

Monthly Performance Report – June 2022

RAIL SAFETY DIVISION

July 26, 2022



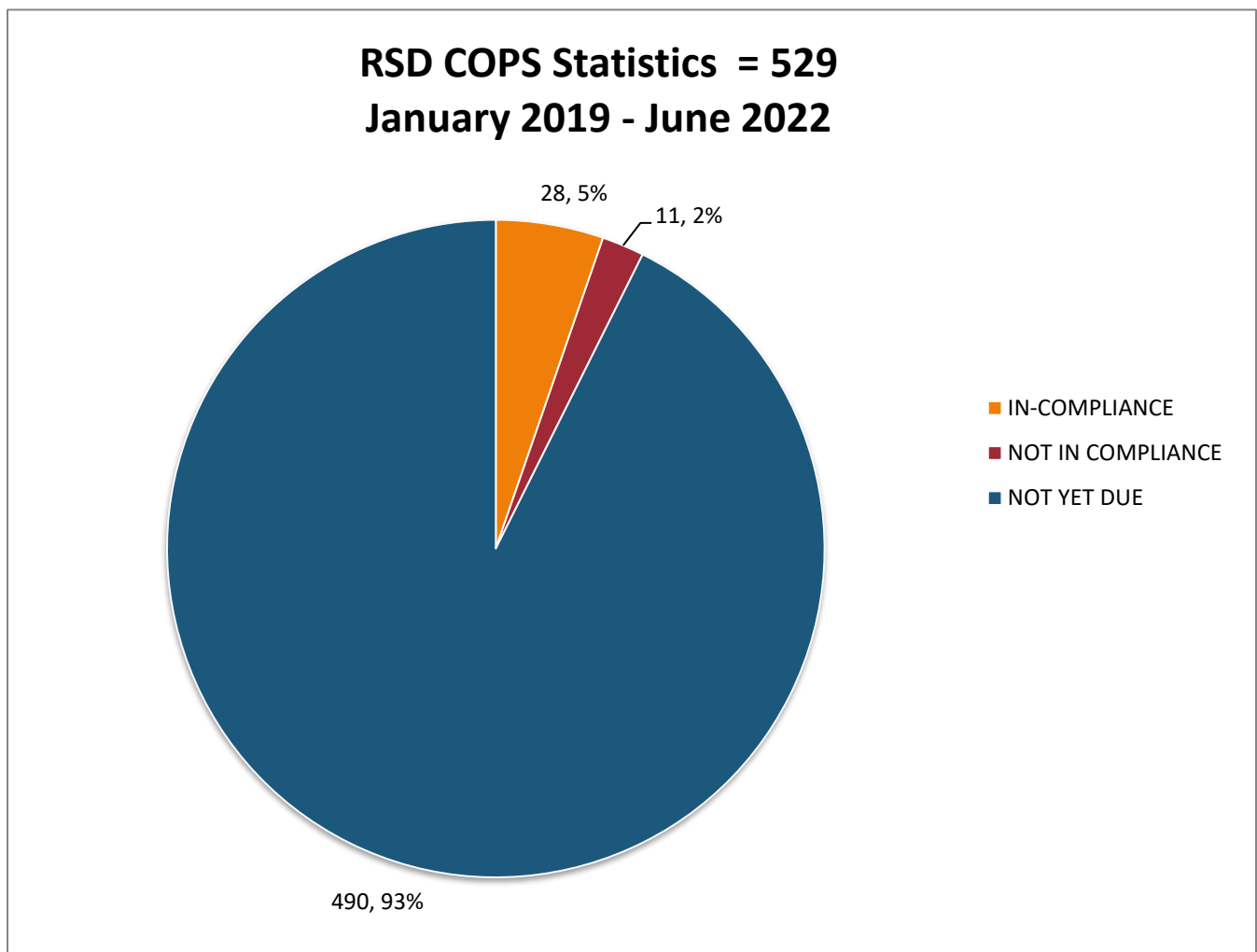
**California Public
Utilities Commission**

Table of Contents

COMPLIANCE WITH ORDERING PARAGRAPHS.....	1
MONITORING THE WHISTLEBLOWER WEBSITE.....	2
Statistics – 1/1/22 – 6/30/22	2
RAILROAD OPERATIONS AND SAFETY BRANCH - ROSB.....	3
ROSB Inspection, Investigation & Field Activities	3
Crude Oil Reconnaissance Team (CORT) Monthly Report.....	7
RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB	10
Rail Crossing Incident Investigations	10
Safety Assesments, Quiet Zones and Reviews	11
Proceedings, Resolutions and G.O. 88B Reviews	11
RAIL TRANSIT SAFETY BRANCH - RTSB	12
Major Audits	12
Administrative Accomplishments	12
General Order and Resolution Activity	13
RTA Ongoing Projects	14
Bay Area Rapid Transit - BART.....	14
Los Angeles County Metropolitan Transportation Authority - LACMTA.....	15
Los Angeles World Airports - LAWA.....	19
Orange County Transportation Authority - OCTA.....	19
Sacramento Regional Transit District - SRTD.....	20
San Diego Metropolitan Transit System - SDMTS.....	20
Santa Clara Valley Transportation Authority - SCVTA.....	20
San Francisco Municipal Transportation Authority - SFMTA.....	22
Appendices.....	24
Corrective Actions Plans.....	24
Accident Investigations.....	24
Monthly RTSB Data/Statistics Summary.....	25
Ongoing Data/Trends.....	26

Compliance with Ordering Paragraphs (COPS)

Through June 30, 2022, the Rail Safety Division (RSD) showed 529 total entries in the COPS system, with 28 (5%) reaching compliance, 490 (93%) not yet due for compliance, and 11 (2%) out of compliance. 529 (100%) of all Ordering Paragraphs (OP) are assigned to RSD staff.

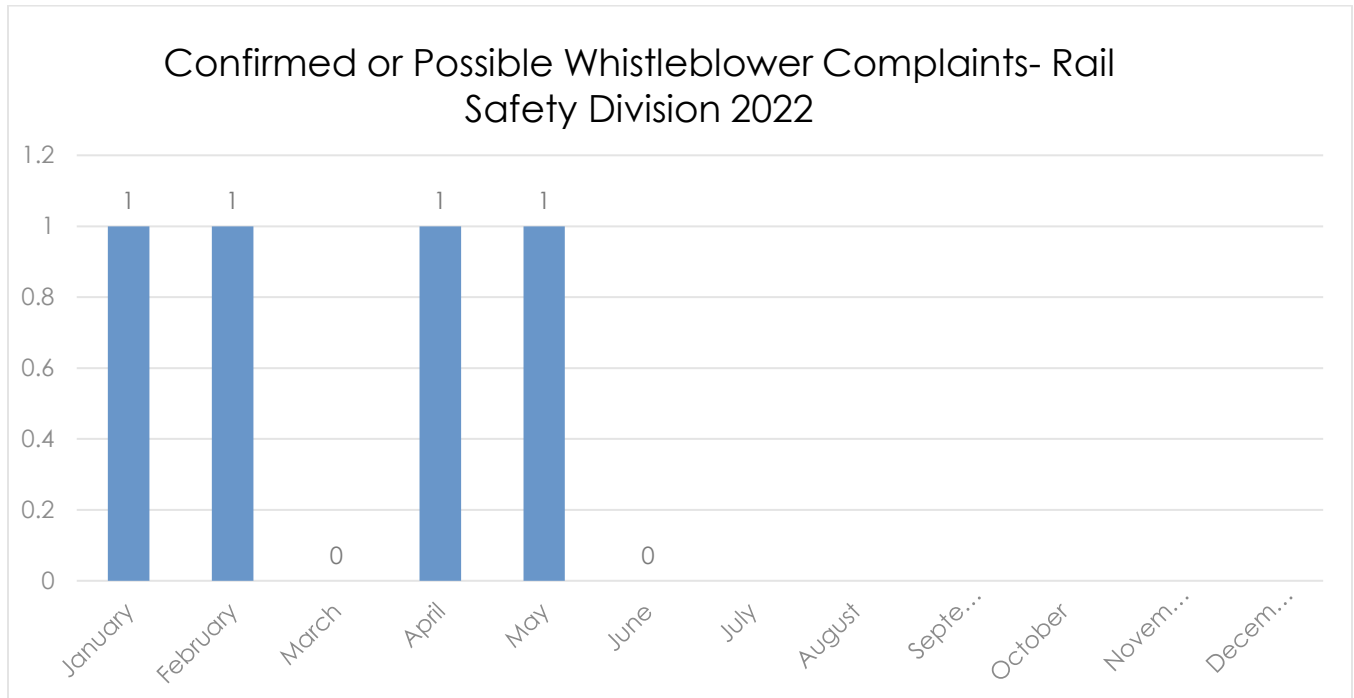


Monitoring the Whistleblower Website

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

Statistics – 1/1/2022 – 6/30/2022

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



Railroad Operations and Safety Branch - ROSB

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

Railroad Operations and Safety Branch	June-2022	YTD 2022
New Incidents Investigated	11	37
Informal Complaints Investigated	2	14
Railroad Bridge Observations	14	76
Railroad Safety Inspections	230	1534
Non-compliant conditions identified/corrected	566	4278
Operation Lifesaver Presentations	4	9

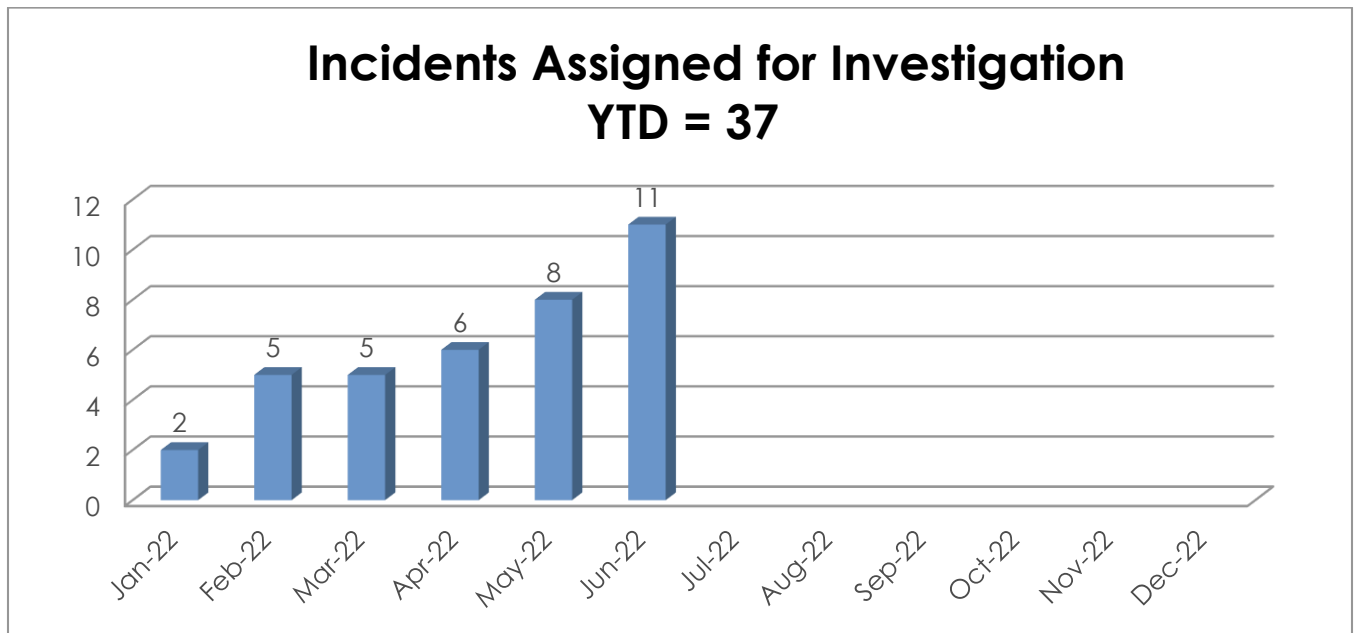
ROSB Inspection, Investigation & Field Activities

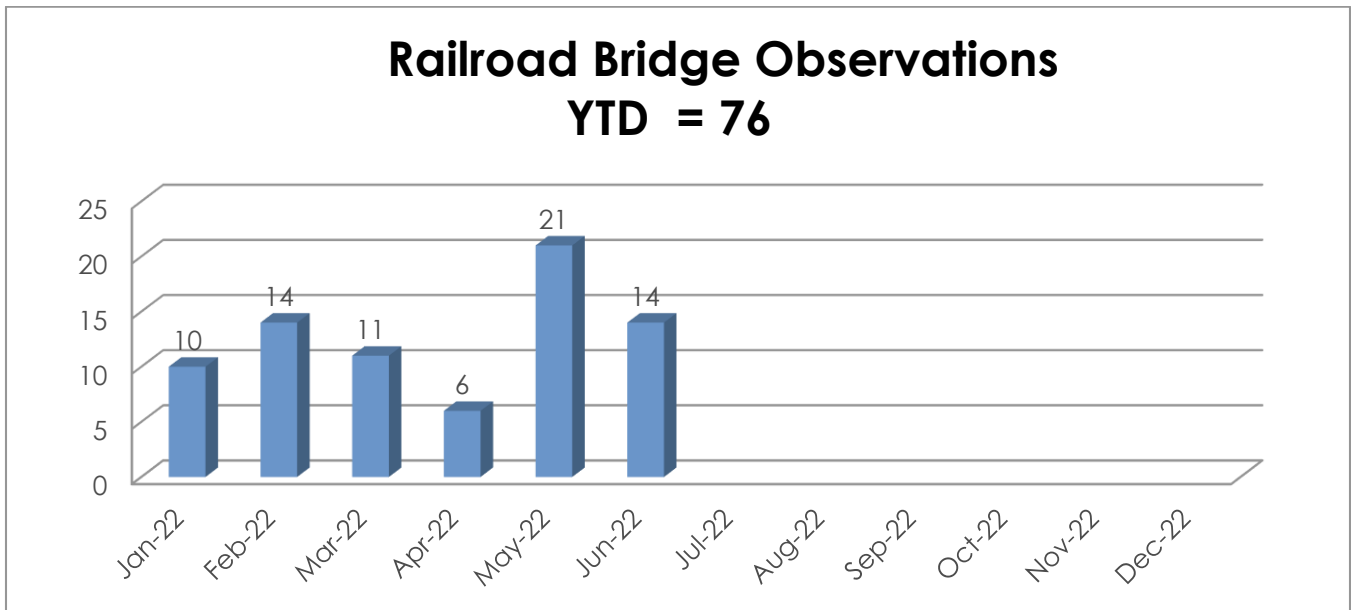
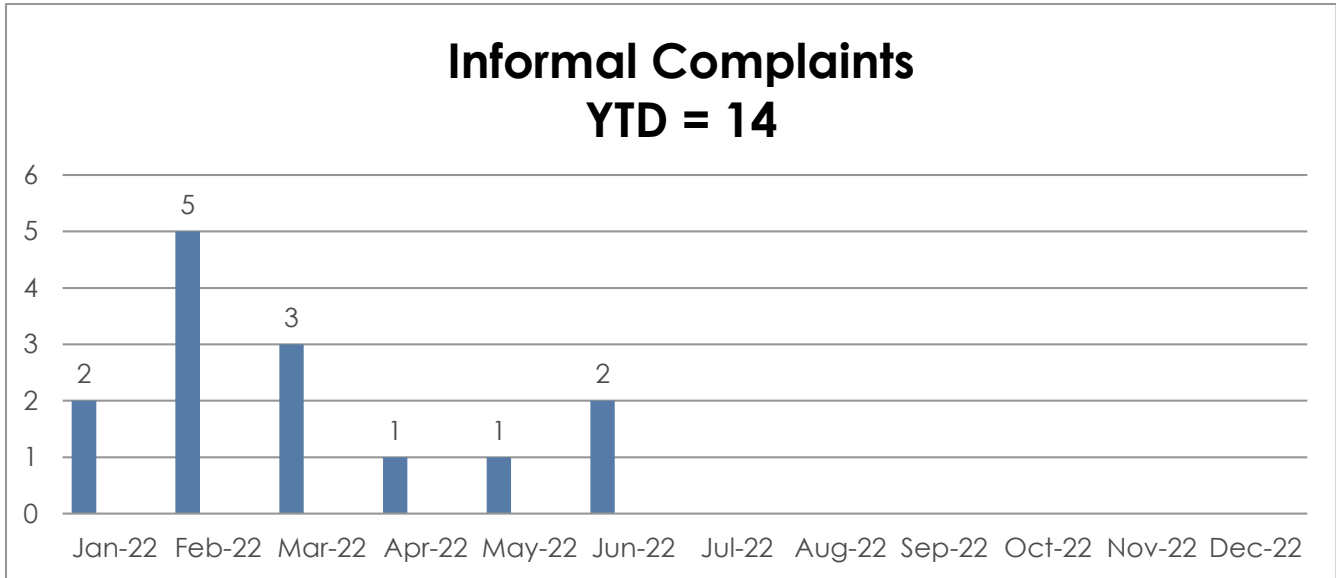
June 2, 2022: An RSD Railroad Safety Inspector performed a General Order (GO) inspection at the Union Pacific (UP) yard in Stockton. A non-compliant condition, specifically debris lying in the walkway at the east end of the yard was cited. Debris in the walkway can cause a tripping hazard and is a violation of GO 118-A which requires walkways to be maintained and provide a reasonable regular surface. The UP manager was informed of the violation who took remedial action to remove the debris and bring the walkway into compliance which was verified by a follow up inspection conducted the week of June 20th.

June 16, 2022: RSD Railroad Safety Inspectors performed an inspection at the UP yard in Dunsmuir where a non-compliant condition, specifically an excessive ballast slope at the north derail switch. The ballast was within a three-foot radius of the derail which exceeded the 1” to 8” grade and was in violation of GO 118-A. The railroad manager was notified of the violation and took remedial action to correct the situation and brought it into compliance which was verified by the inspector during a follow up inspection conducted on June 29th.

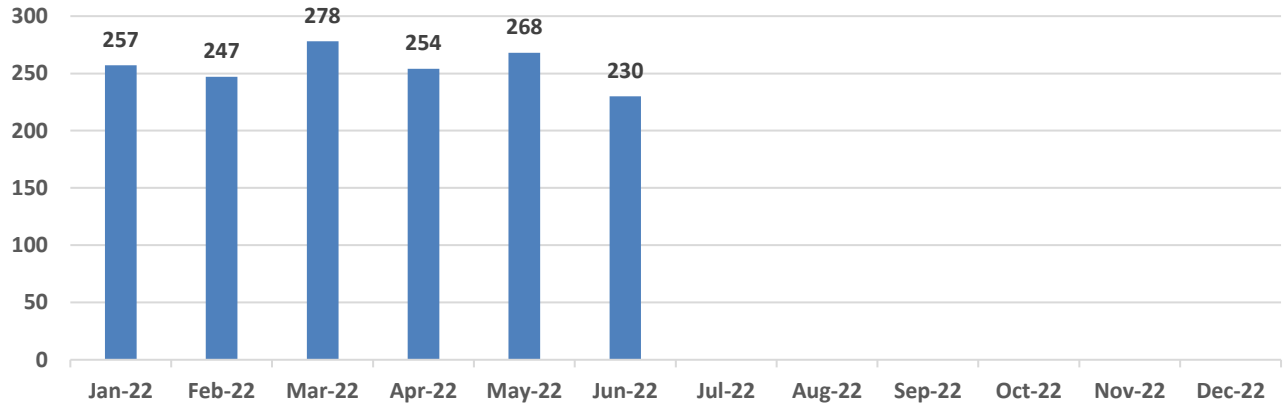
June 21, 2022: An RSD Railroad Safety Inspector performed an inspection of the UP railroad intermodal yard in Long Beach. This yard receives and departs trains that travel across the country. The inspection of the yard discovered an unlocked electronically controlled derail on track 811 where railroad employees were observed working on rail equipment. Also discovered was an unlocked electronic derail override button. Derails when used correctly provide protection to employees working on, under, and between rolling

equipment covered under 49 Code of Federal Regulation (CFR) 218. Failure to use blue signal can lead to injury or death by allowing rolling equipment to enter a track that railroad employees are working on, under, or between rolling equipment. The railroad supervisor was notified of the non-compliant condition and immediately corrected the lock out of the electronic derail bringing it into compliance as observed by the inspector.

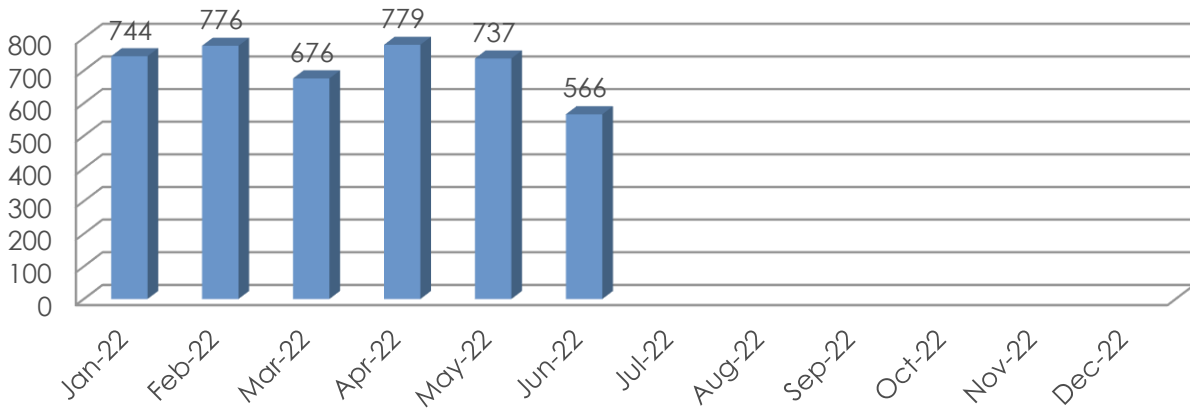


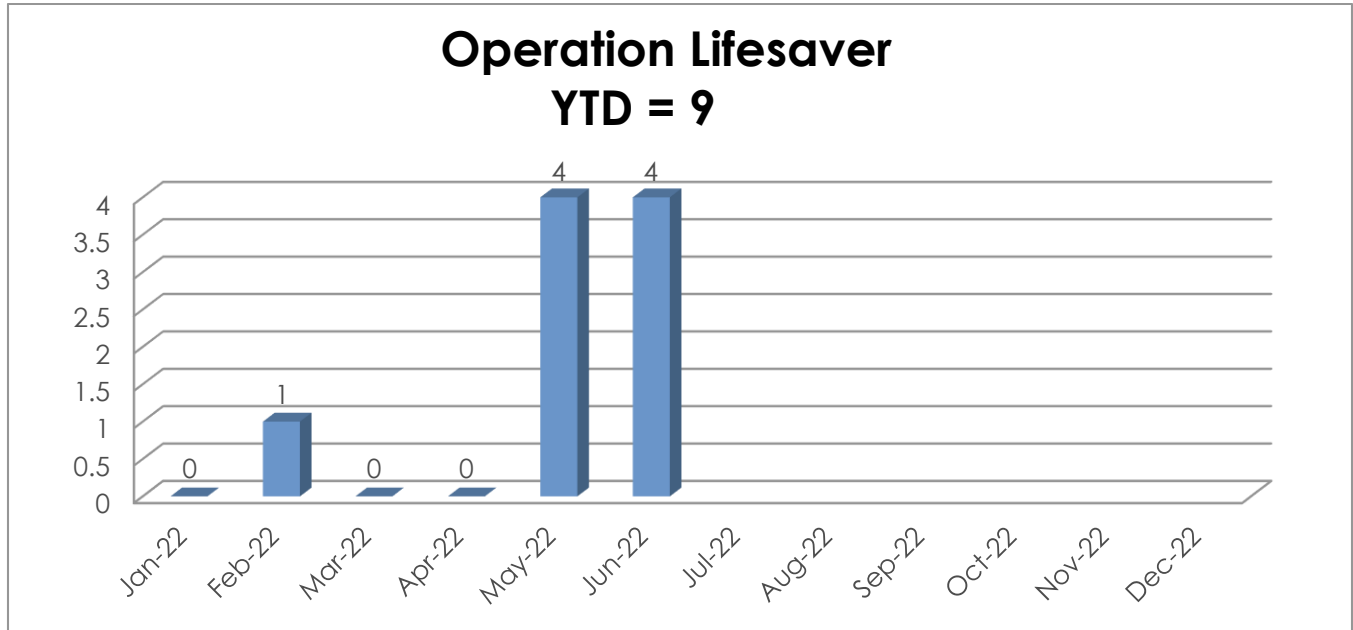


Railroad Safety Inspections YTD = 1534



Non-Compliant Conditions Identified/Corrected YTD = 4278





Crude Oil Reconnaissance Team (CORT) Monthly Report

The CORT was formed in 2014 in response to highly volatile crude oil transportation in North America. The CORT’s purpose is to monitor crude oil transported by rail into California. This report tracks CORT activities, crude oil unit trains¹ entering California each month and the type of crude oil being transported.

The CORT’s role was expanded in 2018 to include tracking ethanol unit trains entering the state and documenting the location of stored hazardous material tank cars.

Crude Oil Shipments in California							
Consignee ²	Highly Volatile (Y/N)	# Unit Trains Received June	# Unit Trains Projected July	# Unit Trains FYTD (21-22)	# Cars Received June	# Cars Projected July	# Cars FYTD (21-22)
Plains All America	N	0	0	1	0	0	100

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

² See Appendix A for descriptions of Consignees and Railroads.

Kern Oil	N	1	1	9	100	100	900
Ethanol Unit Train Shipments in California							
Consignee	# Unit Trains Received June	# Unit Trains Projected July	# Unit Trains FYTD (21-22)	# Cars Received June	# Cars Projected July	# Cars FYTD (21-22)	
Kinder Morgan (Wilmington)	17	20	171	1629	1750	16221	
Eco-Energy (Stockton)	1	1	1	108	108	108	
Pelican Renewables (Stockton)	2	2	5	220	220	550	
Storage of Hazardous Material Cars							
Railroad	Loads	Empties	Commodity	County			
Arizona California RR	112	133	LPG	San Bernardino			
Northwestern Pacific RR	0	0	LPG	Marin			
Santa Maria RR	55	167	LPG	Santa Barbara			
Sierra Northern Railway	297	77	LPG	Stanislaus			
Oakland Global Rail Enterprise	10	96	LPG	Alameda			
Yreka Western RR	0	0	N/A	Siskiyou			

Audits/Inspections/Investigations

CORT team visited new shippers in Stockton June 14-15 to conduct audit of operations and meet with facility staff and leadership.

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 110 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.

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

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

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

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

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

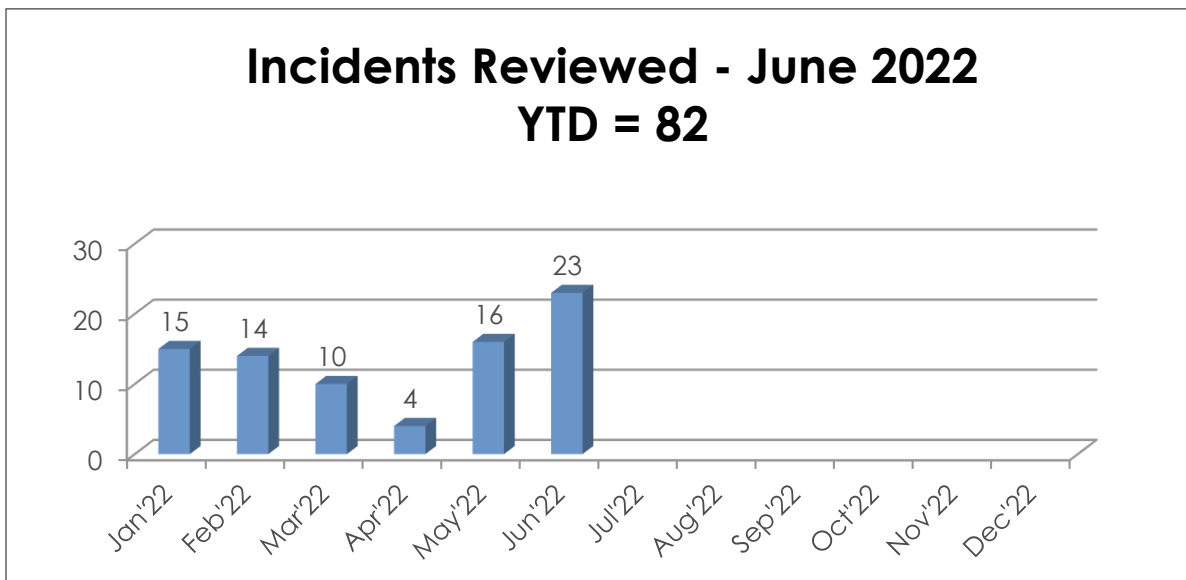
Rail Crossings and Engineering Branch - RCEB

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

	June Closed	Closed YTD
Crossing Incident Reviews	23	82
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	47	292
Proceedings, Resolutions and G.O. 88-B Reviews	7	53

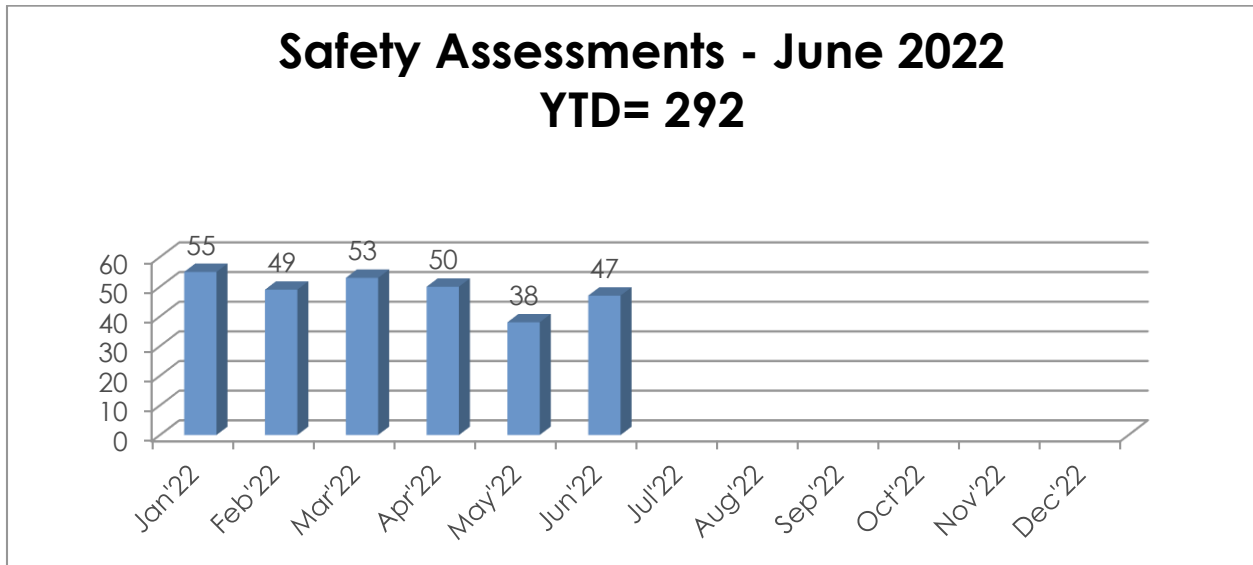
Rail Crossing Incident Investigations

In June 2022, RCEB closed 23 incidents at highway-rail at-grade crossings (crossings). These 23 incidents resulted in six injuries and two fatalities.



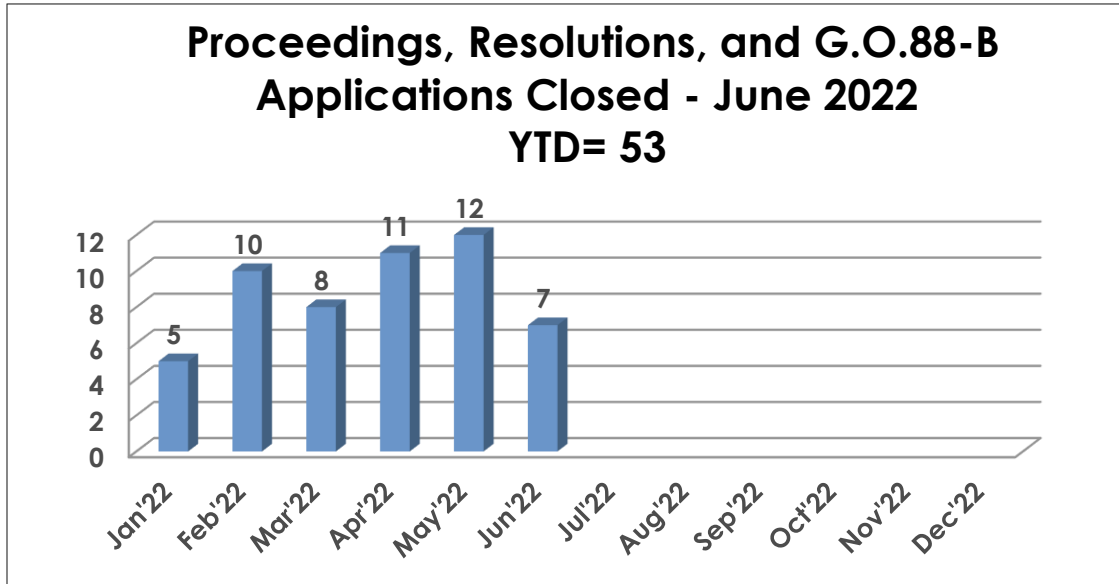
Safety Assessments, Quiet ZONES, and Reviews

In June 2022, RCEB completed 47 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 June 2022, RCEB approved seven General Order 88-B requests for authority for alteration to existing crossings.



Rail Transit Safety Branch - RTSB

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

Major Audits

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

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

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

Administrative Accomplishments

RCEB-RTSB Coordination Meeting:

On June 1, RTSB and RCEB management met to review items of common interest.

On June 23, 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 June:

- Michael Borer and John Madriaga completed the “Safety Management Systems (SMS) Principles for State Safety Oversight (SSO) Programs” course offered by the U.S. Department of Transportation’s Transportation Safety Institute (TSI). As a result of completing this last of a series of required classes, they received FTA’s “Public Transportation Safety Certification Training Program (PTSCPT)” certificate.
- Ariana Merlino completed the “SMS Principles for State Safety Oversight (SSO) Programs” course.
- Eric Madero completed the “Transit System Security” course offered by TSI, and as a result received FTA’s “Transit Safety and Security Program (TSSP)” certificate.
- Samuel Herroz completed the “Transit Rail System Safety” course offered by TSI, and as a result received both the TSSP and PTSCPT certificates.
- Michael Warren completed the “Roadway Worker Protection” training provided by the North [San Diego] County Transit District.
- Jimmy Xia completed the “Roadway Worker Protection” training provided by the San Francisco Municipal Transportation Agency.

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.

FTA-SSOA Quarterly Virtual Meeting:

On May 18, RTSB management participated in the quarterly virtual meeting the Federal Transit Administration (FTA) holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.

General Order and Resolution Activity

Proposed Revision to GO 143-B:

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

RTA Ongoing Projects

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

Bay Area Rapid Transit – BART

Communications Based Train Control (CBTC):

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

Staff provided comments for SHA and BART addressed the comments. Staff attended the first SSRC meeting on June 28. Project is in preliminary design for Phase 1 – ATS upgrade at OCC.

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 has submitted their SSCVR for this phase on July 8th, 2022 and is undergoing staff review and verification. HMC Phase II has the East Vehicle Storage Yard re-design at 60% completion and anticipates having 90% design by July 2022.

Traction Power System Improvements Project (TPSIP):

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

Resolution (ST-239) on July 16, 2020. Civic Center and Montgomery Street stations are under construction. East Bay sites design conformance checklists are completed.

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. Project is approaching 90% design completion. SCP revision 1 was approved in May 2022.

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 344 new cars were approved as of June 2022.

Los Angeles County Metropolitan Transportation Authority – LACMTA

P3010 New Vehicle Procurement Project:

All 235 new P3010 Light Rail Vehicles (LRV) have been delivered to LACMTA from Kinkisharyo International, the vehicle manufacturer. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future Crenshaw/LAX line currently under construction. The P3010s have state of the art technology and upgrades to improve the passenger experience. As cars are prepared for service, staff will recommend official approval to RTSB management after in person review of the Car History Books (testing documentation). Overall, 40 LRVs remain to be accepted by LACMTA and approved by RTSB management. To date, RTSB management has certified for revenue service 195 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 May-June 2022, LACMTA sent conditional approval documentation for 6 more vehicle which also has the new communication system. In total, LACMTA has sent documentation for 20 vehicles with 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. The first set of married pair vehicles will be delivered to LACMTA for testing and evaluation in August of 2022 instead of June of 2022. The delay is due to the pandemic impacting progress at both the Springfield assembly site and the Changchun, China manufacturing site.

No Updates.

Regional Connector Project:

The Regional Connector Transit Corridor (RCTC) Project is a below-grade, 1.9-mile, dual-track light rail system that will extend the existing A Line (formerly Blue Line) from the 7th/Metro Station to the existing L Line (formerly Gold Line) in the Little Tokyo area of Los Angeles. The new RCTC link will allow passengers to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. The RCTC will contain three new subway stations. The contractor, Regional Connector Constructor (RCC) intends to turn over different system elements at different times to Metro once they are ready, instead of turning over everything at once. The goal is to optimize scheduling.

Emergency drills (aka Full-Scale Exercises) are anticipated to start in late August 2022. The guideway, traction power, and train control are anticipated to be informally turned over to Metro the weekend of June 25-26, which means that guideway access will be handled through Metro Track Allocation process instead of through the contractor.

D Line (Westside) Extension Project:

LACMTA is extending the D (formerly Purple) Line from the current terminus at Wilshire/Western station for nine miles to Westwood Veteran's Administration Hospital. This extension will consist of approximately 9 miles of heavy rail subway with seven new stations and is separated into 3 different projects/segments, PLE1, PLE2, PLE 3. The project is funded mostly by Measure R, Measure M and federal grants. Section 1 is forecast to open in 2024, Section 2 in 2025 and Section 3 in 2027. Travel time

between Westwood and downtown L.A. is expected to take about 25 minutes. The design build contractor for Segment 1 is STS (a joint venture of Skanska, Traylor, Shea). The design build contractor for Segment 2 is TPOG (a joint venture of Tutor Perini and O&G). Tutor Perini is also the design build contractor for Segment 3 tunneling and stations.

No Updates.

MGLFECA Foothill Extension Phase 2B:

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

No Updates.

Crenshaw/LAX Corridor Project:

LACMTA is constructing a new Light Rail Transit (LRT) line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The project consists of Segments A, B1, B2, and C. Substantial completion of Segments A-B occurred on March 12, 2021. Now the AMC (Airport Metro Connector) Station is under construction in Segment A; it will connect to the future LAX APM. To avoid the construction zone but allow revenue service, there are preparations underway for a turnback operation north of the AMC Station. Substantial completion of Segment C occurred in June 2022. Now that the entire alignment is substantially completed, pre-revenue operations are anticipated to start no later than August 1, 2022.

On 6/21-6/23 and 6/27, CPUC staff met LACMTA and contractor staff to conduct the highway grade crossing automatic warning system and traffic preemption tests. The tests were witnessed by staff from

CPUC, COI, and LADOT. The tests did not finish and will resume in July 2022. During the tests, CPUC identified new open items at various crossings that LACMTA must address.

New A Line Project:

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

At Willowbrook/Rosa Parks Station, LACMTA would like to convert the northern emergency exit grade crossing to a public crossing. On 5/16/22 there was a virtual meeting between LACMTA and CPUC staff to discuss this proposal and a field diagnostic meeting is scheduled for 7/12/22. Testing for the yard control upgrades is anticipated to start the weekend of 7/16/22-7/15/22 and continue into 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 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. 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. Forecast Revenue Service Date is June 2028.

No Updates.

West Santa Ana Branch Transit Corridor Project:

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

mile Slauson/A Line to Pioneer route was also approved as the Locally Preferred Alternative (LPA) for the project’s initial segment between Artesia and Downtown Los Angeles.

No Updates.

Los Angeles World Airports – LAWA

LAWA Automatic People Mover Project:

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

Project staff informed that Car 1 was shipped from the Alstom facility in Pittsburgh, PA on 6/2/22, and Car 2 was shipped on 6/13/22.

Orange County Transportation Authority – OCTA

OC Streetcar Project:

The OC Streetcar (OCSC) project consists of 4.15 miles of track between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The project includes 10 stations along the alignment and the procurement of 8 Siemens S700 LRVs. The project is currently under construction. On March 4, 2022, Walsh Construction, the contractor on OCSC project, filed a lawsuit against OCTA alleging that the project breached the agreement governing the scope of work, citing numerous alleged failings on OCTA’s part including neglecting to pay the company more for, or extending deadlines to accommodate, added work on the project. Walsh Construction is asking for at least \$50 million in damages because of the contract violations.

Embedded track between Bush Street and French Street, on 4th Street, was completed and reopened to traffic on 6/8/2022. 87% of all OCS foundations complete, 82% of OCS poles installed. Santa Ana River Bridge deck and plinths complete. LRV 1 has had its Factory Acceptance Inspection and has 13 punch list items outstanding with vehicle closeout anticipated for mid-August. Station construction work continues Westbound stations at French, Sycamore, Ross, Flower, Harbor, and Eastbound Stations at Bristol, Sycamore, and French.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

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

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 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 6/2023. Safety Certification Plan is in development and plans and specifications have been submitted.

San Diego Metropolitan Transit System – SDMTS

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.

Staff granted permission in May for three additional SD10's to enter revenue service. To date, 12 out of 44 cars are in revenue service operation.

No Updates.

Santa Clara Valley Transportation Authority – SCVTA

BART Silicon Valley (BSV) Phase II:

This BSVII is an approximately 6-mile extension of the BART system from the Berryessa/North San Jose Station through downtown San Jose in an approximately 5-mile long single-bore tunnel terminating in Santa

Clara near the Santa Clara Caltrain Station. The Phase II project includes three stations in the City of San Jose (Alum Rock/28th, Downtown San Jose and Diridon Stations), one station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility. The project Safety and Security Certification Plan (SSCP) was originally Commission approved under resolution ST-83 on February 15, 2007, for the entire 16 miles extension but SCVTA Board divided the project into two phases. The BART's Silicon Valley Berryessa extension (phase I) was placed in revenue service on June 13, 2020. On June 16, 2021, Staff received the project SCP for the phase II, and CPUC approval was sent on August 17, 2021, approving the SCP. This project is under preliminary design phase and staff continues to attend the FTA Project Management Oversight Contractor (PMOC) meetings, Safety and Security Review Committee (SSRC) meetings, Fire Life Safety and Security Committee (FLSSC) meetings. Revenue Service Date is scheduled to be 3/31/2031.

Contract Package 1 (CP1) Systems – RFP Draft C released on 4/15/2022. The final RFP is anticipated to be issued in 4th quarter of 2022.

Contract Package 2 (CP2) Tunnel & Trackwork – Contract execution anticipated to be 6/3/2022. LNTP being finalized, anticipated to be issued 6/10/2022.

Contract Package 3 (CP3) Newhall Yard and Santa Clara Station – RFP Revision B (pre-final/draft) released 5/20/2022. RFP Revision 0 (final) release date TBD.

Contract Package 4 (CP4) Stations – Reissue RFQ tentative date January 2023. Issue RFP Revision 0 tentative date August 2023. Development of technical documents continue in support of other Contract Packages.

Eastridge to BART Regional Connector:

The Eastridge to BART Regional Connector (EBRC) will add 2.4 miles of double track light rail along Capitol Expressway in San Jose. This segment extends the SCVTA light rail system from the Alum Rock station to Eastridge Transit Center, entirely within the City of San Jose. The alignment traverses through a mixture of residential, commercial, industrial, and undeveloped areas. The proposed light rail alignment consists of an elevated guideway to the side and in the median of Capitol Expressway on retained earth and structure. There are no new at-grade automobile crossings, but there will be two pedestrian at-grade crossings at Eastridge Station. Resolution ST-88 dated May 24, 2007, grants SCVTA's request for approval of its Capitol Expressway Light Rail Safety and Security Certification Plan (SSCP) dated March 2, 2007. SCVTA recently submitted an updated SSCP dated January 31, 2020. Staff reviewed and approved the SSCP on July 10, 2020. The project has almost completed preliminary engineering design phase and Utility relocation is occurring currently. Staff awaits to attend future meetings related to this project.

No Updates.

Light Rail Signal Priority Detection Upgrades Project:

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

No Updates.

San Francisco Municipal Transportation Agency – SFMTA

Central Subway Project (CSP):

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

SFMTA intends to issue the SCVR on or about 9/1/22 before revenue service starts on or about 10/1/22. They anticipate pre-revenue to start towards the end of July 2022. Currently, they have been training operators on the alignment.

LRV4 Procurement to Expand and Replace the Rail Fleet:

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

On 5/10/2022, RTSB staff sent a letter to authorize SFMTA to place two LRV4 cars (2073 & 2075) into revenue service soon. Currently, SFMTA has 74 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 has begun for the L Taraval Improvement Project, and it 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. All these changes will make Taraval more inviting for everyone that uses it.

To minimize disruptions during construction and maximize flexibility, the project is split in two construction segments that will overlap. During various times, there will be bus substitutions for the L Taraval so that crews can work on the rails and infrastructure beneath them.

Segment A: San Francisco Zoo to Sunset Boulevard was completed in July 2021.

Segment B: Sunset Boulevard to West Portal – Construction began in early 2022 and will continue through fall 2024.

On March 30, 2022, RTSB staff conducted a field survey of the SFMTA L Taraval Improvement Project sites. Staff observed new concrete boarding islands, repaved surface, a transit only lane, and landscaping elements along Segment A of the project. Staff observed evidence of construction work in progress along Segment B including staging areas for new boarding islands and traffic signals. Staff will continue to monitor the construction progress of the remainder of the project by conducting similar surveys on a periodic basis until the project is completed.

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.

From July 11 through 31, 2022, Segment B construction will focus on replacing water and sewer lines.

Appendices

GENERAL DEFINITIONS

Corrective Actions Plans

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

Accident Investigations

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

Monthly RTSB Data

Statistics Summary

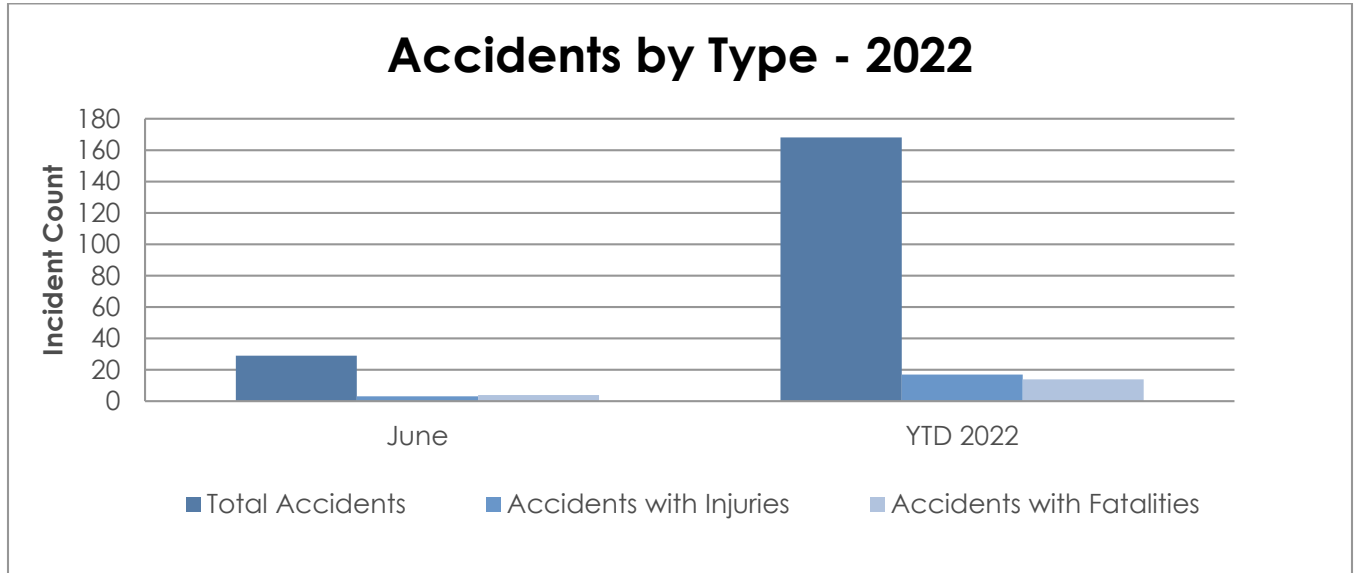
Table 1. Investigation & CAP Data

Investigations	June 2022	YTD 2022
Accidents Reported	29	168
Accident Investigations Closed	42	173
Complaints Investigated	0	3
Rail Transit Inspections	37	207
Triennial Review	1	3
Corrective Action Plans	June 2022	YTD 2022
New Corrective Action Plans	55	163
From Triennial Review	0	0
From Incidents	17	41
From Internal Safety/Security Audits	8	9
From Rail Transit Inspections	30	107
From Hazard Management	0	6
Closed Corrective Action Plans	26	148
From Triennial Review	0	4
From Incidents	6	19
From Internal Safety/Security Audits	2	6
From Rail Transit Inspections	18	119
From Hazard Management	0	0

Data collected from RSSIMS

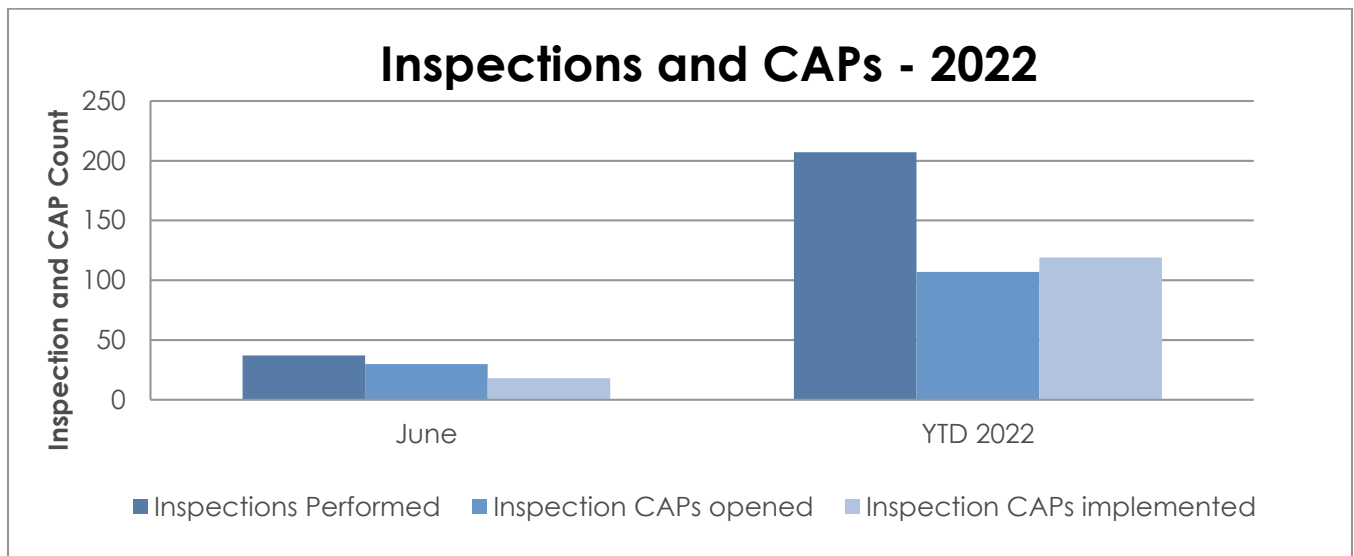
Ongoing Data / Trends

Table 2. Accidents by Type



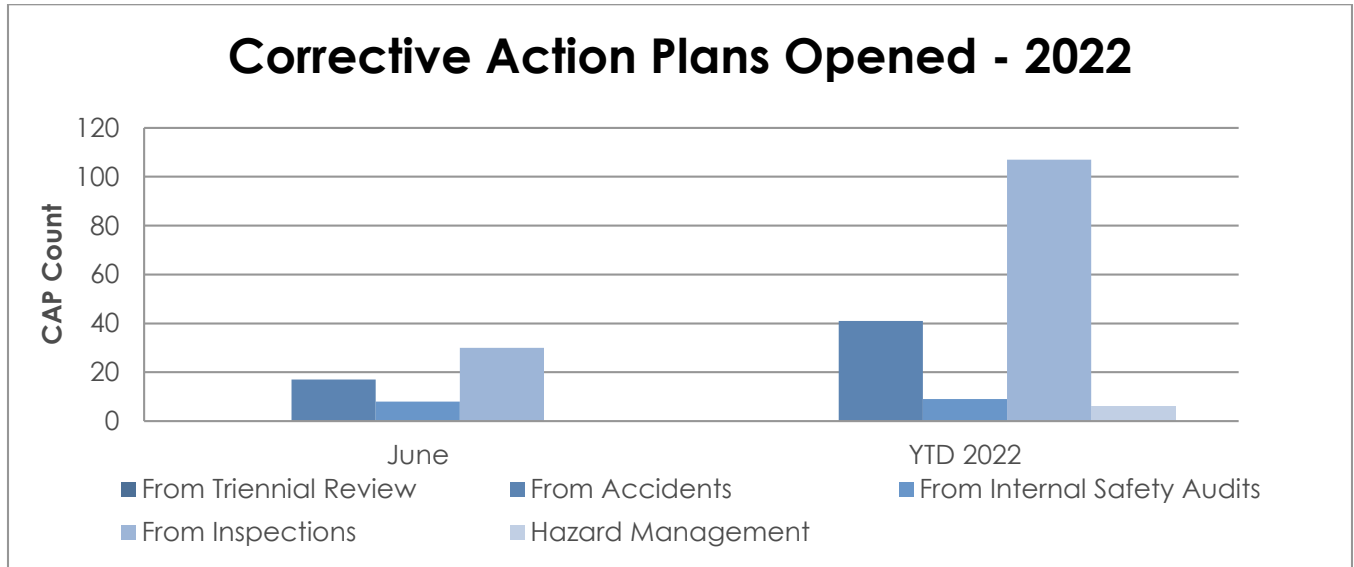
Data collected from RSSIMS

Table 3. Inspections & CAPs



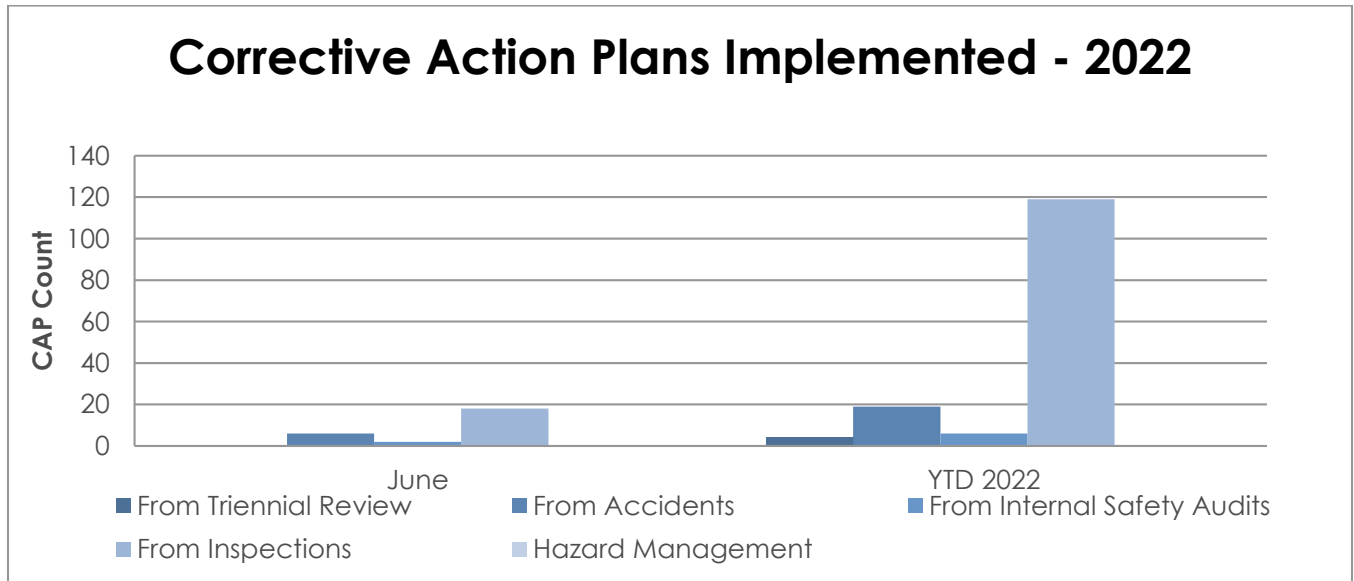
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS