures to provide for safety of train operation which depends on normal functioning of such device.”

**January 31, 2022:** RSD Railroad Safety Inspectors issued three civil penalty recommendations to Union Pacific (UP) railroad based on investigations of failure to comply with 49 Code of Federal Regulations (CFR) Part 232.103(n)(11)(i) which states “A railroad may adopt and then must comply with alternative securement procedures to do the following: In lieu of applying hand brakes as required under paragraph (n) of this section, properly maintain and use mechanical securement devices, within their design criteria and as intended within a classification yard or on a repair track.” The three civil penalty recommendations were based on the following incidents:

1. On December 31st, 2021, a single tank car, loaded with corn syrup, rolled unsecured in Union Pacific’s West Colton Yard, and derailed.
2. On January 4<sup>th</sup>, 2022, a group of four rail cars rolled unsecured into a side of a moving train at Union Pacific’s West Colton yard. The lead car of the unsecured railcars derailed and caused damage to sixteen rail cars that passed through the derailment site.
3. On January 4<sup>th</sup>, 2022, a group of two rail cars rolled unsecured in Union Pacific’s West Colton Yard into an existing derailment site.

All these events did not comply with the Federal regulation thus requiring the recommendations for civil penalties.



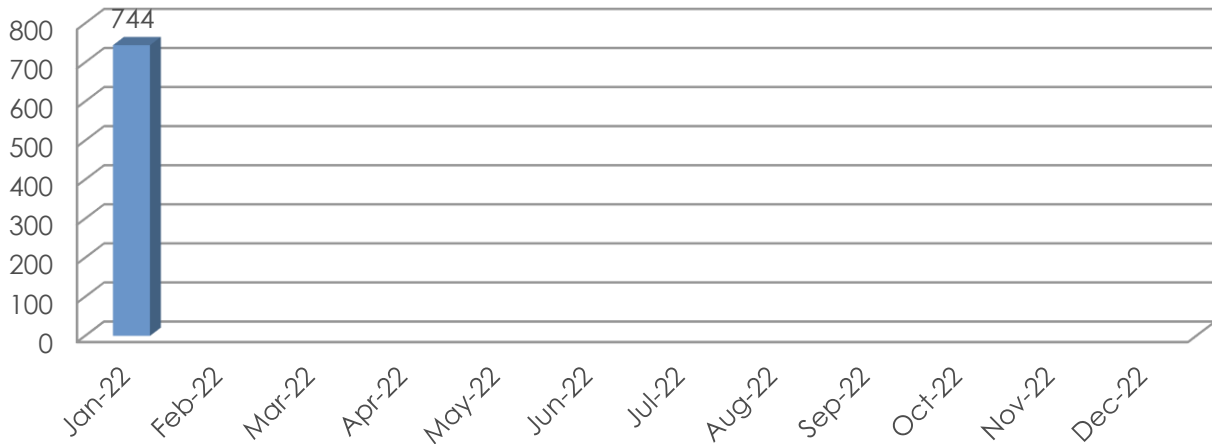


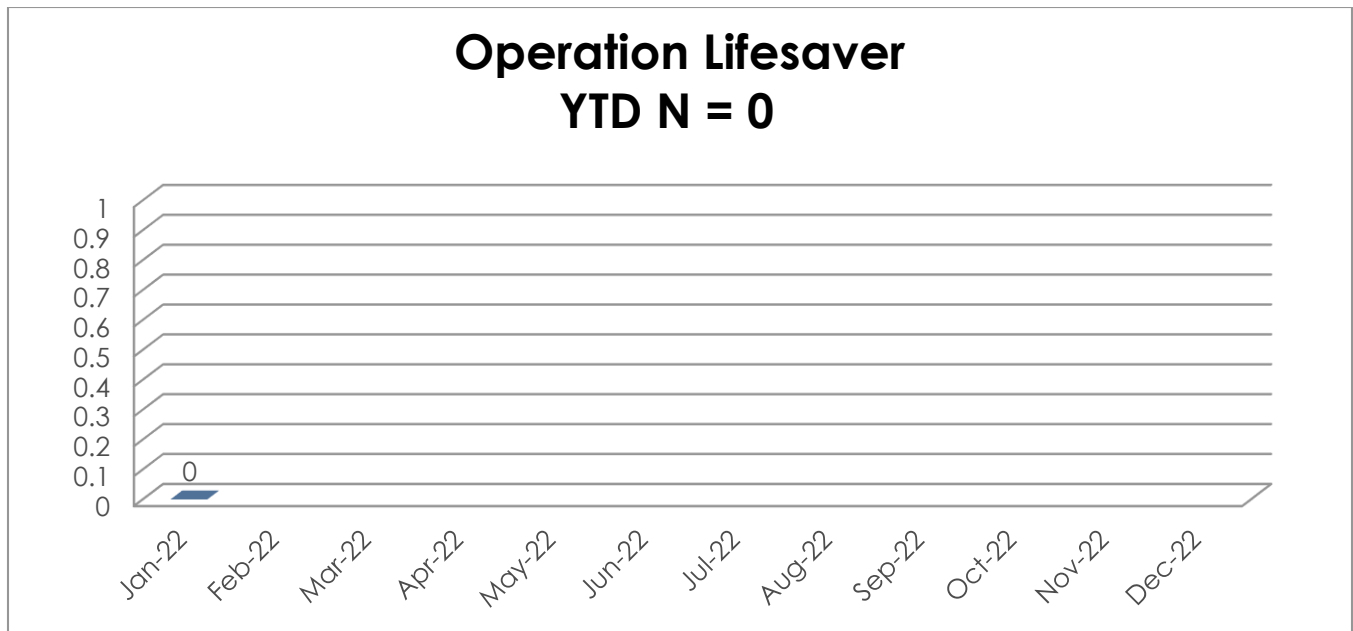


### Railroad Safety Inspections YTD = 257



### Non-Compliant Conditions Identified/Corrected YTD = 744





### 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 January	# Unit Trains Projected February	# Unit Trains FYTD (21-22)	# Cars Received January	# Cars Projected February	# Cars FYTD (21-22)
Plains All America	N	0	0	1	0	0	100
Kern Oil	N	0	1	4	0	100	400

Ethanol Unit Train Shipments in California							

<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.

<b>Consignee</b>	<b># Unit Trains Received January</b>	<b># Unit Trains Projected February</b>	<b># Unit Trains FYTD (21-22)</b>	<b># Cars Received January</b>	<b># Cars Projected February</b>	<b># Cars FYTD (21-22)</b>
Kinder Morgan (Wilmington)	16	17	99	1538	1700	9639
NuStar Energy (Selby)	0	0	0	0	0	0
<b>Storage of Hazardous Material Cars</b>						
<b>Railroad</b>	<b>Loads</b>	<b>Empties</b>	<b>Commodity</b>	<b>County</b>		
Arizona California RR	50	121	LPG	San Bernardino		
Fillmore and Western RR	0	0	N/A	Ventura		
Northwestern Pacific RR	2	70	LPG	Marin		
Santa Maria RR	22	44	LPG	Santa Barbara		
Sierra Northern Railway	84	117	LPG	Stanislaus		
Oakland Global Rail Enterprise	10	1	Bio-Diesel	Alameda		
Yreka Western RR	0	0	N/A	Siskiyou		

**Appendix A**

**Crude Oil Consignees**

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

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

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

**Ethanol Unit Train Consignees**

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

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

**Hazardous Material Car Storage Locations**

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

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

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

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

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

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

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

**Rail Crossings and Engineering Branch - RCEB**

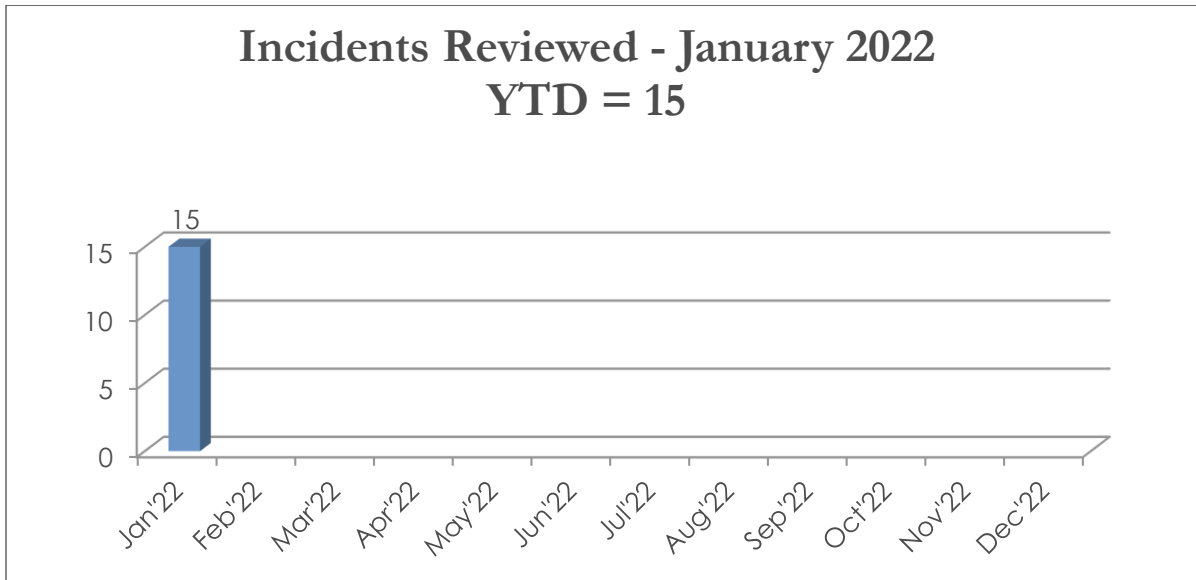
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In January 2022, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	<b>January Closed</b>	<b>Closed YTD</b>
<b>Crossing Incident Reviews</b>	15	15
<b>Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations</b>	55	55
<b>Proceedings, Resolutions and G.O. 88-B Reviews</b>	5	5

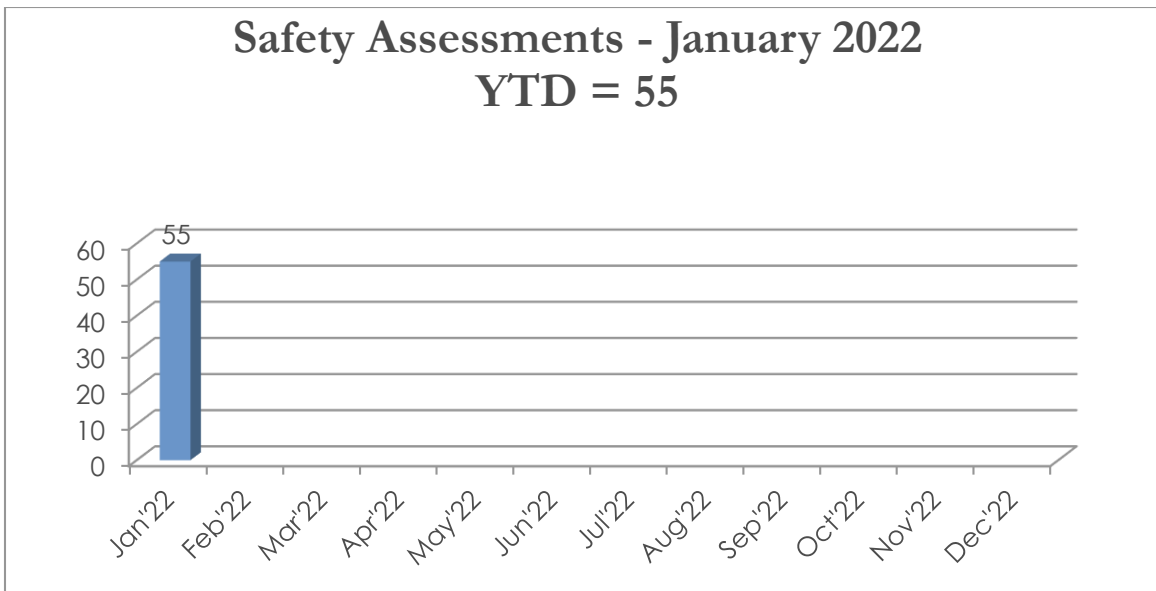
### Rail Crossing Incident Investigations

In January 2022, RCEB closed 15 incidents at highway-rail at-grade crossings (crossings). These 15 incidents resulted in 10 injuries and 5 fatalities.



### Safety Assessments, Quiet Zones and Reviews

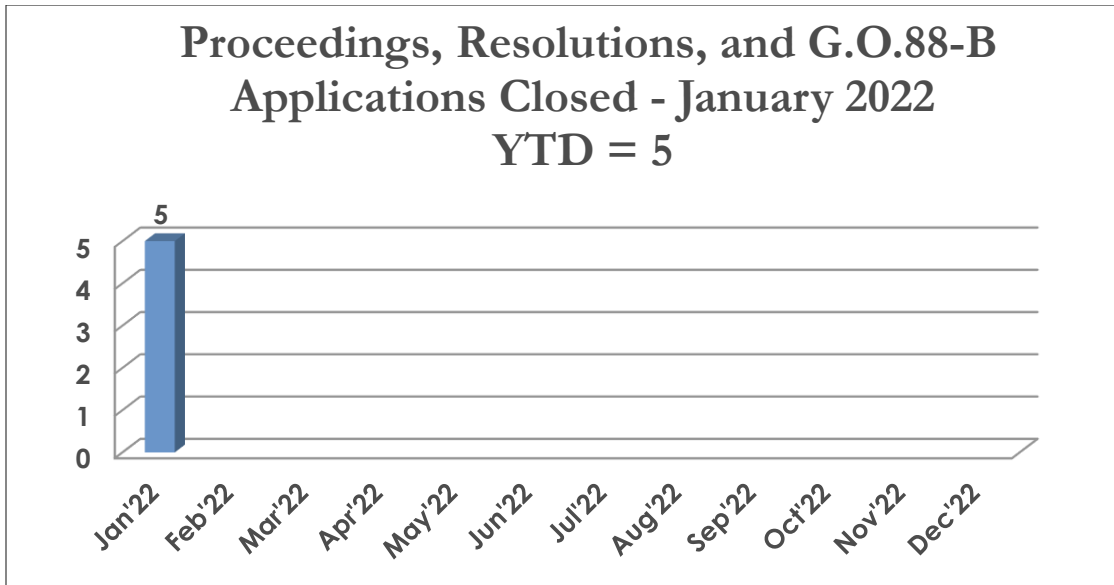
In January 2022, RCEB completed 55 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentation given to railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices.



**Proceedings, Resolutions and G.O. 88B Reviews**

In January 2022, RCEB approved three General Order 88-B requests for authority for alteration to existing crossings. Also, the Commission approved one Proceeding and one Resolution.

1. PROC-A2102012 - Decision 22-01-027 - granting approval for California High-Speed Rail Authority to construct one new grade separated crossing under the proposed high-speed rail tracks at SR198, Hanford Viaduct, County of Kings.
2. RESL-TED-276 – Granting extension of time for construction of a new at-grade pedestrian and bicycle crossing at Fredericksburg Drive, in the City of Saratoga, County of Santa Clara.



## Rail Transit Safety Branch - RTSB

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In January 2022, the Rail Transit and 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.

### Administrative Accomplishments

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RTSB Personnel:

On January 5, Sally Nguyen, a former CPUC Intern in the Rail Safety Division started as a new Utilities Engineer in RTSB.

RCEB-RTSB Quarterly Coordination Meeting:

On January 14, RTSB and RCEB staff met to review and coordinate action on transit crossing accidents.

Training:

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

- Sally Nguyen completed the Safety Management System (SMS) Awareness training offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).

- Arun Mehta, Daniel Kwok, Eric Madero, Jamie Lau, Jimmy Xia, James Matus, Patrick Donnelly, and Samuel Herroz completed SMS Principles for SSO Programs training offered by TSI.
- Laura Espinoza and Samuel Herroz completed the Transit System Security training offered by TSI.
- Patrick Donnelly completed the Effectively Managing Transit Emergencies training offered by TSI
- Arun Mehta, Daniel Kwok, Jamie Lau, Jimmy Xia, James Matus, and Patrick Donnelly received the FTA's Public Transportation Safety Certification Training Program for SSOAs program.
- Madeline Ocampo completed the Rail Safety and Wayside Worker Protection (WWP) training offered by Los Angeles County Metropolitan Transportation Authority.
- Daren Gilbert, Joey Bigornia, and Sally Nguyen completed the Defensive Driver training offered by the California Department of General Services.
- Sally Nguyen completed the New Employee Cybersecurity Awareness, Preventing Nepotism in the Workplace, and Security Awareness courses.

#### 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.

#### Rail Inspection & Corrective Action Plan System (RICAPS):

RTSB is working with CPUC's Information Technology Services Division (ITSD) on developing a new on-line platform to automate the process for routing and tracking Inspection Reports and CAPs. The proposed system will allow both CPUC staff and RTA employees to submit, retrieve and manage the information in a centralized database, thereby greatly enhancing efficiency, speed, and accuracy of tracking CAPs to minimize, mitigate, control, correct, or eliminate safety risks and hazards.

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

No updates this month.

##### Traction Power System Improvements Project (TPSIP):

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

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

##### Irvington Station (IRV) Project:

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

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

##### New Vehicle Procurement (NVP):

BART is in the process of procuring 1,200 new rail vehicles. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator’s cab while E-Cars do not. Upon submittal by BART, Staff reviews testing and certification documents for each group of cars prepared for service and verifies compliance with the testing and certification plan before authorizing the cars for revenue service. To date, RSTB management has certified and approved 286 vehicles for revenue service. Due to continuing intermittent

communications loss with wayside equipment and resulting system reboot, BART ceased accepting new vehicles in January 2021 until the vendor, Alstom, resolves that issue.

On February 3, 2022, Project resumes accepting new cars after resolving reliability issues.

## 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). Overall, 50 LRVs remain to be accepted by LACMTA and approved by RTSB management. To date, RTSB management has certified for revenue service 185 vehicles. In November 2021, LACMTA started to send conditional approval documentation to RTSB for vehicles with a new communication system that addressed previously identified issues. The cars that were accepted prior will have to be retrofitted to be compatible with the new communication system.

In January 2022, LACMTA sent conditional approval documentation for 1 more vehicle, which also has the new communication system.

### HR4000 Heavy Rail Vehicle Procurement:

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

Schedule indicates the first set of married pair vehicles to be delivered to LACMTA for testing and evaluation in March of 2022.

### Regional Connector Project:

The Regional Connector Transit Corridor (RCTC) Project is a below-grade, 1.9-mile, dual-track light rail system that will extend the existing A Line (formerly Blue Line) from the 7th/Metro Station to the existing L Line (formerly Gold Line) in the Little Tokyo area of Los Angeles. The new RCTC link will allow

passengers to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. The RCTC will contain three new subway stations.

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

#### D Line (Westside) Extension Project:

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

All project tunnel boring machine (TBM) mining activities for PLE1 were completed in May 2021. PLE1 final design has been completed and construction progress is at 74%. PLE2 TBMs have now excavated tunnels between Century City and the Wilshire/Rodeo station under downtown Beverly Hills. PLE2 is at 99% design progress and 48% construction progress. PLE3 is at 91% design progress and 32% construction progress.

#### MGLFECA Foothill Extension Phase 2B:

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

No updates this month.

#### 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.

On January 19, 2022, RTSB and RCEB conducted a courtesy inspection of grade crossings in Segment B. Staff communicated the inspection findings to LACMTA.

#### New A Line Project:

In the 2019 as part of the New Blue Improvements Project, LACMTA made improvements to its A Line (formerly Blue Line) that runs from Downtown Los Angeles to Long Beach. The Blue Line was renamed the “A Line” prior to fully reopening to the public on November 2, 2019. There were improvements to train control, track, overhead power, Willowbrook/Rosa Parks Station, and general station areas.

The Division 11 (A Line) yard control upgrade testing is anticipated to begin in August 2022.

#### East San Fernando Valley Project:

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

No updates this month.

#### 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.

#### Los Angeles Streetcar Project:

The Los Angeles Streetcar is a project that is advancing under the Los Angeles County Measure M funding. The preliminary design is proceeding despite the lack of LACMTA’s identification for near term funding. Los Angeles Streetcar will continue to engage with the private sector to explore potential Public Private Partnership opportunities and collaborate with public sector partners like LACMTA and LADWP; the main goal is to secure the remaining funding needed.

No updates this month.

### 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 first quarter of 2022. Construction of the guideway is currently 90.0%.

### 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.

Platform work began for the Flower and Harbor Stations. Track work continues for Segment 3A (Patron St to Mortimer St), which includes rail leveling, stray current testing, and pouring of embedded track slab.

### Sacramento Regional Transit District – SRTD

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

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

Dos Rios Light Rail Station Project:

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

Gold Line Double Track Project:

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

## San Diego Metropolitan Transit System – SDMTS

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

The San Diego Metropolitan Transit System’s (SDMTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line that begins at the Old Town Transit Center in San Diego. The project will provide future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego (UC San Diego) and the University City areas with nine (9) new stations. Construction started in 2016 and revenue service is planned to begin November 21, 2021. On November 15, 2021, the Rail Safety Division Director accepted The Project final Safety Certification Verification Report (SCVR), as required by G.O.164-E and Resolution ST-186, and SDMTS granted SDMTS permission to enter revenue service on November 21, 2021.

One single item which is the Start-Up Integrated Test-150 Fire/Life/Safety Test remains open with a targeted closure date by Tuesday, February 15, 2022. Staff will continue track this item until completion.

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

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

No updates this month.

## 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.

Contract Package 2 (CP2) Tunnel & Trackwork – RFP early development in progress. Oral interview has been conducted by the project with the two proposers shortlisted. CP1 (Systems) and CP2 (Tunnel & Trackwork) Preliminary Engineering Design Criteria Safety and Security Certification Packages have been submitted to CPUC for review.

#### 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.

CPUC Staff reviewed random design document samples and provided comments on preliminary design documents and specifications to VTA project manager. Staff received a response from VTA, and it is under CPUC Staff review. Project is getting ready for bidding purposes.

#### Light Rail Signal Priority Detection Upgrades Project:

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

VTA preparing an updated Service Change Bulletin and GO-88B application(s). The GO-88B application(s) draft document has been shared with CPUC RTSB and RCEB for further review.

## San Francisco Municipal Transportation Agency – SFMTA

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### Central Subway Project (CSP):

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

No updates this month.

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

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

No updates this month.

## 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

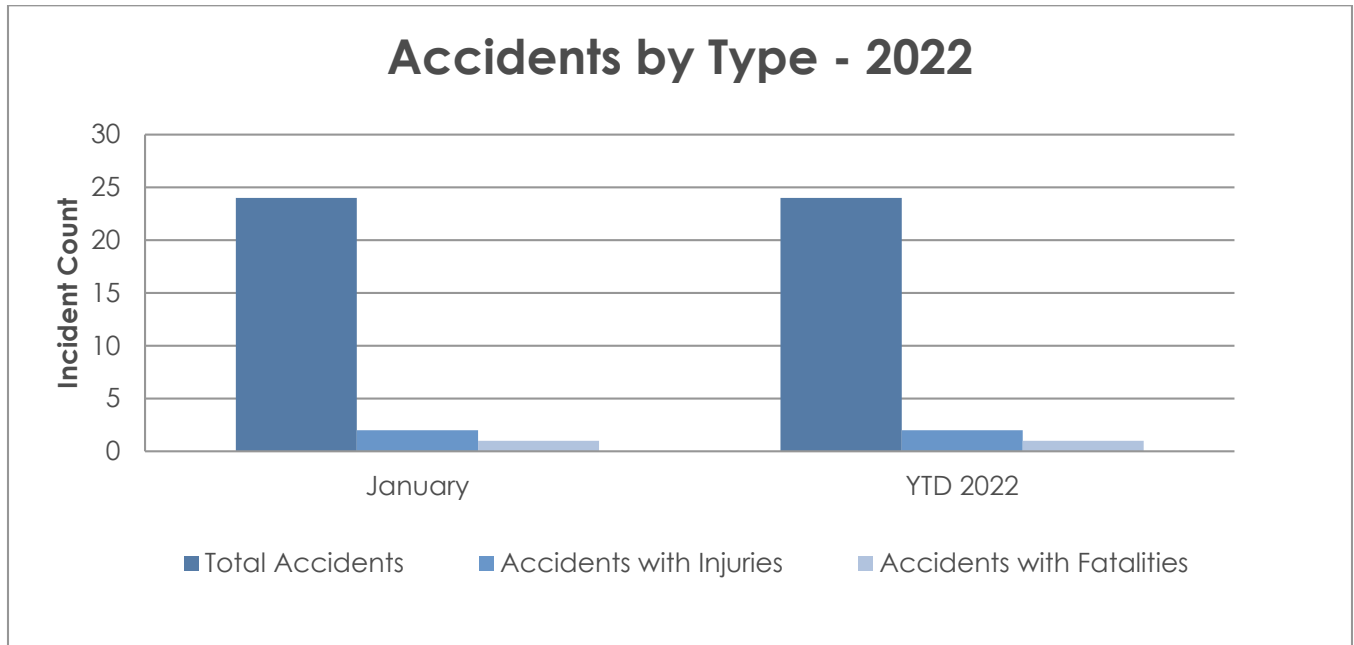
Table 1. Investigation & CAP Data

<b>Investigations</b>	<b>January 2022</b>	<b>YTD2022</b>
<b>Accidents Reported</b>	24	24
<b>Accident Investigations Closed</b>	25	25
<b>Complaints Investigated</b>	2	2
<b>Rail Transit Inspections</b>	39	39
<b>Triennial Review</b>	0	0
<b>Corrective Action Plans</b>	<b>January 2022</b>	<b>YTD 2022</b>
<b>New Corrective Action Plans</b>	11	11
<b>From Triennial Review</b>	0	0
<b>From Incidents</b>	3	3
<b>From Internal Safety/Security Audits</b>	1	1
<b>From Rail Transit Inspections</b>	7	7
<b>From Hazard Management</b>	0	0
<b>Closed Corrective Action Plans</b>	36	36
<b>From Triennial Review</b>	0	0
<b>From Incidents</b>	4	4
<b>From Internal Safety/Security Audits</b>	0	0
<b>From Rail Transit Inspections</b>	32	32
<b>From Hazard Management</b>	0	0

Data collected from RSSIMS

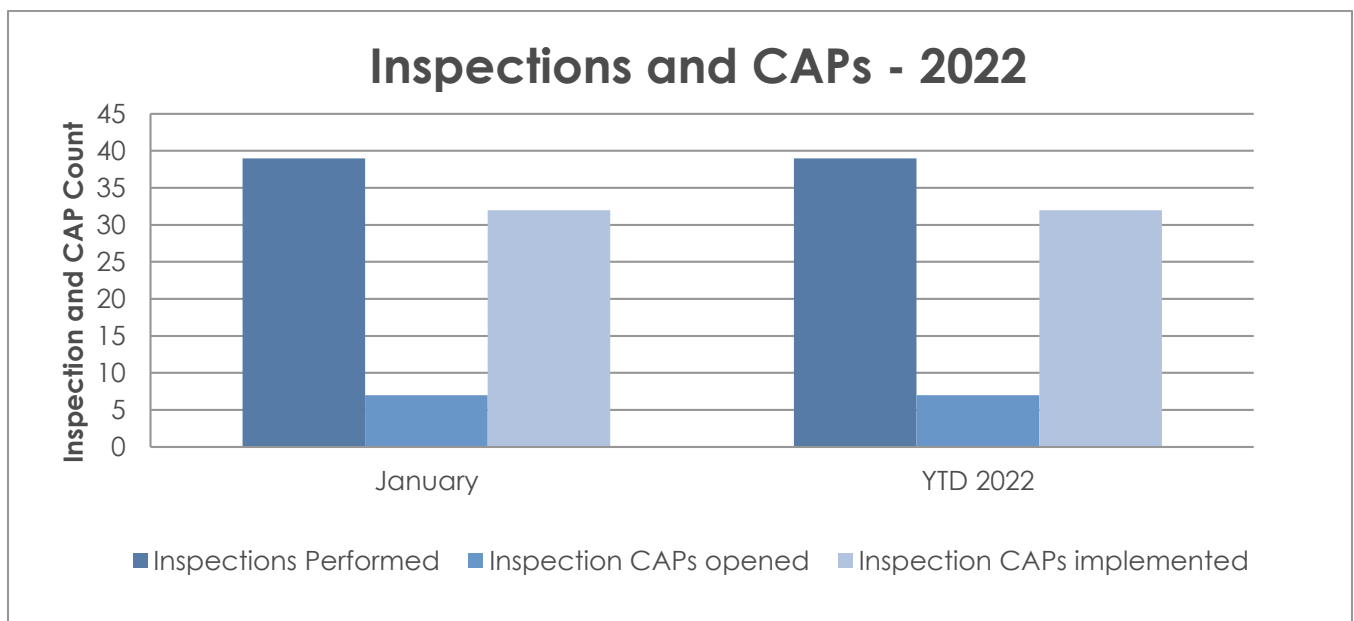
Ongoing Data / Trends

Table 2. Accidents by Type



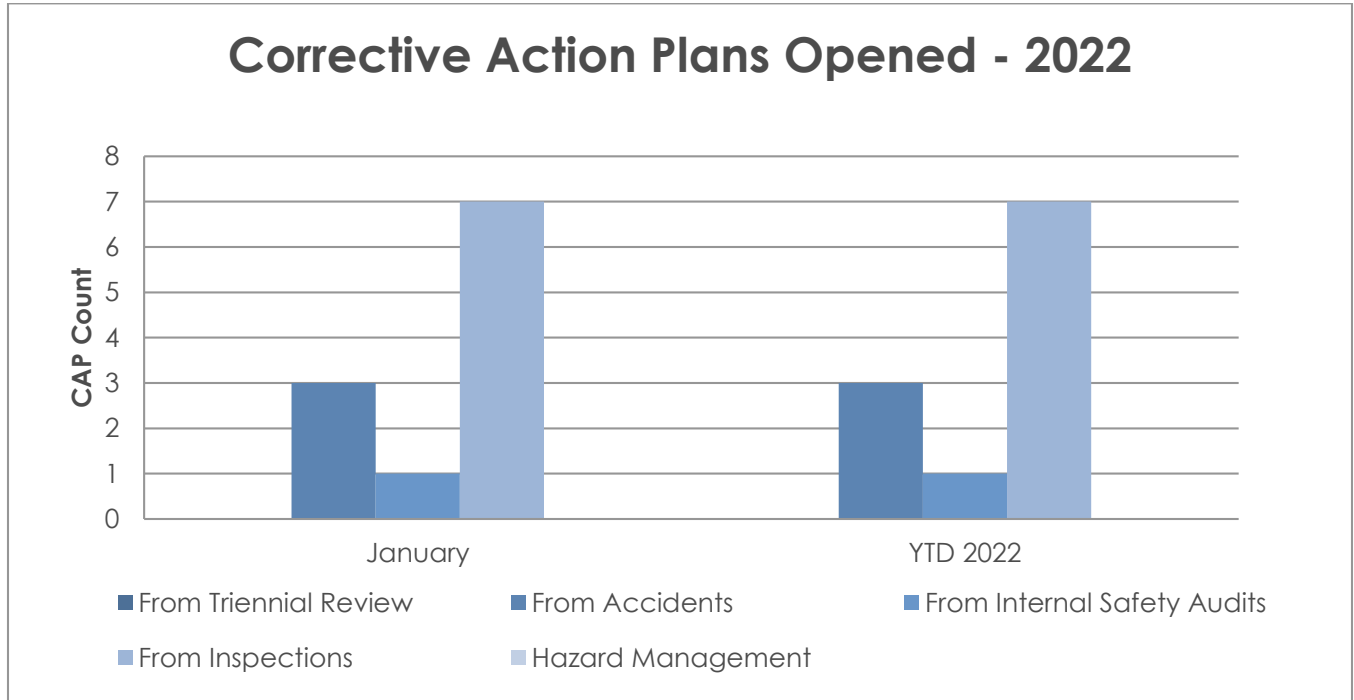
Data collected from RSSIMS

Table 3. Inspections & CAPs



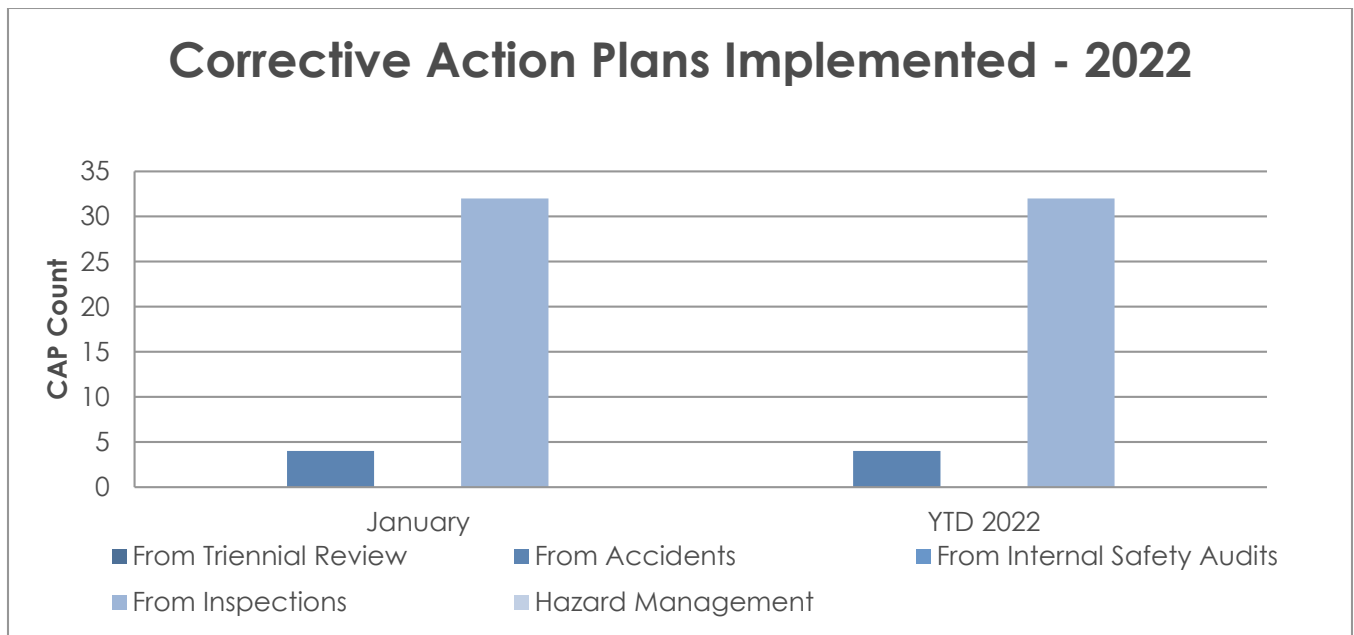
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS