

Monthly Performance Report – December 2023

RAIL SAFETY DIVISION

January 25, 2024



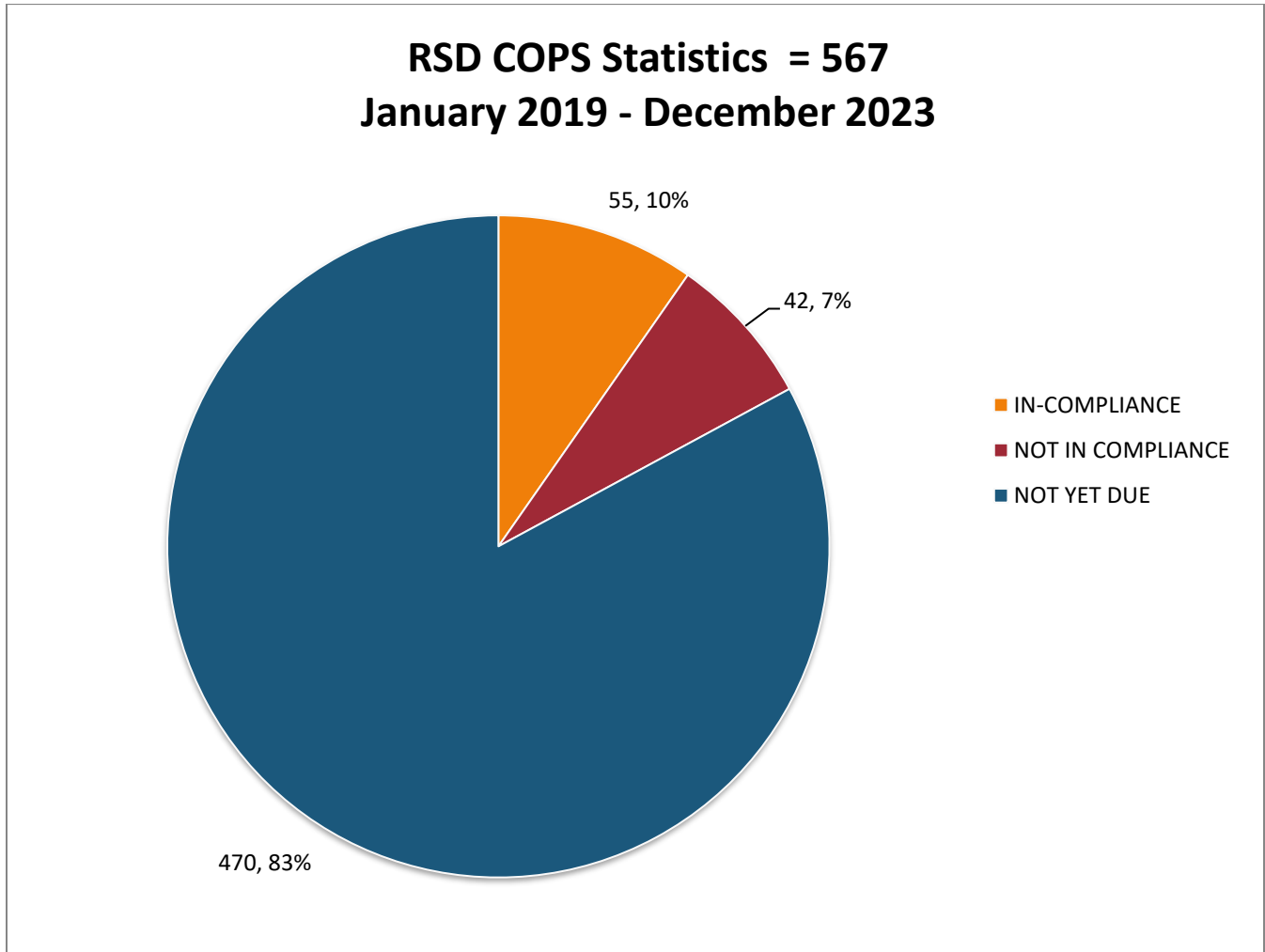
**California Public
Utilities Commission**

Table of Contents

COMPLIANCE WITH ORDERING PARAGRAPHS.....	1
MONITORING THE WHISTLEBLOWER WEBSITE.....	2
Statistics – 1/1/23 – 12/31/23.....	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	9
Rail Crossing Incident Investigations	9
Safety Assesments, Quiet Zones and Reviews	10
Proceedings, Resolutions and G.O. 88B Reviews	10
RAIL TRANSIT SAFETY BRANCH - RTSB	11
Major Audits	11
Administrative Accomplishments	11
RTA Ongoing Projects	12
Bay Area Rapid Transit - BART.....	12
Inglewood Transit Connector Joint Powers Authority-JPA.....	13
Los Angeles County Metropolitan Transportation Authority - LACMTA.....	14
Los Angeles World Airports - LAWA.....	17
Orange County Transportation Authority - OCTA.....	18
Sacramento Regional Transit District - SRTD.....	18
San Diego Metropolitan Transit System - SDMTS.....	19
Santa Clara Valley Transportation Authority - SCVTA.....	19
San Francisco Municipal Transportation Agency - SFMTA.....	21
Appendices.....	23
Corrective Actions Plans.....	23
Accident Investigations.....	23
Monthly RTSB Data/Statistics Summary.....	24
Ongoing Data/Trends.....	25

Compliance with Ordering Paragraphs (COPS)

Through December 31, 2023, the Rail Safety Division (RSD) showed 567 total entries in the COPS system, with 55 (10%) reaching compliance, 470 (83%) not yet due for compliance, and 42 (7%) out of compliance. 567 (100%) of all ordering paragraphs (OPs) are assigned to RSD staff.

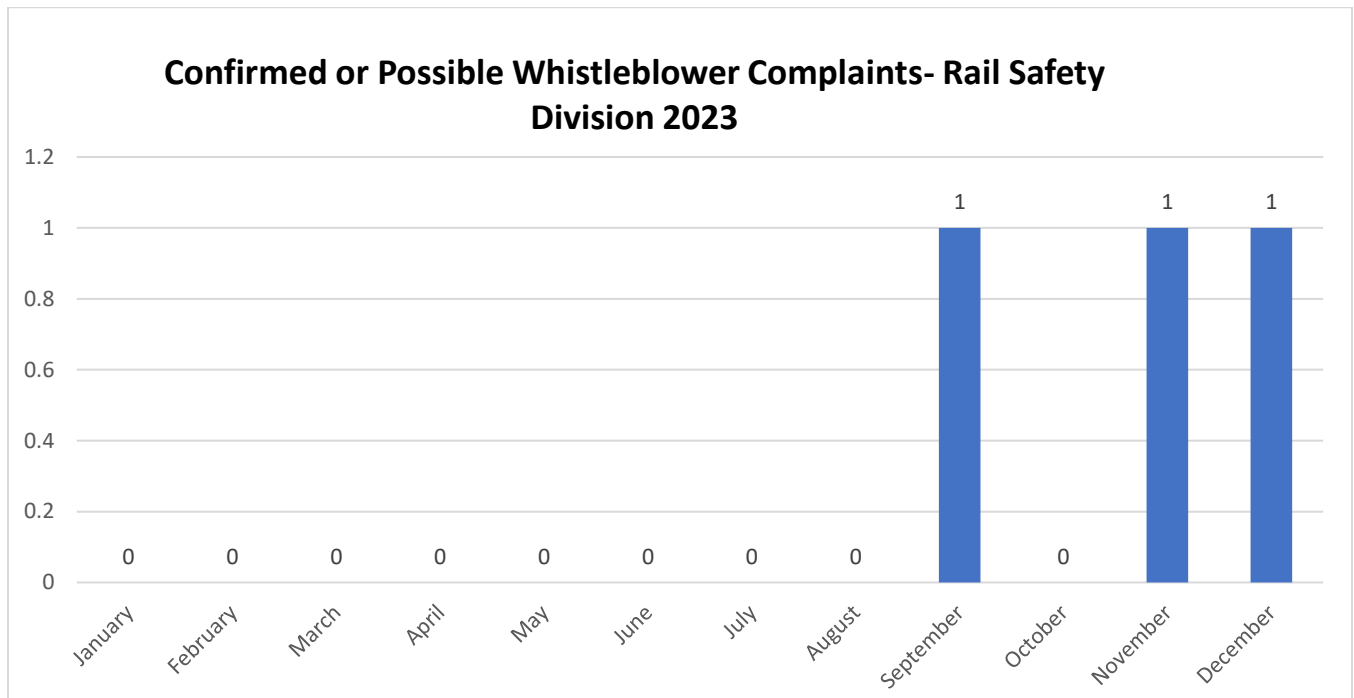


Monitoring the Whistleblower Website

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

Statistics – 1/1/2023 – 12/31/2023

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



Railroad Operations and Safety Branch - ROSB

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

Railroad Operations and Safety Branch	Dec-2023	YTD 2023
New Incidents Investigated	5	110
Informal Complaints Investigated	0	7
Railroad Bridge Observations	21	182
Railroad Safety Inspections	130	2574
Non-compliant conditions identified/corrected	298	8635
Operation Lifesaver Presentations	0	35

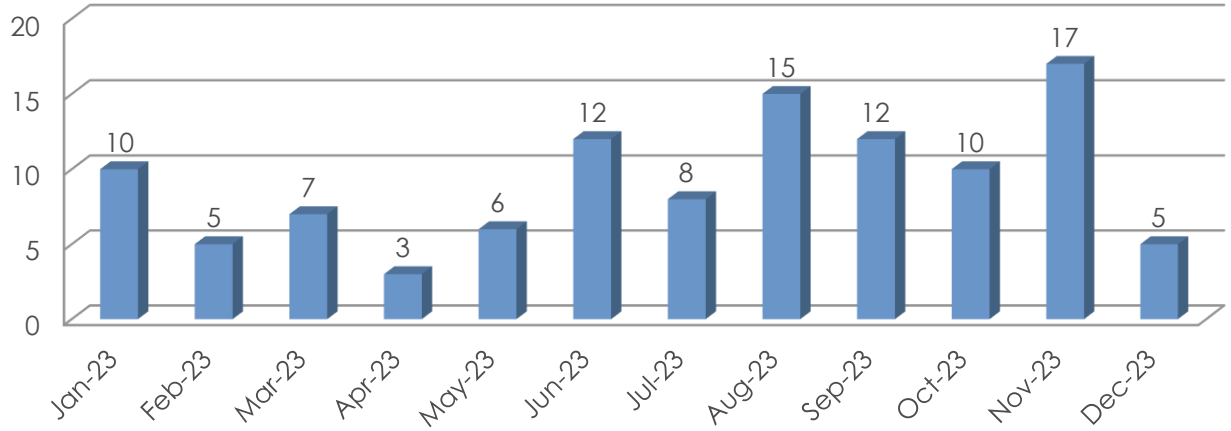
ROSB Inspection, Investigation & Field Activities

December 6, 2023: An RSD Railroad Safety Inspector performed an inspection of freight equipment at the Union Pacific (UP) Oroville Yard located in Oroville. A non-compliant condition, multiple piles of sand/silica of varying heights in the walkway of a yard track. This is not in compliance with CPUC General Order (GO) 118-A, which requires walkways to be free of obstructions. The UP manager was notified of the finding and a reinspection performed on December 27th verified that the all the sand and silica has been removed from the walkway bringing it into regulatory compliance.

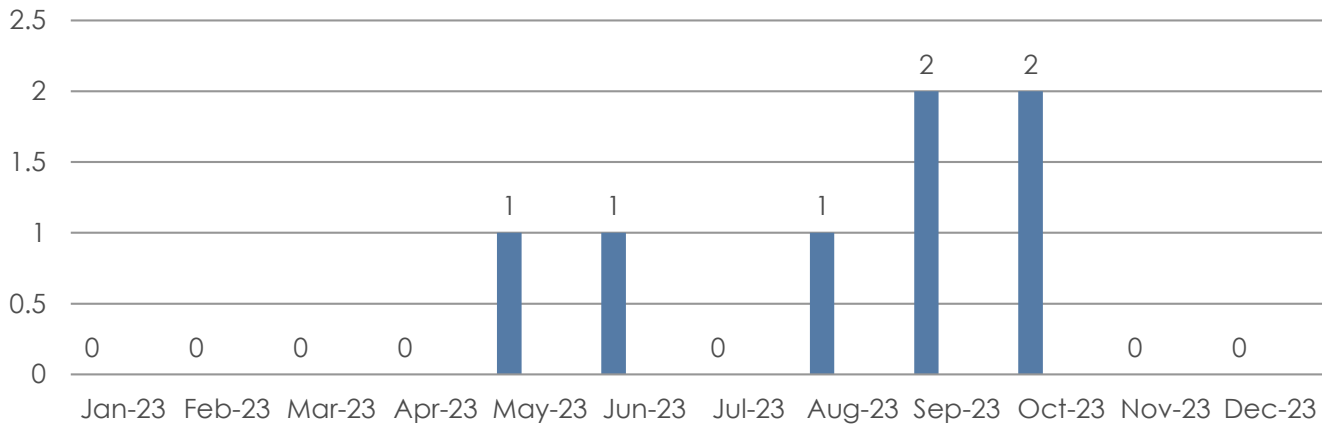
December 20, 2023: An RSD Railroad Safety Inspector performed an inspection of the Pacific Harbor Line (PHL) Metro Stevedore yard in Long Beach. The inspection discovered a palm tree growing inside the 8'6" clearance envelope next to track 9999. This created a close clearance in violation of GO 26-D.

A follow up inspection performed the following day verified that the palm tree had been removed, eliminating the tripping hazard, and bringing it into regulatory compliance.

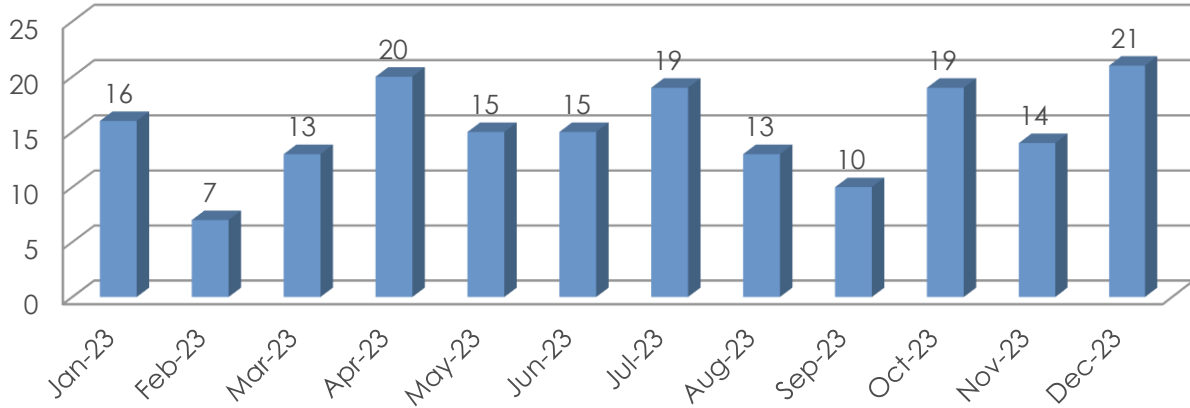
Incidents Assigned for Investigation YTD = 110



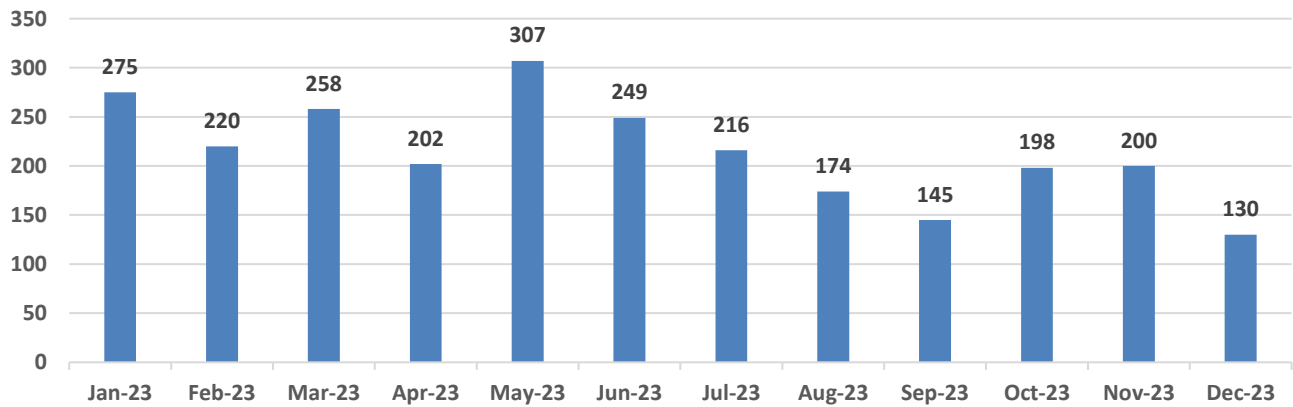
Informal Complaints YTD = 7



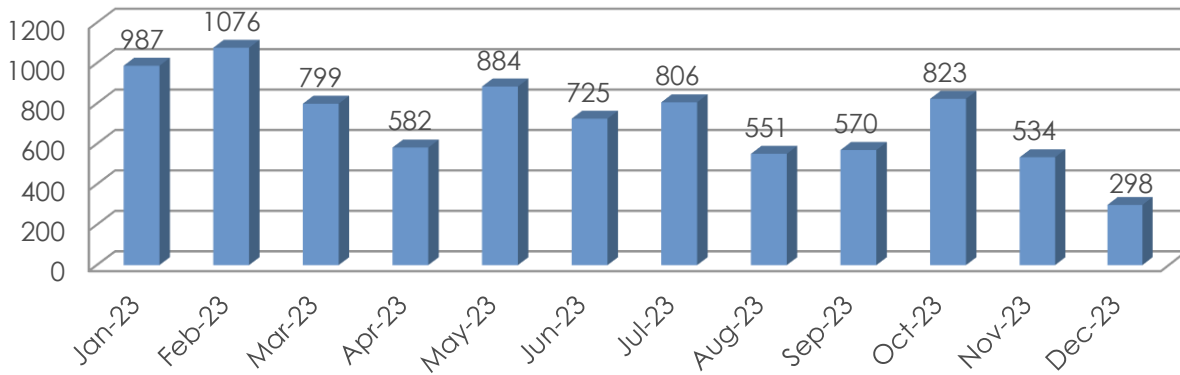
Railroad Bridge Observations YTD = 182



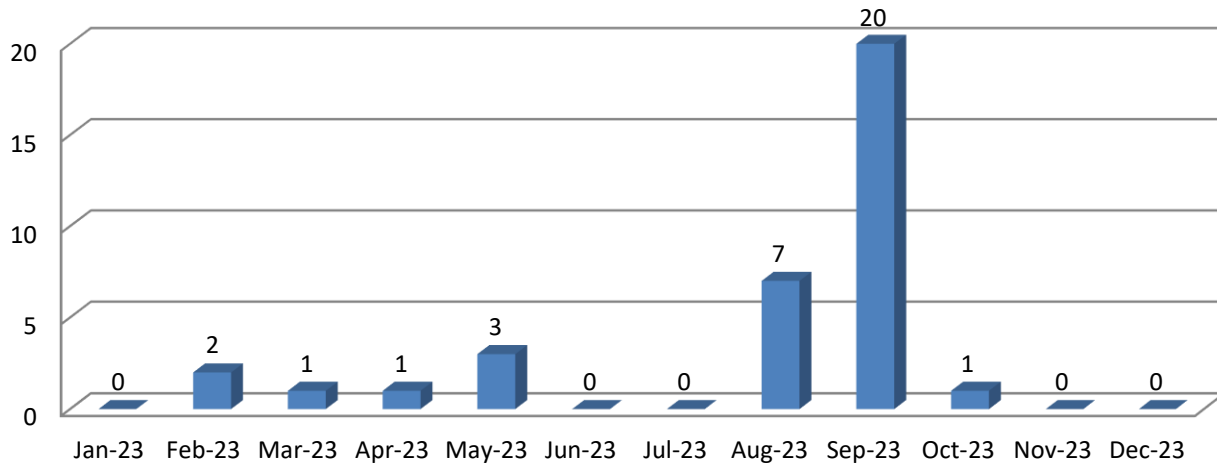
Railroad Safety Inspections YTD = 2574



Non-Compliant Conditions Identified/Corrected YTD = 8635



Operation Lifesaver YTD = 35



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							
Consignee²	Highly Volatile (Y/N)	# Unit Trains Received December	# Unit Trains Projected January	# Unit Trains FYTD (23-24)	# Cars Received December	# Cars Projected January	# Cars FYTD (23-24)
Plains All America	N	0	0	0	0	0	0
Kern Oil	N	0	1	5	0	105	513
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received December	# Unit Trains Projected January	# Unit Trains FYTD (23-24)	# Cars Received December	# Cars Projected January	# Cars FYTD (23-24)
Kinder Morgan (Wilmington)		14	20	89	1338	1920	8532
Eco-Energy (Stockton)		5	4	24	531	425	2506
Pelican Renewables (Stockton)		1	0	6	108	0	649
Storage of Hazardous Material Cars							
Railroad	Loads	Empties	Commodity	County			
Arizona California RR	88	65	LPG	San Bernardino			
Santa Maria RR	3	54	LPG	Santa Barbara			
Sierra Northern Railway	100	258	LPG	Stanislaus			

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.

Oakland Global Rail Enterprise	0	4	LPG	Alameda
Yreka Western RR	0	0	N/A	Siskiyou

Appendix A

Crude Oil Consignees

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

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

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

Ethanol Unit Train Consignees

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

Eco-Energy is an energy provider in Stockton that receives 100 to 112 car ethanol unit trains delivered by the Central California Traction Company.

Pelican Renewables is an energy provider in Stockton that receives 96 to 108 car ethanol unit trains delivered by the Central California Traction Company.

Hazardous Material Car Storage Locations

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

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

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

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

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

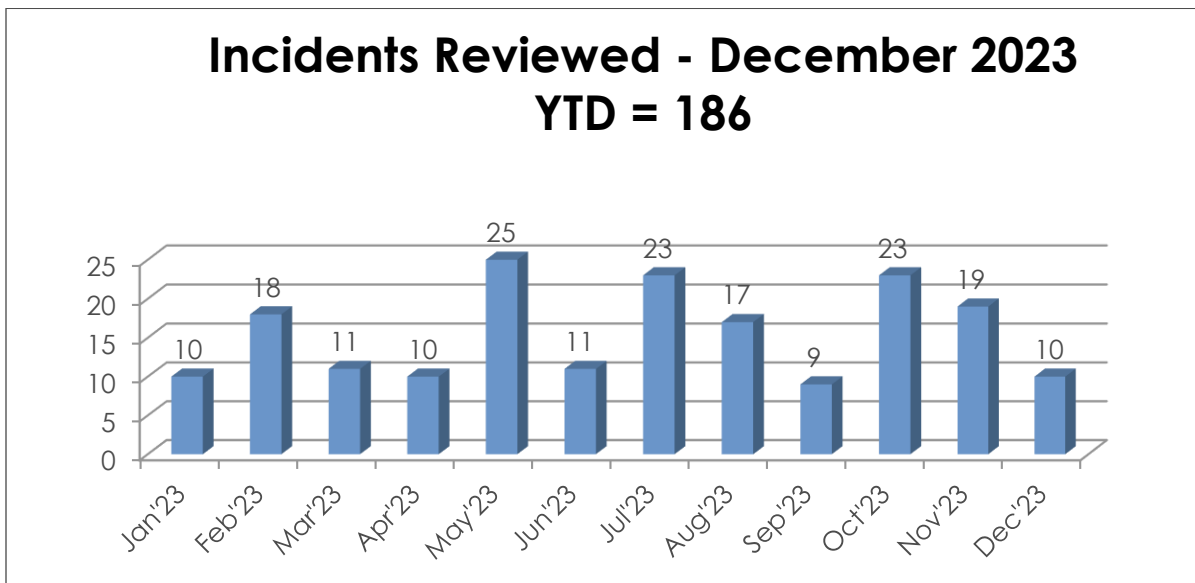
Rail Crossings and Engineering Branch - RCEB

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

	December Closed	Closed YTD
Crossing Incident Reviews	10	186
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	47	643
Proceedings, Resolutions and G.O. 88-B Reviews	2	141

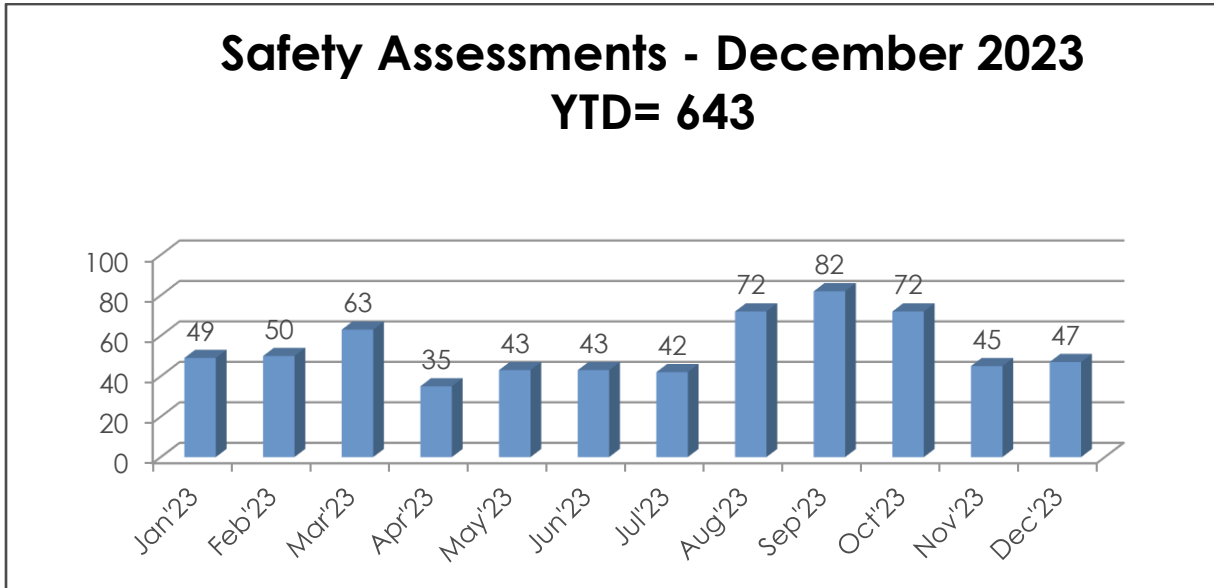
Rail Crossing Incident Investigations

In December 2023, RCEB closed 10 incidents at highway-rail at-grade crossings (crossings). These 10 incidents resulted in six injuries and two fatalities.



Safety Assessments, Quiet ZONES, and Reviews

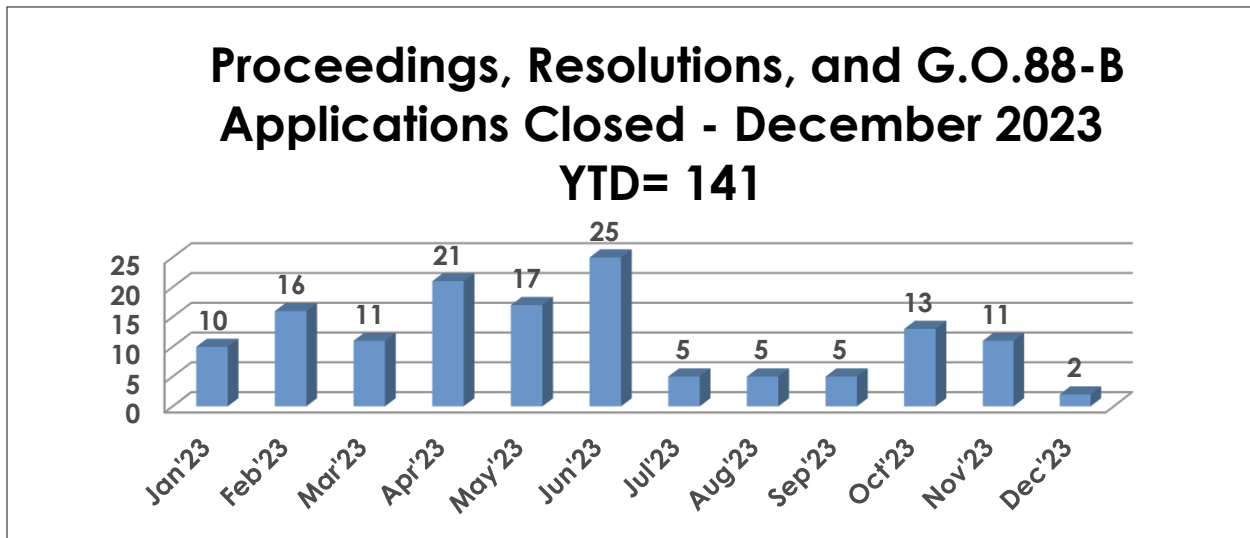
In December 2023, RCEB completed 47 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In December 2023, RCEB approved one General Order 88-B request for authority for alteration to an existing crossing. Also, the Commission approved one Proceeding.

1. PROC - A2211008 - D.23-12-017 - Decision authorizes the City of Bakersfield to construct a pedestrian-rail grade-separated crossing in the City of Bakersfield, County of Kern.



Rail Transit Safety Branch - RTSB

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

MAJOR AUDITS

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

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

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

ADMINISTRATIVE ACCOMPLISHMENTS

RCEB-RTSB Coordination Meeting:

On December 8, RTSB and RCEB management met to review items of common interest.

Retirement:

At the end of December, Stephen Artus, Program and Project Supervisor for the Rail Transit Safety Section of RTSB, retired from state service.

Training:

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

- Mark Soberg completed the "Forty-Hour POST Certified PC 832 Arrest Course", which meets the requirements of the introductory training course prescribed by the Commission on Peace Officer Standards and Training (POST), as described in California Penal Code (PC) Section 832(a).
- Jamie Lau completed the "SMS [Safety Management Systems] Awareness" course offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Rupa Shitole completed the "Roadway Worker Protection" training program administered by the Santa Clara Valley Transportation Authority.
- Ainsley Kung and Michael Warren completed the "Defensive Driver Training" offered by the California Department of General Services.
- Several employees completed various state required trainings on topics such as, Harassment and Abusive Conduct Prevention, Cultural Competency, Microaggressions, Diversity and Inclusion in the Workplace, and Unconscious Bias in the Workplace

RSSIMS Replacement Project:

The three rail branches (RCEB, ROSB, and RTSB) share a database called the Rail Safety and Security Information Management System (RSSIMS). The database is being replaced under a contract and the system is nearing completion and being finalized for a February 2024 go-live date. RTSB is participating in development with the contractor to ensure records in the system contain the proper data fields and formats as well as assisting with system testing. All RTSB staff completed a 2-day training on the new system.

RTA ONGOING PROJECTS

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

Bay Area Rapid Transit – BART

Communications Based Train Control (CBTC):

BART entered into a \$798 million contract with Hitachi Rail STS USA, Inc to design and build a modern CBTC system. The agency intends for this project to “greatly improve (its) train service.” The Project’s Safety Certification Plan (SCP) was approved by the Commission via Resolution ST-206. Contractor Hitachi executed Notice to Proceed in November 2020. SSRC quarterly meetings started in June 2022. Project completed preliminary design for Phase 1 – ATS upgrade at OCC; Final Design Review is in progress. Hayward test track installation is underway. No update.

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 SSCVR for this phase on July 8th, 2022, has been reviewed by Staff, and Staff has performed site verifications and inspections. The approval letter for Phase I was sent to BART on October 6th, 2022. HMC Phase II completed 100% design completion and is undergoing BART and 3rd Party review. BART submitted their revised SCP Revision 1 on May 24, 2023, updating the document with additional detail and minor changes to scope. The SCP was approved by Staff on September 12, 2023. HMC Phase II has completed 100% design and is undergoing Value Engineering assessment. No update.

Traction Power System Improvements Project (TPSIP):

Five sites have been identified for installation of new traction power substations to support the traction power system improvements portion of the Transbay Core Capacity Program. The two West Bay sites are Civic Center Station and Montgomery Street Station and have estimated completion dates by 2022. The three East Bay sites are in Oakland at Thirty Fourth Street, Concord at David Avenue and Minert Road and Richmond at Yard East, with completion dates not yet estimated. An SCP was approved via Commission Resolution (ST-239) on July 16, 2020. Project completed design conformance in August 2022. West Bay sites are under construction. PHA and TVA were complete and reviewed. Construction issue-for-bid contract for East Bay sites was complete and expected to be advertised in Fall of 2024. No update.

Irvington Station (IRV) Project:

The Irvington Station Project includes construction of a new station halfway between the existing Fremont and Warm Springs/South Fremont stations. The estimated completion year is 2027. The Project is in the engineering design phase. The SCP was approved under Commission Resolution (ST-240) on November 5, 2020. SCP revision 1 was approved in May 2022. The UPRR crossing application was approved in July by the Rail Crossing Branch. Project completed 90% design package. No update.

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 656 new cars have been approved.

Inglewood Transit Connector Joint Powers Authority – JPA

Inglewood Transit Connector Project (ITC):

The City of Inglewood has proposed an elevated Automated People Mover (APM) that aims to address a first/last mile gap in Los Angeles County's public transportation network. The project will connect the Los Angeles Metropolitan Transportation Authority's (Metro) K-Line Downtown Inglewood Station to the City's housing and employment centers, and sports and entertainment venues. The 1.6-mile APM will feature three stations, a maintenance and storage facility, two power distribution system substations, and three new parking lots along the route. As of March 2021, Metro's Board approved the formation of the Inglewood Transit Connector Joint Powers Authority (JPA) with the City of Inglewood to implement and operate the project. The city is the lead agency for the project and is responsible for overseeing various aspects. On January 31, 2023, the California State Transportation Agency awarded a \$407 million grant to assist with the construction. This project, which will be a Design Build Finance Operation and Maintenance (DBFOM) project, is expected to break ground in 2023 with the goal of providing passenger service in time

for the 2028 Olympics. RTSB Staff is attending the monthly Safety and Security Certification Review Committee Meetings for the ITC Project, which started taking place in December 2022.

On October 31st ITC Newsletter updated that the project achieved a positive rating from the Federal Transit Administration (FTA). No update.

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). All 235 cars have been accepted by LACMTA and approved by RTSB management. RTSB staff sent the final approval letter for the last 2 cars on May 11, 2023. Now that all cars have been approved, a Final Safety Certification Verification Report (SCVR) will have to be resubmitted by LACMTA with a log of all the approved cars.

On December 5, 2023, LACMTA sent further updates to CPUC staff's remaining questions, but there will be a meeting in January to discuss what Metro is still tracking internally as well as discuss the final SCVR package to be submitted to CPUC.

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 (MPs) in the LA Metro B and D lines, and trains may be made up of several MPs of HR 4000 vehicles. Once the first MP arrives, it will be used for training and single MP qualification tests. When the other two MPs arrive, they will be coupled to the first one for the 3-MP/6-vehicle qualification and acceptance tests.

The first pilot MP arrived in July 2023. The second MP arrived in December 2023, and a third MP is anticipated to arrive in late January 2024. Currently, the two MPs on site at LACMTA are undergoing qualification testing by CRRC and a total of 64 cars will be delivered. The option for an additional HR4000 procurement is not exercised. The HRVs up to MP No. 30 are in different stages of manufacturing and production in the CRRC China assembly site and the Springfield, MA production line.

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: Little Tokyo/Arts District Station, Historic Broadway Station, and Grand Av Arts/Bunker Hill Station. The RCTC opened to the public on June 16, 2023. RTSB staff will monitor the project's remaining open items until closure. No update.

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 2025, 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 update.

MGLFECA Foothill Extension Phase 2B:

LACMTA is extending the L (formerly Gold) Line from the current terminus of Azusa Station to the City of Montclair. The Metro Gold Line Foothill Extension Construction Authority (MGLFECA) is an independent transportation planning, design and construction agency created in 1998 by the California State legislature to resume design, contracting, and construction of the Los Angeles to Pasadena Metro Gold Line. The initial 13.7-mile, Los Angeles to Pasadena Metro Gold Line was completed and opened in 2003. Phase 2A of the Foothill Extension project was completed in March 2016 and extended the Gold Line from Pasadena to Azusa. Once construction of Phase 2B is complete, the MGLFECA will transfer the project to LACMTA to operate. In August 2019, the MGLFECA awarded the design build contract to the Kiewitt Parsons Joint Venture. Due to funding issues, the current terminus of the new alignment was changed to Pomona Station with a contract option to continue to Montclair if the MGLFECA can secure additional funding. Metro Rail from Glendora to Pomona is currently under construction and is expected to be completed by 2025. Extension of the rail service further east from Pomona to Montclair will be completed by 2028. All 19 bridges from Glendora to Pomona are now completed. All four stations will be center platform stations, with a track on each side – one for westbound trains, and one for eastbound trains. The 9.1-mile, four-station Glendora to Pomona project continues to remain on budget and on schedule for substantial completion in early-January 2025. Trackwork installation was completed during Summer 2023 and crews are about halfway complete with construction for the four new light rail stations underway in the cities of Glendora, San Dimas, La Verne, and Pomona. No update.

Crenshaw/LAX Corridor Project:

LACMTA is constructing a new Light Rail Transit (LRT) line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The project consists of Segments A, B1, B2, and C. Now the AMC (Airport Metro Connector) Station is under construction in Segment A; it will connect to the East Intermodal Transportation Facility (EITF) of the future LAX APM. To avoid the AMC construction zone but allow revenue service, the Crenshaw/LAX project, now known as the K Line, partially opened to the public on October 7, 2022, from the Expo/Crenshaw Station to Westchester/Veterans Station, with a turnback operation north of the AMC. The rest of the alignment leading south to the future LAX APM and the existing Metro C Line (formerly Green) will open within the next 2 years. RTSB staff visited the AMC construction site on May 11, 2023, with LACMTA staff to view a potential Overhead Contact System (OCS) clearance issue. After internal review of General Order 95 “Rules for Overhead Electric Line Construction” and AMC station documentation, CPUC staff informed LACMTA on August 14 that there were no non-compliances found.

CPUC staff attended a Live Wire Test on December 14, 2023, for the area around the AMC station. The project conducted the Live Wire Test early because a contractor needs to conduct an in-person analysis of the tail track north of the station to address LACMTA concerns. The Live Wire Test was successful and LACMTA encountered no issues.

In a public presentation dated December 20, 2023, LACMTA stated that the K Line connection to the C Line is anticipated in late 2024 and the AMC has an anticipated late 2024 opening as well.

East San Fernando Valley Project:

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

are expected to run through 2027. In February 2023, Metro awarded the PDB contract to the San Fernando Transit Constructors Joint Venture (SFTICJV) made up of SKANSKA, Stacy and Witbeck, and AECOM. No update.

West Santa Ana Branch Transit Corridor Project:

LACMTA is evaluating a new LRT line that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community, and downtown Los Angeles. The West Santa Ana Branch Transit Corridor (WSAB) is a 19-mile corridor project. LACMTA staff submitted a proposed funding plan/report and is exploring Public-Private Partnerships to bridge the funding gap. The Metro Board of Directors met on January 27, 2022, to discuss the selection and approval of the project terminus and a Locally Preferred Alternative (LPA). The Metro Board approved Los Angeles Union Station as the northern terminus of the West Santa Ana Branch Transit Corridor Project. The 14.8-mile Slauson/A Line to Pioneer route was also approved as the Locally Preferred Alternative (LPA) for the project's initial segment between Artesia and Downtown Los Angeles. The LPA will be advanced as part of the analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), expected for Metro Board certification in 2023. During this period, Metro will also be developing the First/Last Mile plans for the WSAB LPA which will include opportunities for public involvement. The project's groundbreaking is anticipated in 2023-25, with operation of the new line expected in 2033-35. Project executed all master Cooperative Agreements with 10 Corridor Cities in October 2023.

Metro is currently evaluating proposals and in black out communications for the Program Management Support Services contract which will provide consultant assistance and support to Metro in its overall project and construction management of the project and is expected to be approved by the Board in January 2024.

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. Per the LAX APM webpage, the APM project will open in 2024.

RTSB Staff sent final comments to LAWA on December 8, 2023, regarding GO 143-B applicability, which will be discussed in a future joint workshop. On December 21, 2023, RTSB Staff attended a Station Door Static Test and viewed a demonstration of a door obstruction test. The test was successful and passed. As

of December 20, 2023, station progress is at 93% completion and guideway construction/installation finishes are at 94% completion.

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. The current targeted Revenue Service Date is August 2025. On July 11, 2022, OCTA submitted a draft GO 95 variance request to RTSB. The request is regarding 42 overhead contact system (OCS) poles that are not able to meet the GO 95 minimum clearance requirement or be relocated. OCTA's proposed mitigations include relocation of Southern California Edison (SCE) secondary electric wires near two of the Overhead Catenary System (OCS) poles and installation of an industry-used protective sleeve of the communication wires adjacent to the remaining 40 OCS poles. OCTA has met with affected utility owners and received concurrences on the proposed mitigation method. RTSB reviewed the GO 95 variance request and requested additional detailed information from OCTA. RTSB has involved the Electric Safety and Reliability Branch regarding OCTA's GO 95 variance requests.

Overall construction is at about 81% completion. Cars Nos. 2-8 are undergoing final equipping of remaining vehicle components and system testing at the Siemens Assembly Plant in Rancho Cordova, CA. Station platform work and canopy installations continue along the alignment. Erection of OCS poles ongoing throughout the project, including brackets and prefabricated arms. Construction work progresses on double crossovers at the Santa Ana Regional Transit Center (SARTC) and Harbor Stations. There's ongoing interior work and car wash work at the Maintenance Storage Facility (MSF).

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

SRTD will be acquiring 32 new Siemens low floor light rail vehicles ordered, with an additional 9 vehicles being ordered in January of 2024. SRTD acquired over \$172M for the LRVs and made changes to its stations to accommodate the new low floor P20 Siemens S700 LRVs. Estimated in-service date of first vehicle is projected for 2024. Safety Certification Plan is in development and plans and specifications have been submitted. Low Floor Vehicle Platform Conversion Phase 1 is in-process of construction. Expected completion is Summer-2024.

Dos Rios Light Rail Station Project:

The project continues to be delayed because of environmental remediation and DTSC review. The planned project bid for the end of December has been delayed until the remaining funding sources are identified by SHRA and the City of Sacramento. Construction bids would likely not be awarded until late 2024.

Gold Line Double Track Project:

SRTD is in the process of completing the final design and awarded contracts 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 10/2024. Safety Certification Plan is in development and plans and specifications have been submitted.

The project will begin construction during a seven-month shutdown that is scheduled to begin in January 2024.

The Sacramento Railyards 7th Street Improvements Project:

The specific improvements included in the Project were selected to satisfy the following goals:

- Implement planned transportation improvements including multi-modal mitigation measures as identified in the Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Draft Subsequential Environmental Impact Report² (subsequently referred to as the RSPU Draft EIR),
- Leverage available grant funding to expedite improvement, and
- Continue build-out of the Railyards Specific Plan Area infrastructure to support development.

SRTD has sent the RCEB a proposed design for a crossing. The designed is currently be evaluated by Crossings staff. The construction project is being managed and funded by the City of Sacramento on behalf of SRTD.

San Diego Metropolitan Transit System – SDMTS

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

SDTI is procuring 47 LRVs known as SD10 (Car Nos. 5046 to 5091) to replace the current SD-100 models cars which will be retired from revenue service. The procurement process began September 2020 with an expected schedule completion and acceptance of all 47 LRVs by late 2023. As Siemens cars are delivered on-site to the SDTI Yard, they will undergo commissioning and dynamics tests. Staff will participate in the acceptance testing throughout the procurement process.

Car No. 5068 was accepted and approved by RTSB Staff for revenue service on December 19, 2023. To date, 23 of 47 LRVs have been accepted.

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 SSCP for phase II, and CPUC approval was sent on August 17, 2021, approving the SCP. This project has completed the preliminary engineering design phase and is working towards 60% of design completion packages. Staff continue 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 October of 2036.

The SSCP is currently under project review and will be revised and submitted to the CPUC.

CP2 – Tunnel Boring Machine (TBM) has been purchased by the project as required. Detail design and fabrication to commence.

Systems: Design-Bid-Build. PE complete, 60% design underway.

Facilities: Design-Bid-Build. PE complete, 60% design underway.

No update.

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. Utility Relocation is underway and Station Art Enhancement Community meeting ongoing. Construction to begin 2024. Full Funding has been secured for this project and it will go out for advertisement in late 2023.

Bids for construction were opened and they were higher than the available budget. VTA Board members will evaluate whether Measure A can cover the increased cost.

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. At its August 19, 2021, meeting the Commission approved the SCP by Resolution ST-245. All 98 Light Rail Vehicles have been equipped with EMTRAC installation. Sunnyvale Pilot Testing is still underway and city controller cabinets will be updated with new ones. EMTRAC intersection equipment installation Preliminary Hazard Analysis was shared with stakeholders for review and this work is being done by a city's contractor. Testing plan is being drafted.

GO 88-B applications for San Jose, Milpitas, and Santa Clara cities approved by CPUC RCEB except 3 locations related to Caltrans encroachment permits will be submitted later for review. VTA contracts will go out for bid and are currently under VTA Contracts Department review. No update.

San Francisco Municipal Transportation Agency – SFMTA

LRV4 Procurement to Expand and Replace the Rail Fleet:

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

On 12/14/2023, RTSB staff sent a letter to authorize SFMTA to place six more LRV4 cars (2121 & 2127) into revenue service upon receipt of the letter. Currently, SFMTA has 126 LRV4's accepted and revenue service ready.

SFMTA L Taraval Improvement Project:

In response to numerous collisions and reported safety concerns, SFMTA has implemented the L Taraval Rapid project to improve safety by improving transit stops and making other modifications. It also includes a nearly complete rehabilitation on Taraval Street that will replace infrastructure like the worn rails, overhead wires, water, and sewer lines, as well as repave the entire street. Construction will last approximately three years. Transit service on the L Taraval will remain throughout with a combination of buses and trains.

Once completed, the corridor will boast new transit priority traffic signals, bulb-outs to make pedestrian crossing safer, new trees, high visibility crosswalks, safety boarding islands, and increased accessibility. To minimize disruptions during construction and maximize flexibility, the project is split into two construction segments that will overlap. 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 rail service is expected to be reactivated in the fall of 2024.

Below is an overview of the work SFMTA completed through 2023 and their planned construction for 2024.

- 2023 SFMTA has completed:

- Sewer Line Work: 95%
- Water Line Work: 97%
- OCS Work (Foundation and Pole Installation): 95%
- OCS Wiring: 25%
- Track Work (Includes Foundation and Street Base): 65%

2024 SFMTA will complete:

- Remaining water work
- Remaining sewer work/culverts
- Track installation with street base
- Boarding islands
- Overhead Contact System (OCS) work
- Traffic signals
- Curb ramps
- Landscaping
- Street paving
- Train and traffic signals

In 2024, SFMTA will continue with track work rail installation, and constructing and upgrading boarding islands, curb ramps, and boarding ramps. Underground conduit work is being performed to power the streetlights and OCS poles. Water and sewer line work continues, adding conduits and connections. Streetlights, boarding ramps, ADA compliant curb ramps, and boarding islands and OCS work continues along this busy corridor. Overhead Contact System (OCS) pole, overhead wiring and permanent pole placement will be performed along the L Taraval line from Ulloa and Funston to Taraval and Sunset between 10 p.m. and 5 a.m. and expected to be complete June 2024

APPENDICES

GENERAL DEFINITIONS

Corrective Actions Plans

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

Accident Investigations

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

MONTHLY RTSB DATA

Statistics Summary

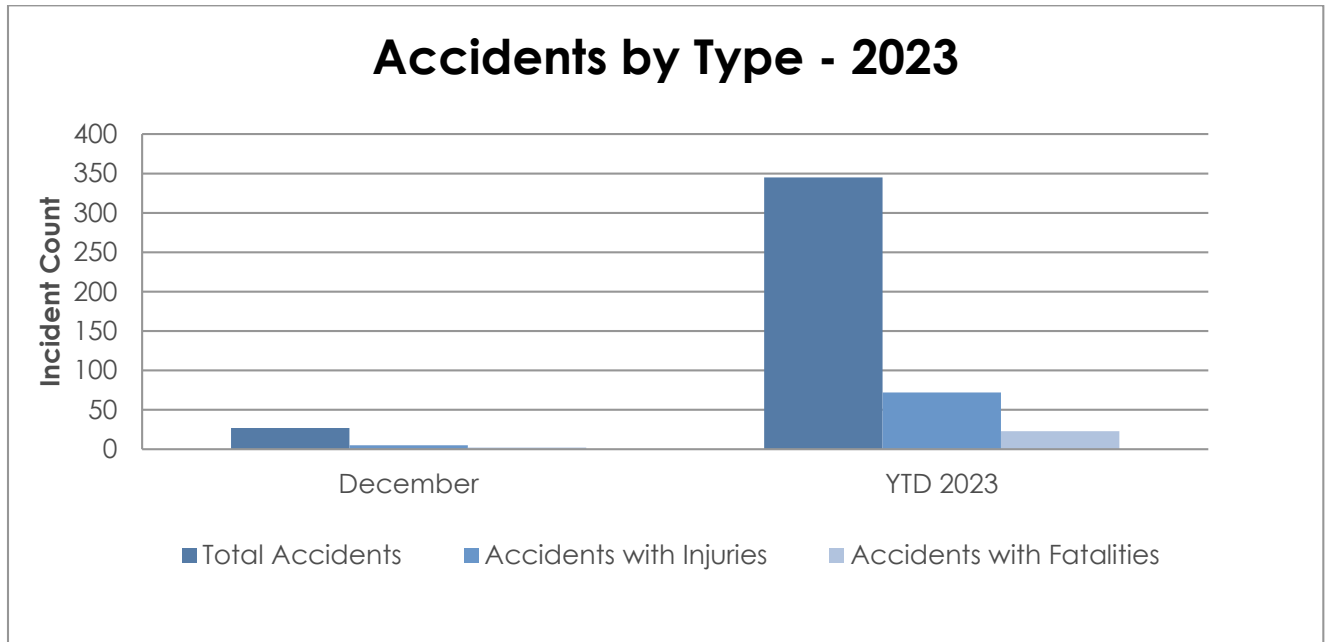
Table 1. Investigation & CAP Data

Investigations	December 2023	YTD 2023
Accidents Reported	27	345
Accident Investigations Closed	7	379
Complaints Investigated		4
Rail Transit Inspections	27	491
Corrective Action Plans	December 2023	YTD 2023
New Corrective Action Plans	15	443
From Triennial Review	0	2
From Incidents	2	104
From Internal Safety/Security Audits	1	77
From Rail Transit Inspections	11	255
From Hazard Management	1	5
Closed Corrective Action Plans	26	320
From Triennial Review	1	5
From Incidents	4	55
From Internal Safety/Security Audits	4	21
From Rail Transit Inspections	16	236
From Hazard Management	1	3

Data collected from RSSIMS

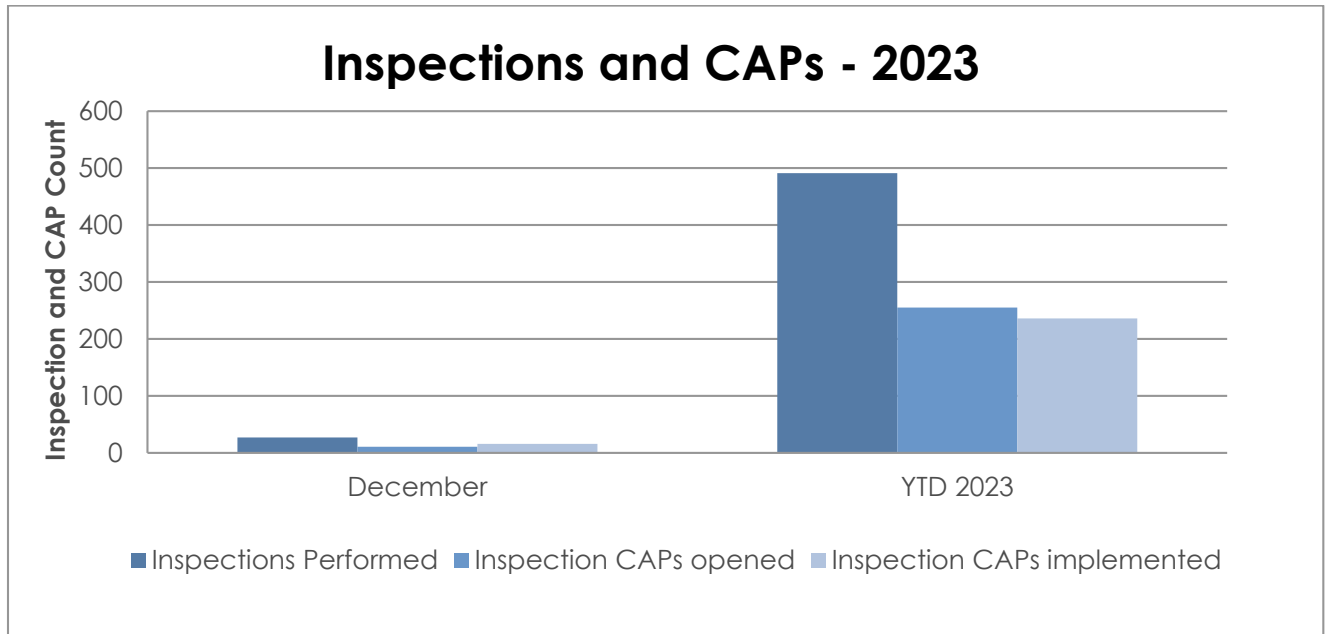
Ongoing Data / Trends

Table 2. Accidents by Type



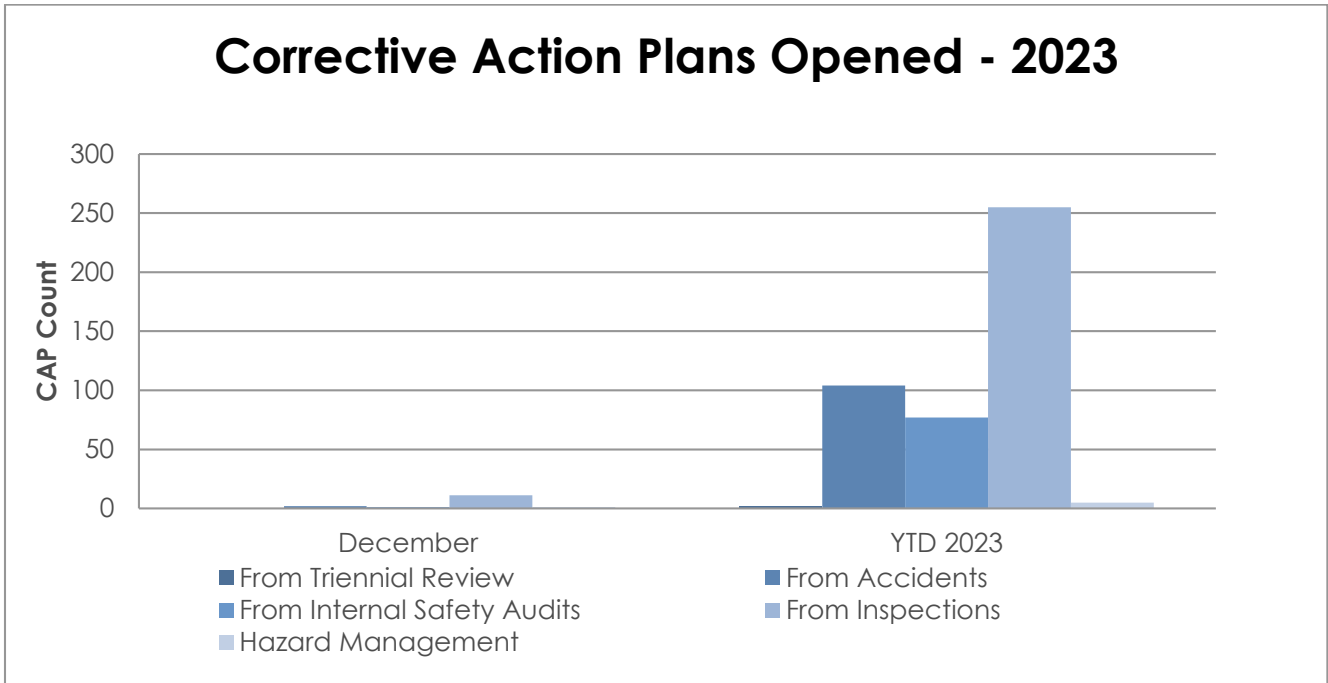
Data collected from RSSIMS

Table 3. Inspections & CAPs



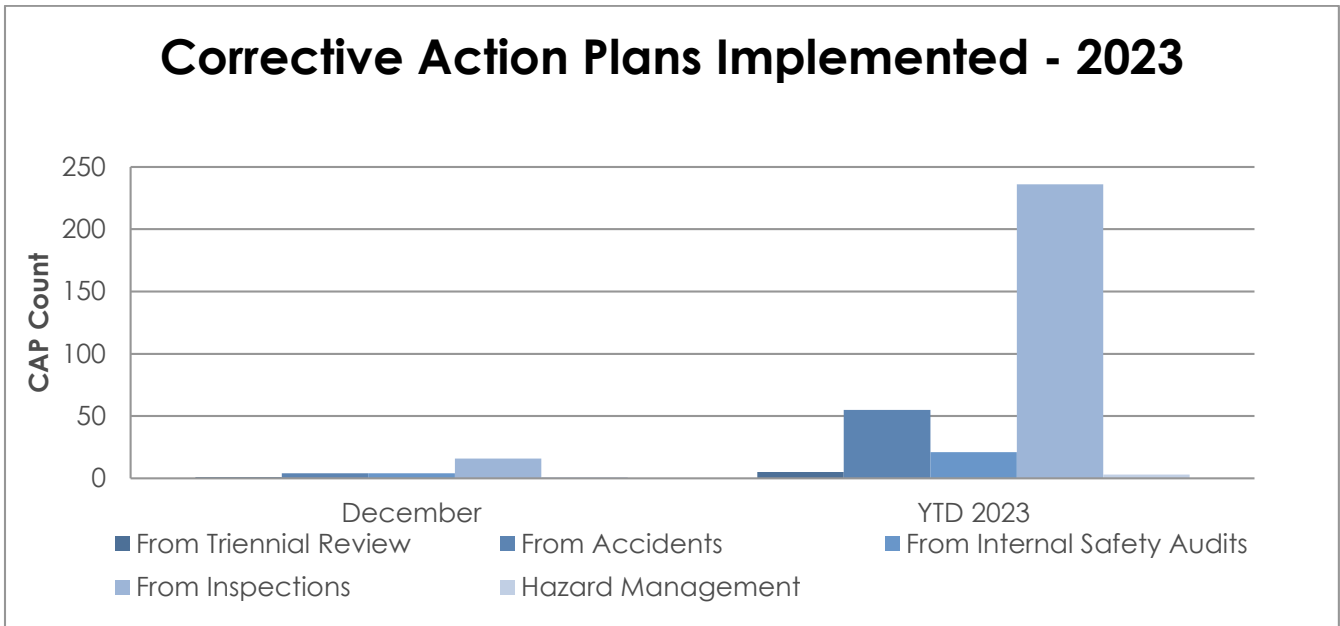
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS