

Monthly Performance Report – May 2022

RAIL SAFETY DIVISION

June 28, 2022



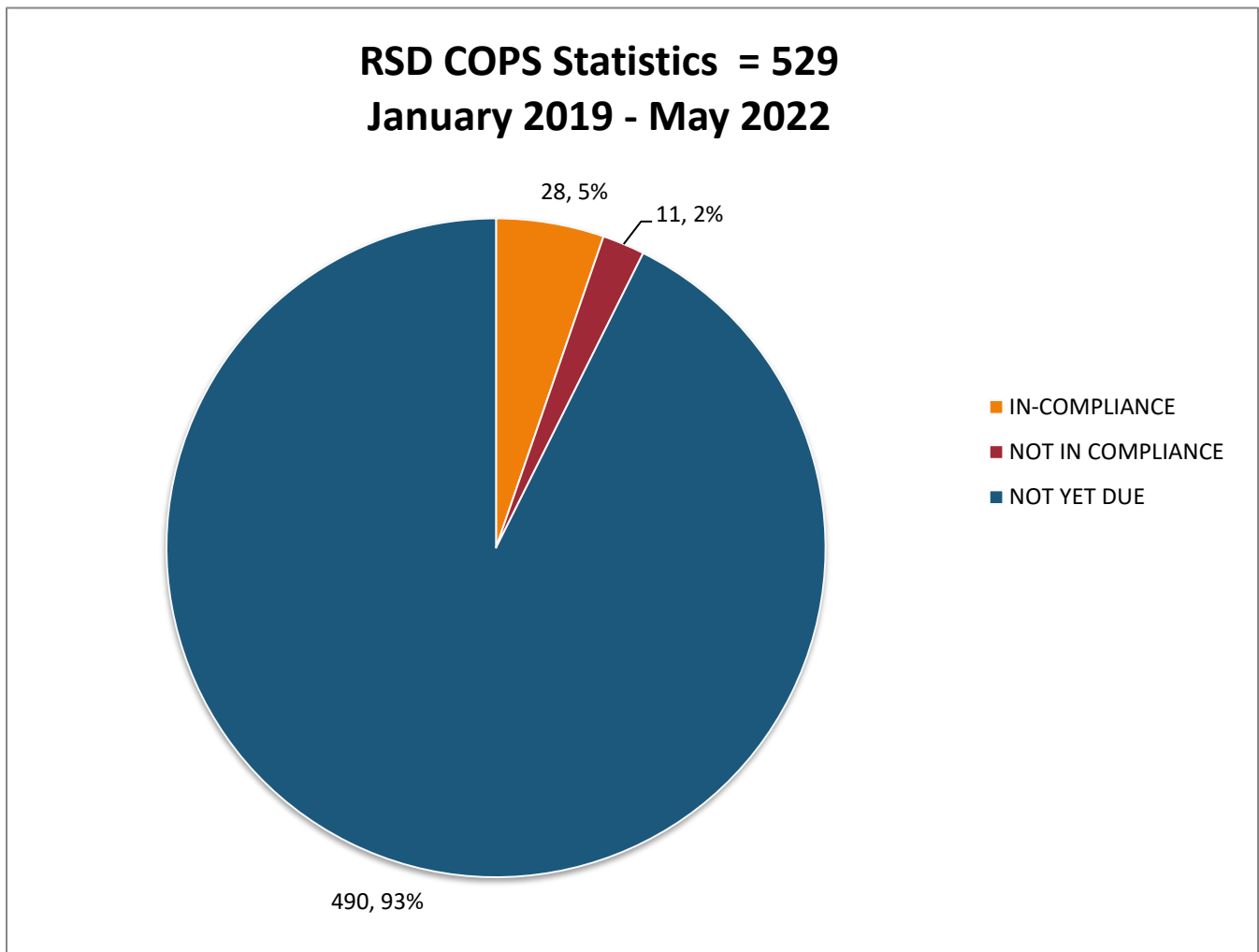
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through May 31, 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 – 5/31/2022

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



Railroad Operations and Safety Branch - ROSB

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

Railroad Operations and Safety Branch	May-2022	YTD 2022
New Incidents Investigated	8	26
Informal Complaints Investigated	1	12
Railroad Bridge Observations	21	62
Railroad Safety Inspections	268	1304
Non-compliant conditions identified/corrected	737	3712
Operation Lifesaver Presentations	4	5

ROSB Inspection, Investigation & Field Activities

May 2, 2022: An RSD Railroad Safety Inspector performed an inspection of Union Pacific (UP) tracks in Roseville to verify compliance with CPUC General Orders (GOs). The inspector observed debris in the walkways of several areas along the tracks. The debris found included air hoses, cables, wheel brakes, wood scraps & garbage bags. These conditions create tripping hazards for train crews, employees, and other persons using the walkways. CPUC GO 118-A requires that walkways to be unobstructed and free of debris.

The RSD inspector immediately notified UP management of the non-complying conditions and issued an inspection report. The UP manager committed to remediating the conditions and a follow-up inspection that afternoon verified that the conditions had been corrected and brought into regulatory compliance.

May 11, 2022: An RSD Railroad Safety Inspector performed an inspection at the UP ICTF Intermodal Rail Terminal in Long Beach to verify compliance with federal railroad freight equipment safety regulations.

The inspector identified several non-complying conditions which included a cracked coupler knuckle. A cracked knuckle can lead to a break and cause an unintentional separation of equipment while in route that could lead to a derailment. The inspector discovered a total of 13 non-complying conditions and recommended two civil penalties to UP for defective conditions on a train that had been previously released for service by the railroad.

The inspector immediately notified UP management of the non-compliant conditions and issued an inspection report. UP corrected the conditions before the train departed as was verified by the inspector.

May 12, 2020: RSD Railroad Safety Inspectors performed an inspection of the Central California Traction Company (CCT) port facility in Stockton to verify compliance with state and federal rail safety regulations. During the inspection a total of 34 defects were noted, 30 for track, three for hazardous materials, and one for motive power and equipment.

Most track defects noted were due to missing hardware at switch locations including loose, worn, or missing bolts. These conditions are not in compliance with 49 Code of Federal Regulations (CFR) 213.135 which requires that all bolts be properly tightened and secured to avoid a derailment.

The hazardous materials defects were all due to the required markings on the side of a tank car identifying the hazardous materials were illegible. This condition is not in compliance with 49 CFR 173.31 which requires that the markings on all tank cars be legible.

The motive power and equipment defect were from two rail cars discovered waiting for transit with a set of thin wheel flanges that did not meet the minimum standards of 49 CFR 215.103 which states a railroad may not place or continue in service a car if a wheel flange on the car is worn to a thickness of 7/8 of an inch, or less, at a point 3/8 of an inch above the tread of the wheel. Failure to comply with this regulation poses a potential threat due to the thickness of the wheel flange which could result in a derailment.

All defects were documented and reported to railroad management immediately and inspectors verified that all defects were corrected and that hazardous material car markings on the tank car were clearly identified before departing the facility.

May 17, 2022: RSD Railroad Safety Inspectors performed an inspection of freight equipment at the BNSF Yard in Pittsburg to verify compliance with state and federal rail safety regulations.

An inspection of fifty freight cars was performed and the inspectors discovered seventeen defective conditions on twelve cars. Five defects were non-compliant with 49 CFR Part 215 – Railroad Freight Car Safety Standards and twelve defects were non-compliant with 49 CFR Part 231 – Railroad Safety Appliance Standards. The inspectors notified BNSF management of the defects and the cars were removed from service so that the appropriate repairs could be made and verified by the inspectors before the cars were returned into service.

May 17-18, 2022: RSD Railroad Safety Inspectors in conjunction with FRA inspectors inspected tank cars in the UP and BNSF yards in Pittsburg and Crockett to verify compliance with state and federal rail safety regulations.

Hazardous materials inspections of tank cars included:

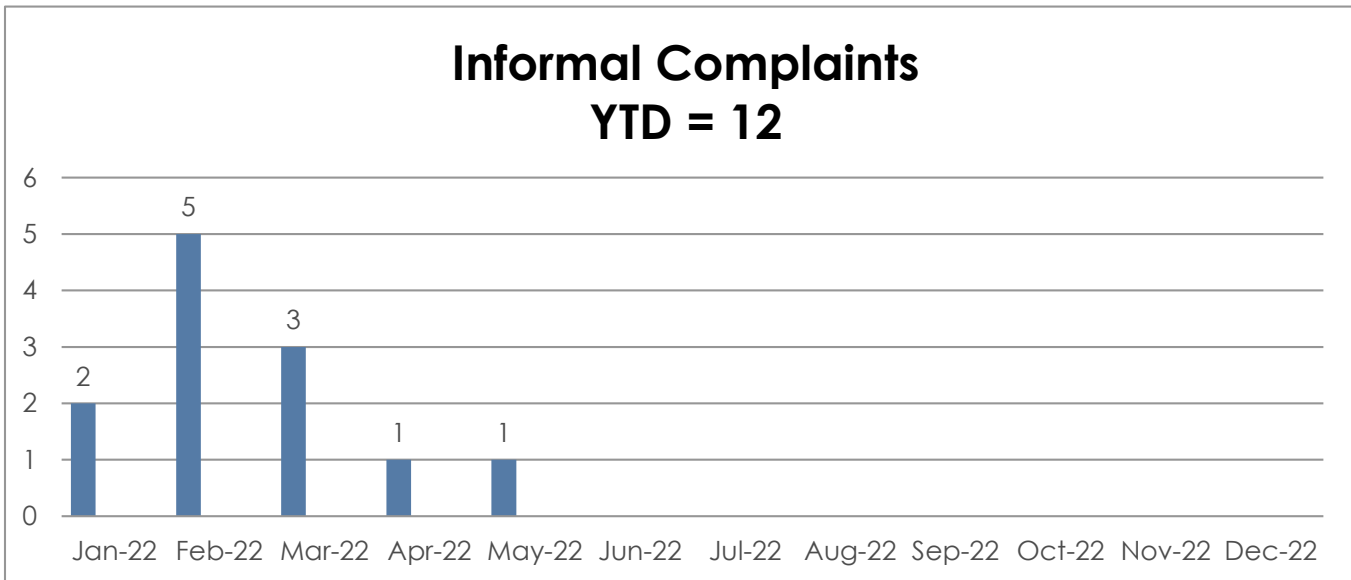
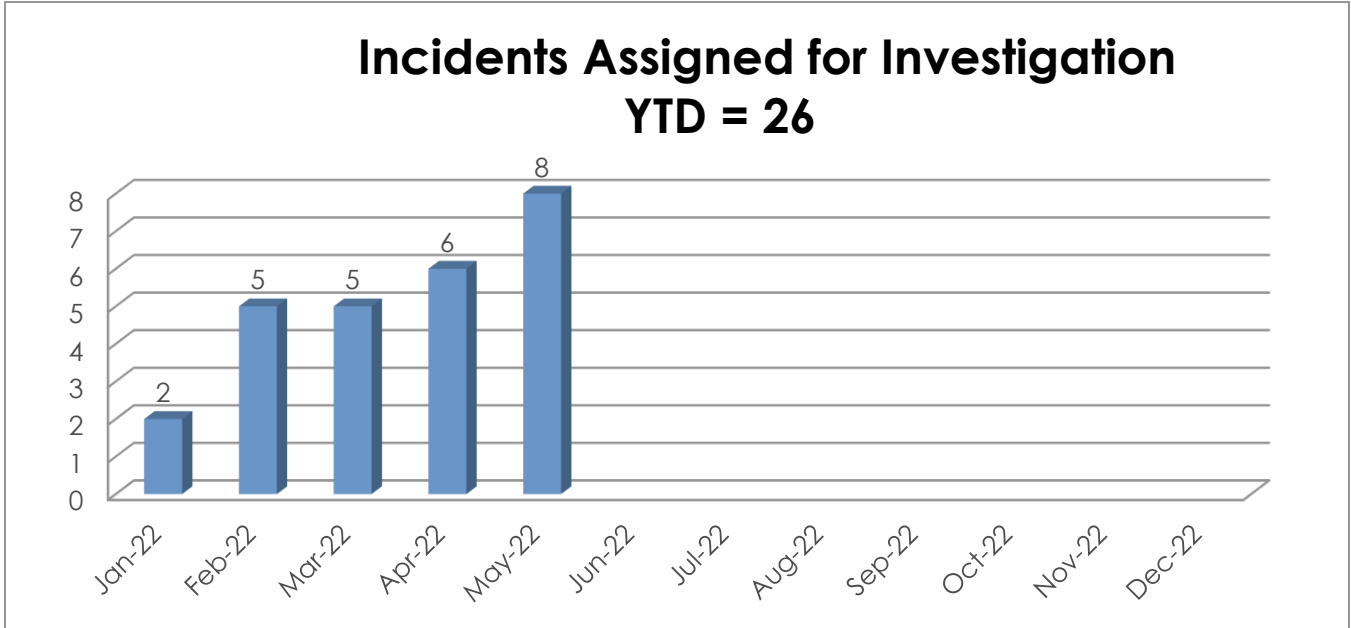
- Inspecting the tank shell and heads for such conditions as (but not limited to) abrasion, corrosion, cracks, dents, distortions, and defects in welds.

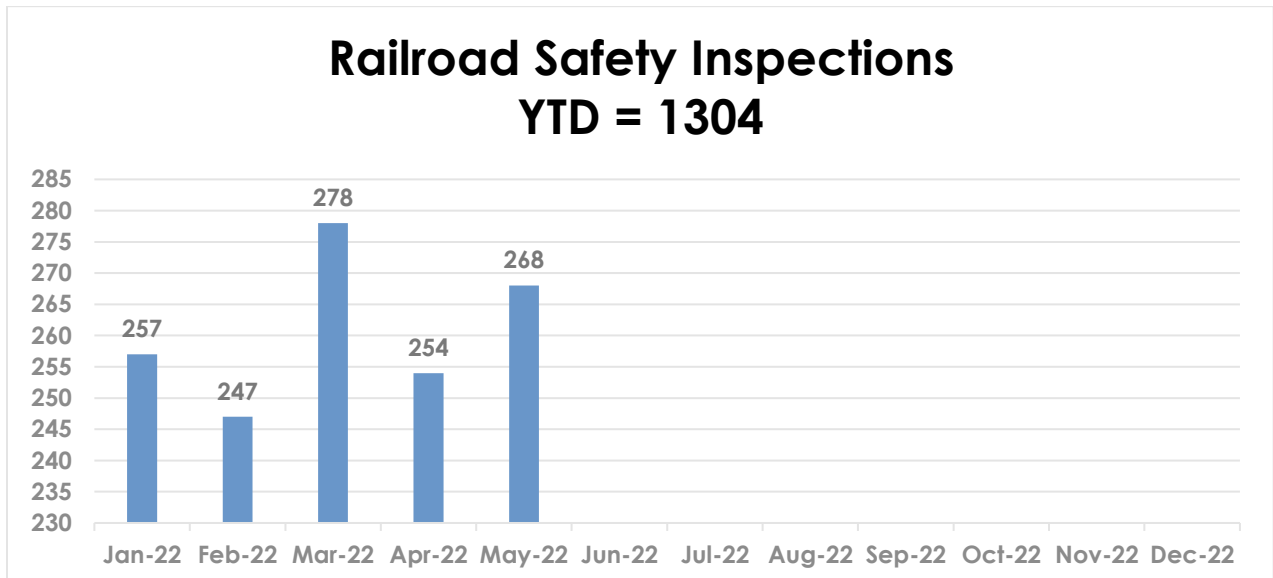
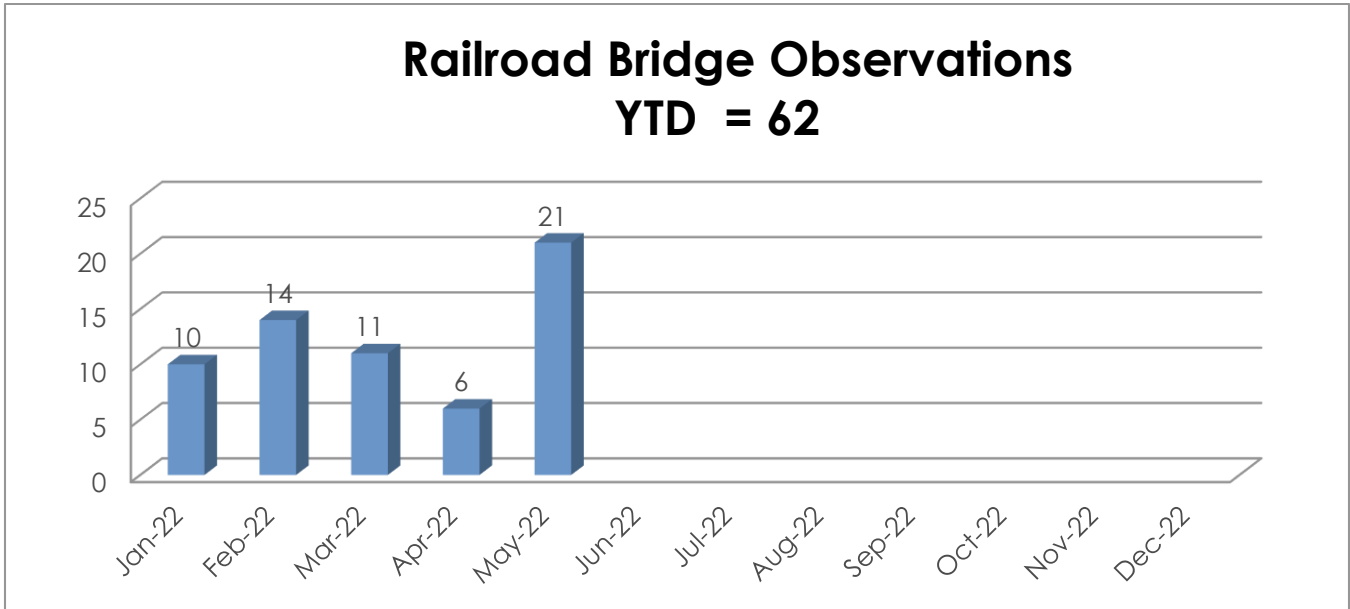
- Inspecting the piping, valves, fittings, and gaskets for corrosion, damage, or any other condition that would make the tank car unsafe.
- Ensuring that there are no missing or loose nuts or bolts.
- Ensuring that all closures and fastenings on the tank car are secure.
- Inspecting protective housings, and machining sure that they are secured.
- Inspecting the pressure relief device for corrosion or other damage.
- Inspecting the external thermal protection system, tank-head puncture resistance system, coupler vertical restraint system, and bottom discontinuity protection for any conditions that would make the tank car unsafe.
- Ensuring that the required markings on the tank car are present and legible.
- Ensuring that the periodic inspection date markings and test intervals are within the prescribed intervals.
- Ensuring that tank car closures are in tool-tight condition to prevent hazmat release under normal transportation conditions.

Non-complying conditions for tank cars were found in each yard and reported to the UP and BNSF managers for correction. Tank car violations documented in the inspector’s report were as follows:

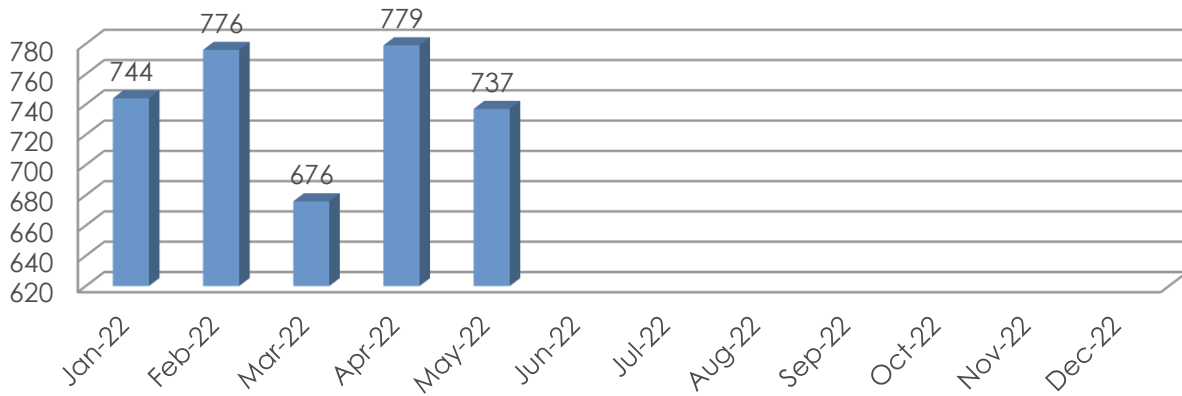
- 49 CFR 172.330(A)(1)(I): *“Display UN Numbers on each side and each end.”*: Ten (10) occurrences.
- 49 CFR 172.330(C): *“Legibly marked NON-ODORIZED or NOT-ODORIZED near the marked Proper Shipping Name.”*: Four (4) occurrences.
- 49 CFR 172.332(C)(1): *“Placard Number, Location, Size and Appearance.”*: Two (2) occurrences.
- 49 CFR 172.508(B): *“Providing and Affixing Placards.”*: Eight (8) occurrences.
- 49 CFR 172.516(C)(6): *“Placard Visibility.”*: Thirteen (13) occurrences.
- 49 CFR 173.31(D)(1)(IV): *“To ensure all Closures are properly secured.”*: Two (2) occurrences.
- 49 CFR 173.31(D)(1)(IX): *“Inspection of Tank Car for required markings on the Tank Car for legibility.”*: Two (2) occurrences.
- 49 CFR 231.138(A)(1)(I): *“Top Operating Platform Continuous Barrier not provided at opening without side ladders.”*: Five (5) occurrences.

The UPRR and BNSF managers took remedial action to address and remedy all the non-compliant conditions as was verified by the inspectors.

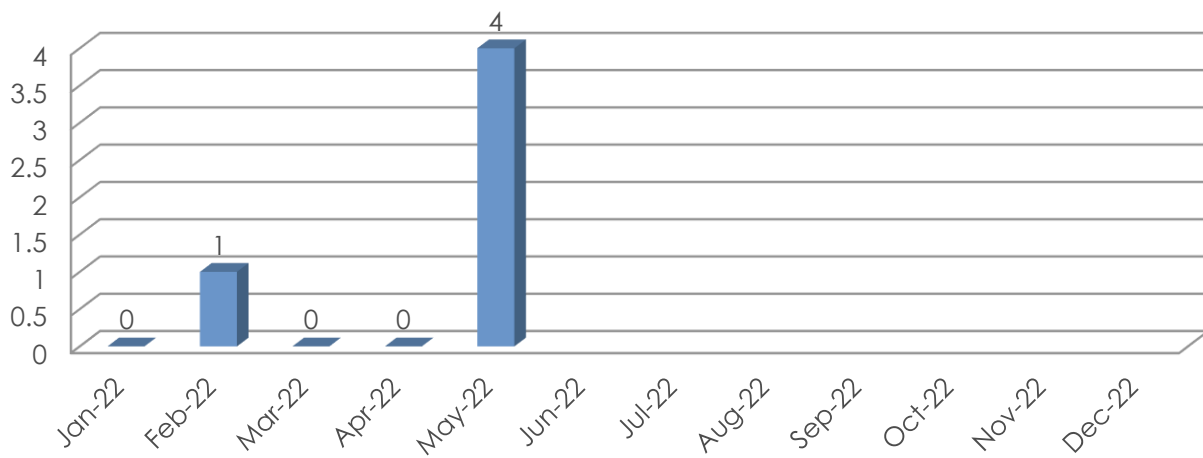




Non-Compliant Conditions Identified/Corrected YTD = 3712



Operation Lifesaver YTD N = 5



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 May	# Unit Trains Projected June	# Unit Trains FYTD (21-22)	# Cars Received May	# Cars Projected June	# Cars FYTD (21-22)
Plains All America	N	0	0	1	0	0	100
Kern Oil	N	1	1	9	100	100	900
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received May	# Unit Trains Projected June	# Unit Trains FYTD (21-22)	# Cars Received May	# Cars Projected June	# Cars FYTD (21-22)
Kinder Morgan (Wilmington)		13	22	154	1252	2200	14922
NuStar Energy (Selby)		0	0	0	0	0	0
Pelican Renewables		3	2	3	292	200	292
Storage of Hazardous Material Cars							
Railroad		Loads	Empties	Commodity	County		
Arizona California RR		0	256	LPG	San Bernardino		

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

² See Appendix A for descriptions of Consignees and Railroads.

Fillmore and Western RR	0	0	N/A	Ventura
Northwestern Pacific RR	10	10	LPG	Marin
Santa Maria RR	69	162	LPG	Santa Barbara
Sierra Northern Railway	176	164	LPG	Stanislaus
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).

Pelican Renewables is an ethanol facility in Stockton, San Joaquin County. This company receives unit trains from both the Union Pacific Railroad and the BNSF Railroad.

Hazardous Material Car Storage Locations

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

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

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

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

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

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

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

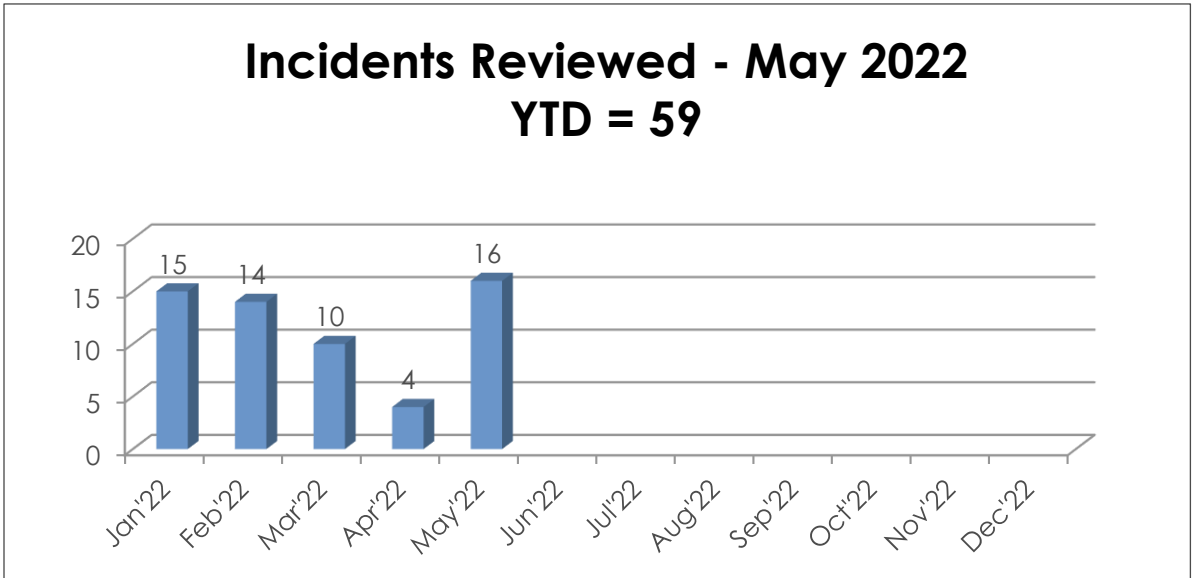
Rail Crossings and Engineering Branch - RCEB

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

	May Closed	Closed YTD
Crossing Incident Reviews	16	59
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	38	245
Proceedings, Resolutions and G.O. 88-B Reviews	12	46

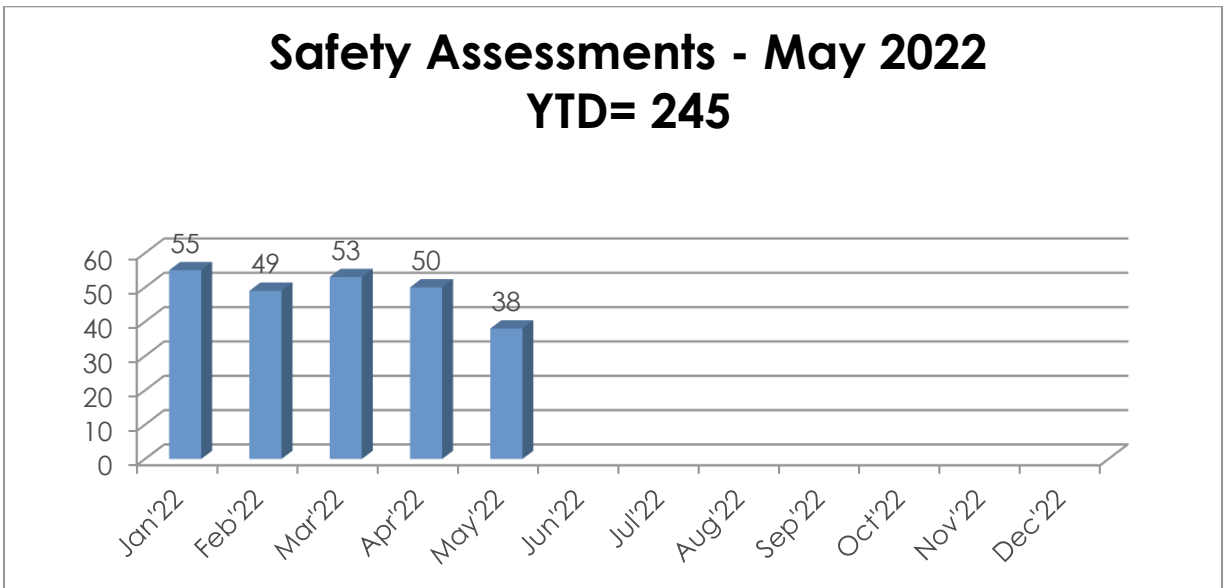
Rail Crossing Incident Investigations

In May 2022, RCEB closed 16 incidents at highway-rail at-grade crossings (crossings). These 16 incidents resulted in six injuries and five fatalities.



Safety Assessments, Quiet ZONES, and Reviews

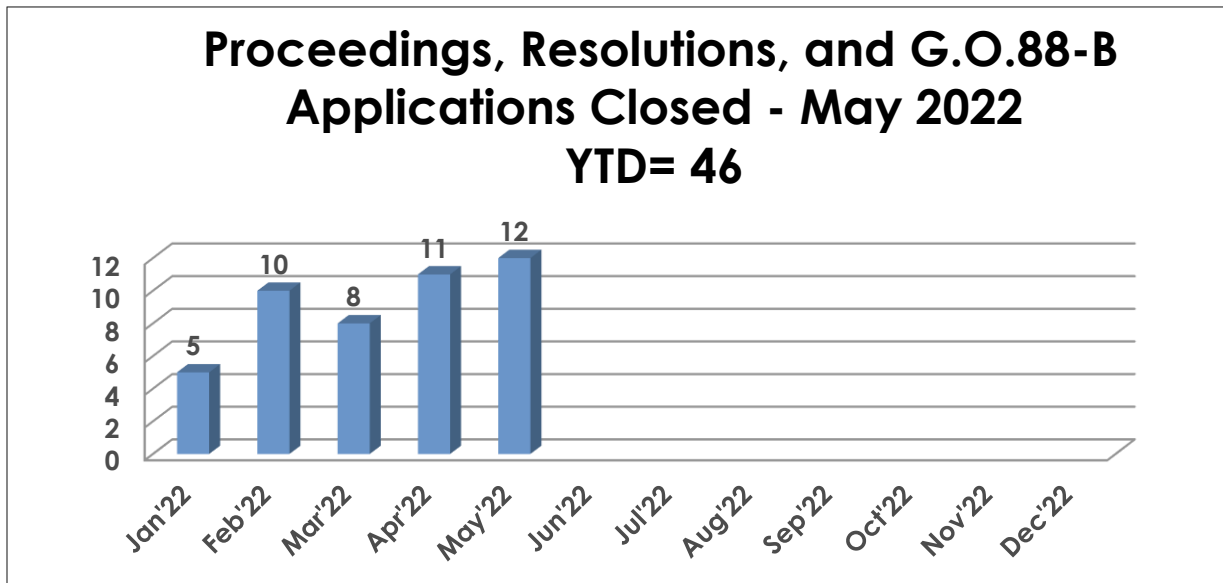
In May 2022, RCEB completed 38 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In May 2022, RCEB approved eight General Order 88-B requests for authority for alteration to existing crossings. Also, the Commission approved two Proceedings and two Resolutions.

1. PROC-A2107014 - Decision 22-05-005 - granting approval for California Department of General Services to construct two proposed two-track signalized at-grade light rail crossings at the intersection of North 7th Street and Bannon Street and the intersection of North 7th Street and North C Street in Downtown Sacramento.
2. PROC-A2108007 - Decision 22-05-005 - granting an order authorization construction for California Department of General Services to construct two proposed two-track signalized at-grade light rail crossings at the intersection of North 7th Street and Bannon Street and the intersection of North 7th Street and North C Street in Downtown Sacramento.
3. RESL-SX-147 - Apportioning railroad crossing protection maintenance costs between railroads and the affected public agencies for calendar year 2021.
4. RESL-TED-278 - Time extension request granted for construction of a new public at-grade highway-rail crossing over the tracks of St. Paul and Pacific Railroad at Parade St, Aptos, in an unincorporated area of Santa Cruz County.



Rail Transit Safety Branch - RTSB

In May 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.

Administrative Accomplishments

Training:

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

- Ainsley Kung completed the *Introduction to Traction Power and Overhead Contact Systems* course offered by University of Wisconsin-Madison.
- Sally Nguyen completed the *SMS [Safety Management Systems] Safety Assurance* course offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI)

- Nicholas Denny completed the *Transit Rail Incident Investigation* course offered by TSI.
- Laura Espinoza completed the *Transit Rail System Safety* course offered by TSI.
- Madeline Ocampo completed the *Defensive Driver Training* offered by the California Department of General Services.

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 PHA and BART addressed the comments. Staff is reviewing GO 127 Compliance Report.

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 anticipates submitting their SSCVR for this phase in the coming year. 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

SCP revision 1 was approved on May 4th, 2022.

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 324 new cars were approved as of May 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.

No Updates

HR4000 Heavy Rail Vehicle Procurement:

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

On 5/24/22 RTSB Staff met virtually with LACMTA staff for a high level discussion of the work remaining for the RCTC project. LACMTA anticipates opening RCTC for revenue service by the end of 2022. On 5/26/22 RTSB Staff met virtually with FTA Project Management Oversight Consulting (PMOC) Staff to discuss the status of the OP54 Readiness for Revenue Service form.

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.

PLE1 construction progress is 77%. PLE2 construction progress is 51%. PLE3 design progress is 94% and construction progress is 37%.

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 will follow later.

LACMTA conducted Full Scale Exercises (FSE) throughout the Crenshaw/LAX alignment on 5 dates spanning 5/20/22-6/15/22. Various first responders participated in the exercises and gained familiarization of the system. RTSB Staff attended the FSE on 6/3/22.

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.

LACMTA would like to convert an existing 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. Testing for the yard control upgrades is anticipated to occur within August-October 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.

Design progress at 30-60%. Portions of design are being updated in response to City of LA comments and for submission to CPUC as part of the applications. Geotechnical/hazard material field investigation began in May. Majority of utility field survey complete but northern-most to be done in June.

West Santa Ana Branch Transit Corridor Project:

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

No Updates.

Los Angeles Streetcar Project:

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

No updates.

Los Angeles World Airports - LAWA

LAWA Automatic People Mover Project:

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

On 5/13/22 RTSB Staff participated in the “Health Safety Security Environment” Orientation and took a walking tour of the guideway afterwards with project staff. On 6/2/22, the first APM car was shipped from Pittsburgh, PA where the Alstom (formerly Bombardier) facility is.

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 work continues in segment 4 along 4th Street corridor. Construction work continues Bristol, Sycamore, WB French, Harbor, Ross, Sycamore, EB French and Flower stations. Steel erection work at the Maintenance & Storage Facility Building has been completed, along with the 2nd floor slab pour.

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.

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 – Final RFP in progress. The Final Request for Proposal (RFP), which includes the Design-Build agreement, was scheduled to be released in March 2022 but has been delayed to August 2022.

Contract Package 2 (CP2) Tunnel & Trackwork – VTA completed negotiations with the highest ranked team and, on April 27, 2022, issued a Notice of Recommended Award to KST, a Joint Venture consisting of Kiewit, Shae and Traylor. The VTA Board of Directors voted on May 5, 2022, to proceed with awarding the Stage 1 CP2 Progressive Design Build Contract to KST.

Contract Package 3 (CP3) Newhall Yard and Santa Clara Station – RFQ solicited three Statements of Qualification (SOQ), resulting in all three teams being shortlisted February 3, 2022. The release date of the Final RFP is to be determined.

Contract Package 4 (CP4) Stations – RFQ solicited two SOQs which were evaluated but the procurement was cancelled prior to any shortlist announcement. VTA is making decisions regarding schedule adjustments with a tentative date of August 2023 for release of the Final RFP.

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.

On May 3, 2022, VTA conducted its Rail Activation Oversight Committee meeting for the TSP project. City of Sunnyvale will be the location for pilot testing. Preliminary Hazard Analysis is under progress. Service Change Bulletin (SCB) is being finalized.

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.

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

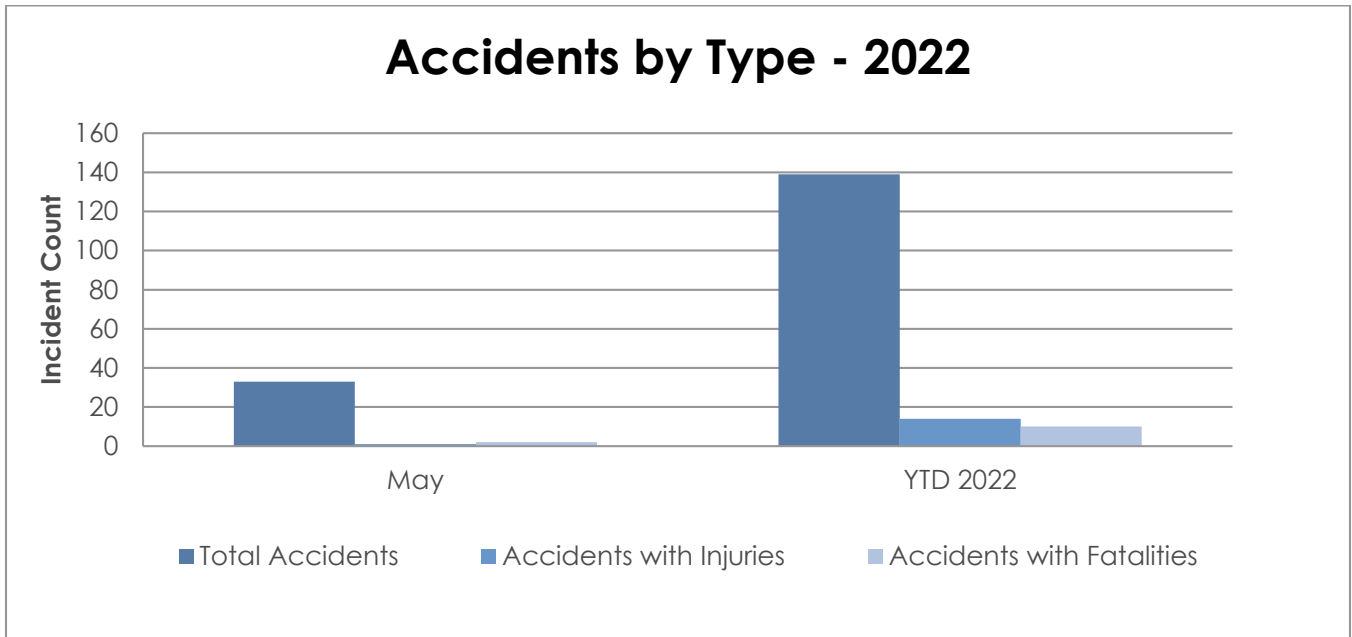
Table 1. Investigation & CAP Data

Investigations	May 2022	YTD 2022
Accidents Reported	33	139
Accident Investigations Closed	30	131
Complaints Investigated	0	3
Rail Transit Inspections	30	170
Triennial Review	0	2
Corrective Action Plans	May 2022	YTD 2022
New Corrective Action Plans	25	108
From Triennial Review	0	0
From Incidents	14	24
From Internal Safety/Security Audits	0	1
From Rail Transit Inspections	11	77
From Hazard Management	0	6
Closed Corrective Action Plans	18	122
From Triennial Review	1	4
From Incidents	2	13
From Internal Safety/Security Audits	3	4
From Rail Transit Inspections	12	101
From Hazard Management	0	0

Data collected from RSSIMS

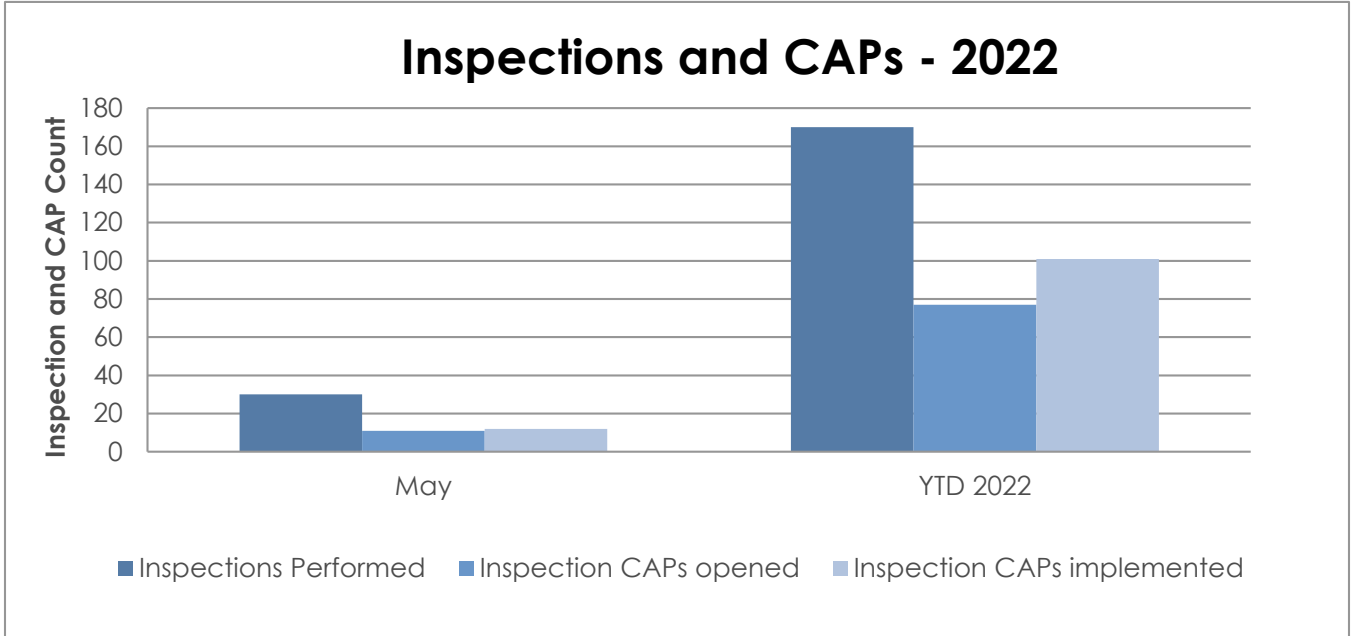
Ongoing Data / Trends

Table 2. Accidents by Type



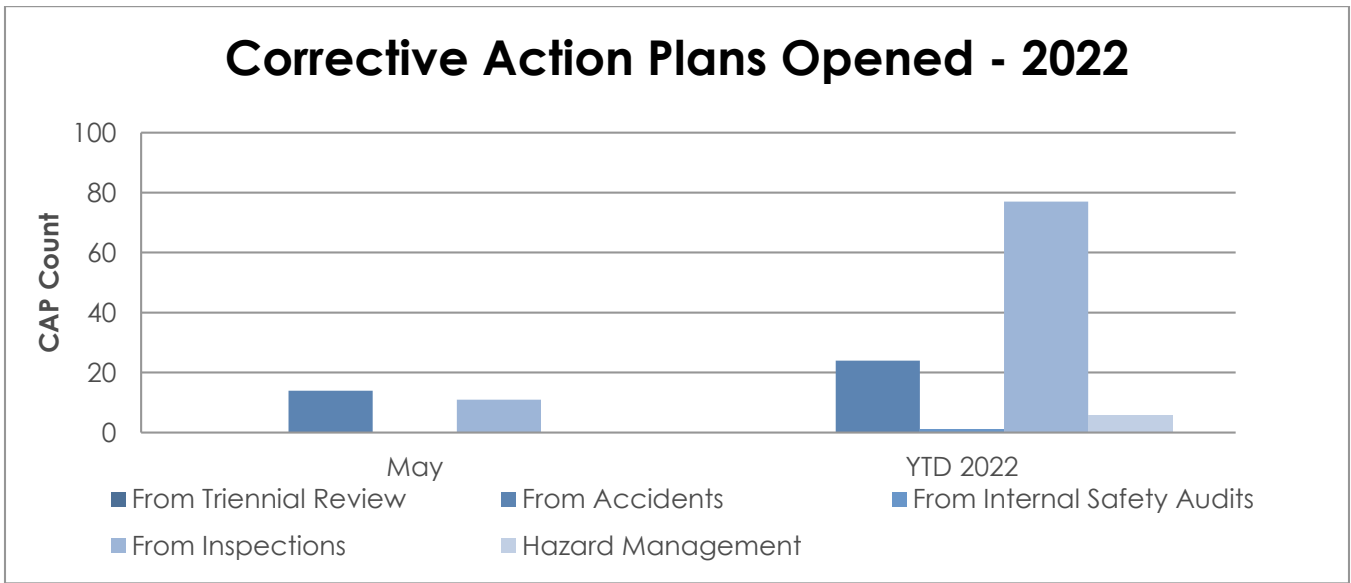
Data collected from RSSIMS

Table 3. Inspections & CAPs



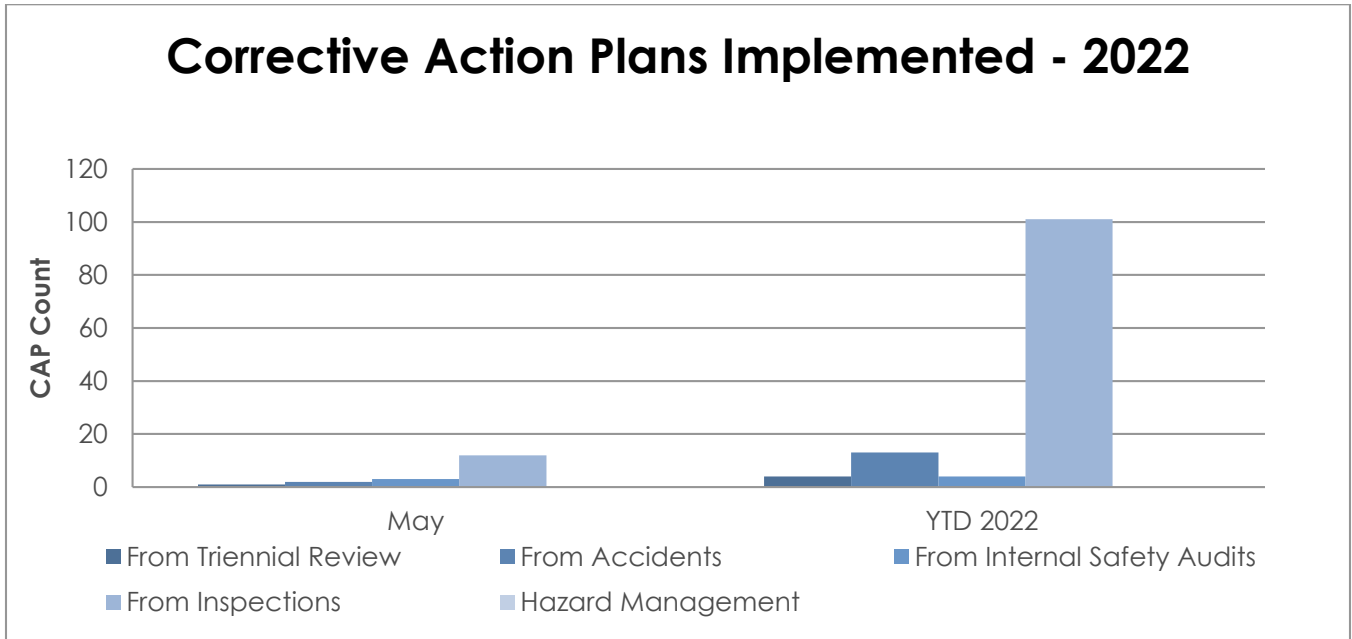
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS