

Monthly Performance Report – February 2024

RAIL SAFETY DIVISION

March 26, 2024



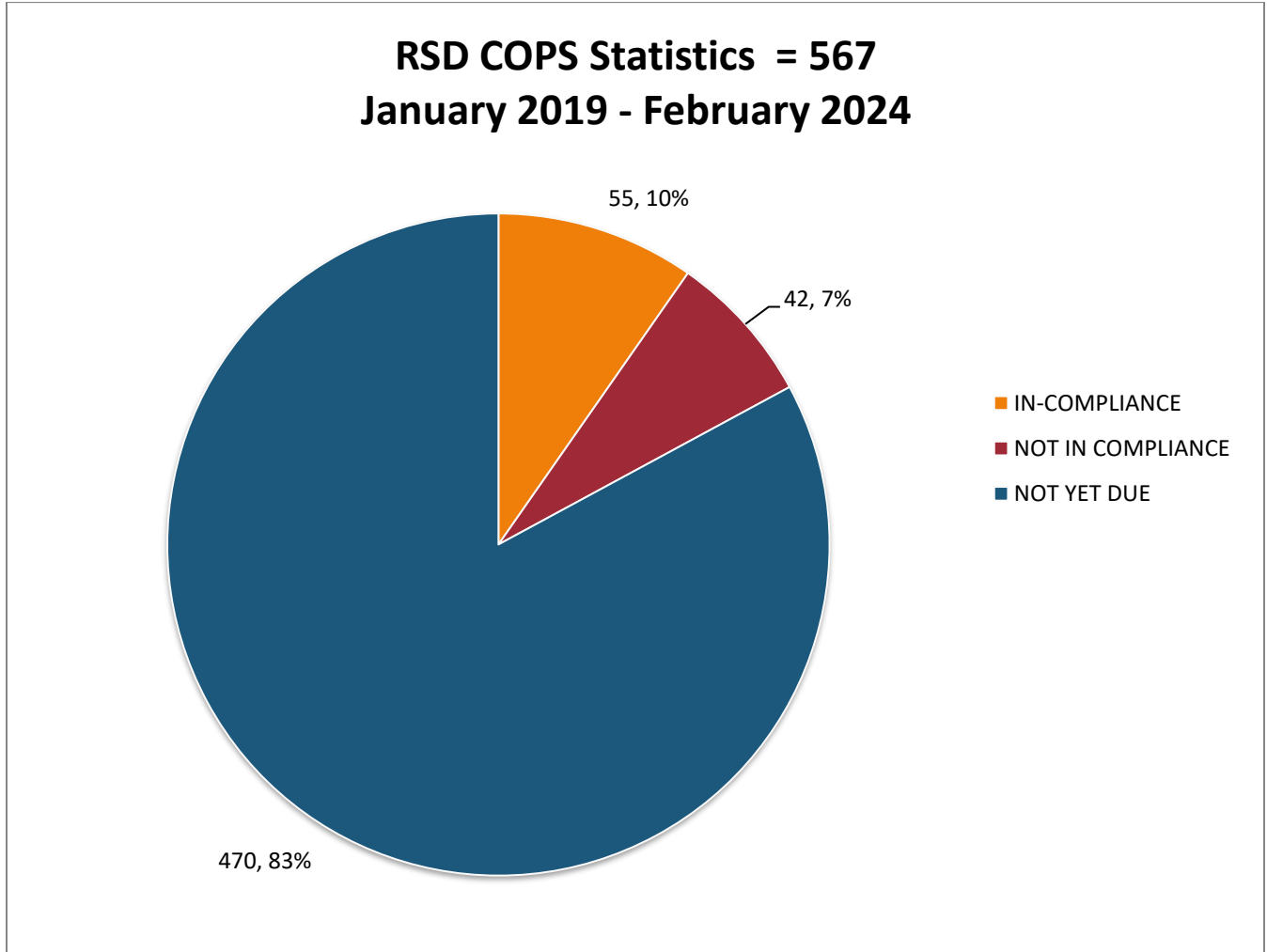
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through February 29, 2024, 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.

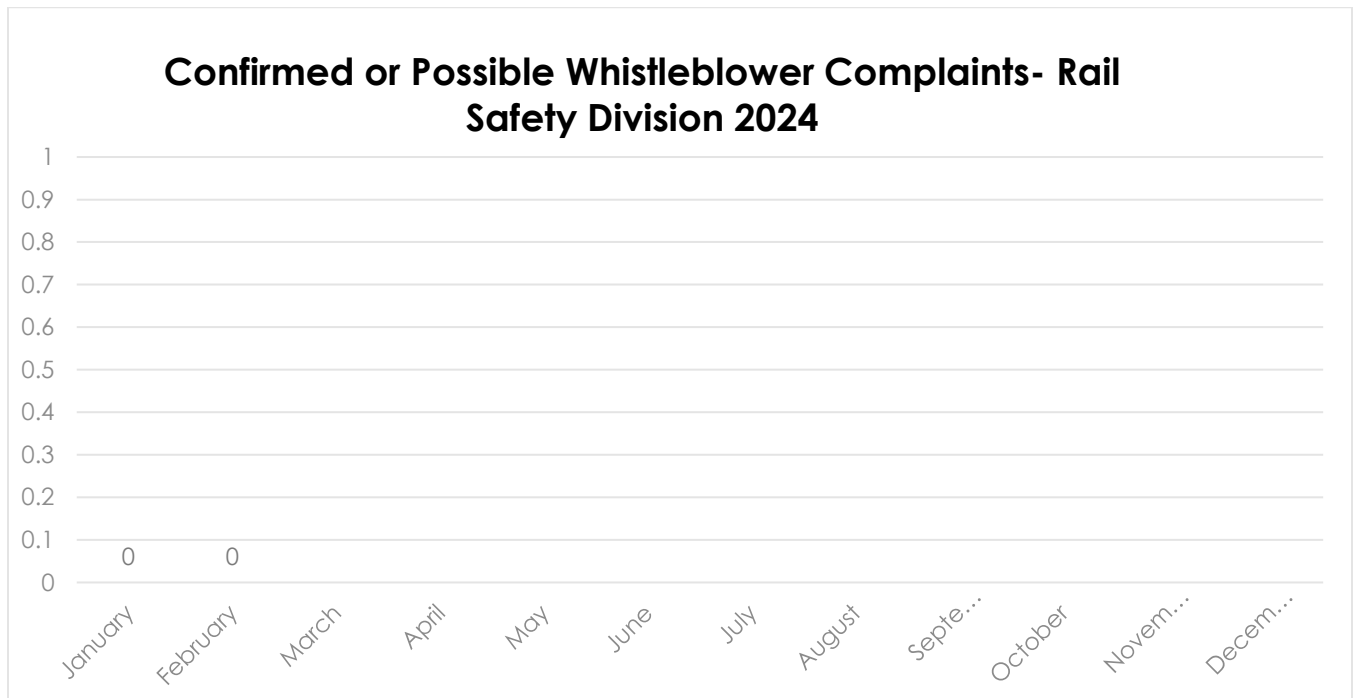


Monitoring the Whistleblower Website

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 – 1/1/2024 – 2/29/2024

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



Railroad Operations and Safety Branch - ROSB

In February 2024, the RSD Railroad Operations and Safety Branch (ROSB) completed the following:

Railroad Operations and Safety Branch	Feb-2024	YTD 2024
New Incidents Investigated	6	11
Informal Complaints Investigated	0	0
Railroad Bridge Observations	10	33
Railroad Safety Inspections	234	472
Non-compliant conditions identified/corrected	658	1472
Operation Lifesaver Presentations	0	0

ROSB Inspection, Investigation & Field Activities

February 13, 2024: An RSD Railroad Safety Inspector performed an inspection of the Union Pacific (UP) yard in Los Nietos and found a non-compliant condition. A broken knuckle was lying in the walkway adjacent to the track, creating a tripping hazard in violation of CPUC General Order (GO) 118-A which requires all walkways to be free of obstructions.

UP management was notified of the non-compliant condition and a follow up inspection performed later that day verified that the walkway had been cleared, bringing it into regulatory compliance.

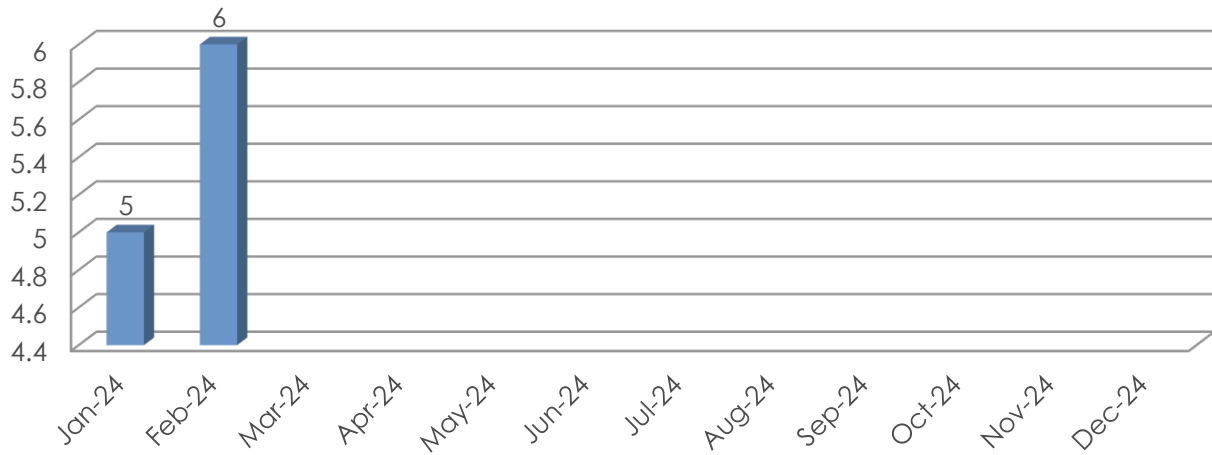
February 15, 2024: An RSD Railroad Safety Inspector performing grade crossing inspections along the California Northern Railroad (CFNR) line in San Joaquin County discovered that the Emergency Notification Sign (ENS) was missing from the grade crossing at Banta Road in Tracy. This is a violation of CPUC GO 75-D which requires all grade crossing warning devices and signage be maintained in proper condition and visible. A CFNR manager was notified of the non-compliant condition.

A follow up inspection performed the following week verified that repairs were made at the Banta Road crossing and the ENS had been replaced bringing the crossing into regulatory compliance.

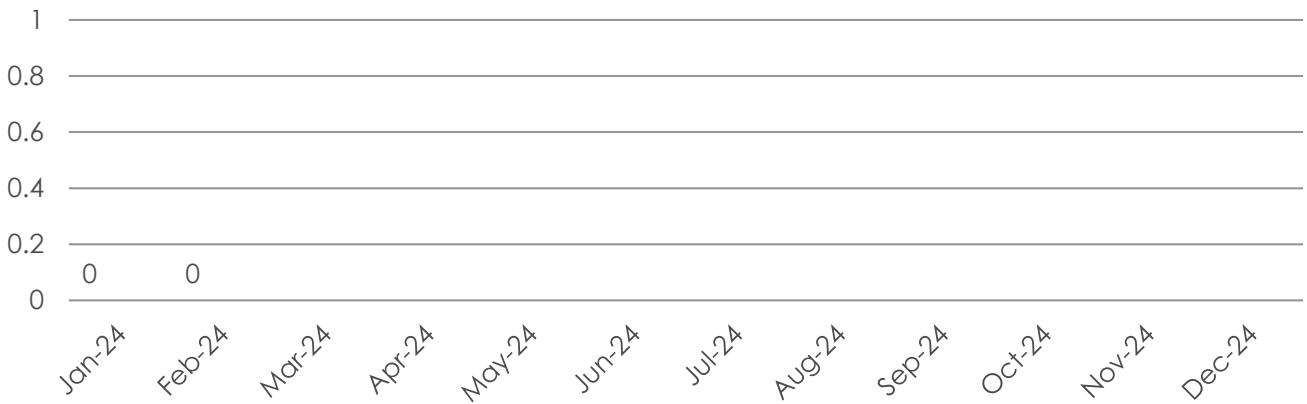
February 22, 2024: An RSD Railroad Safety Inspector performed an inspection of the BNSF Railway Fontana yard in Fontana. During the inspection it was discovered that railroad ties were next to the track creating a clearance obstruction and contact safety hazard in violation of CPUC GO 26-D.

The BNSF yard manager was notified of the non-compliant condition and a reinspection conducted two weeks later verified that the railroad ties had been removed, eliminating the clearance obstruction bringing the walkway back into regulatory compliance.

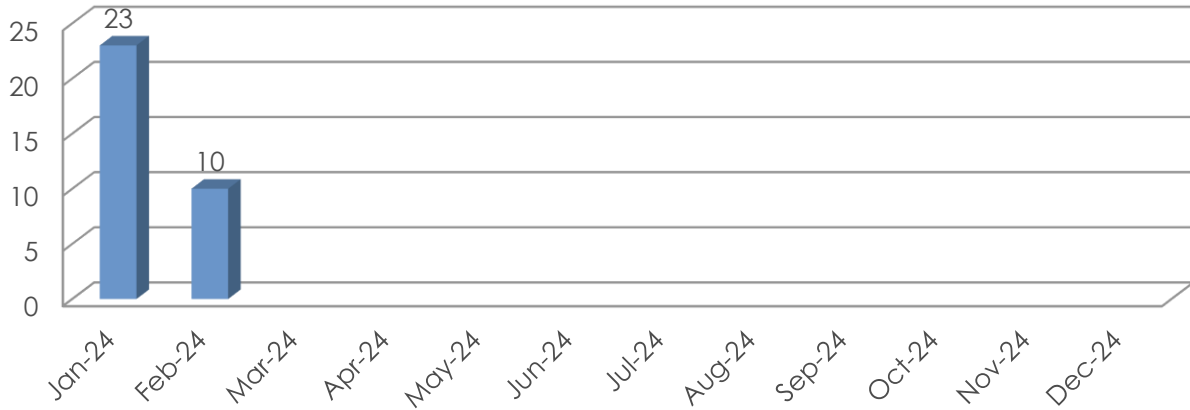
Incidents Assigned for Investigation YTD = 11



Informal Complaints YTD = 0



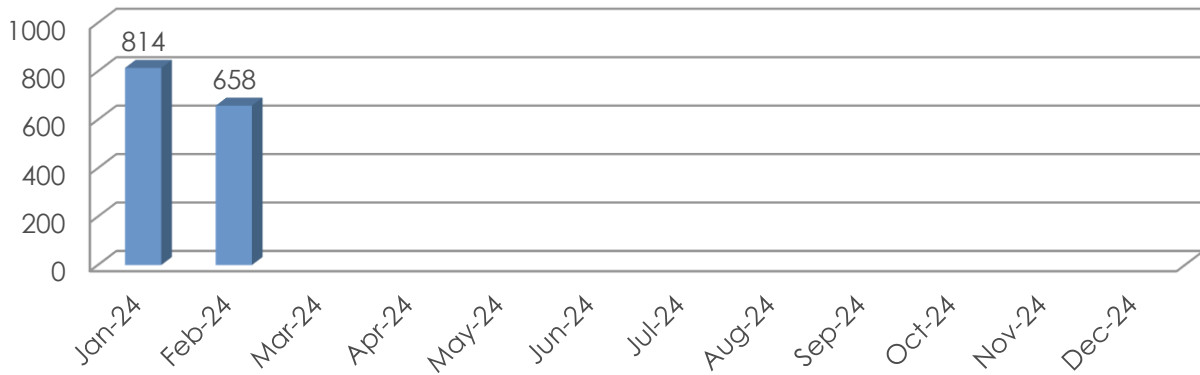
Railroad Bridge Observations YTD = 33



Railroad Safety Inspections YTD = 472



Non-Compliant Conditions Identified/Corrected YTD = 1472



Operation Lifesaver Presentations YTD = 0



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 February	# Unit Trains Projected March	# Unit Trains FYTD (23-24)	# Cars Received February	# Cars Projected March	# Cars FYTD (23-24)
Plains All America	N	0	0	0	0	0	0
Kern Oil	N	1	1	7	105	105	711
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received February	# Unit Trains Projected March	# Unit Trains FYTD (23-24)	# Cars Received February	# Cars Projected March	# Cars FYTD (23-24)
Kinder Morgan (Wilmington)		12	22	117	1146	2112	11223
Eco-Energy (Stockton)		4	5	33	408	532	3447
Pelican Renewables (Stockton)		0	0	7	0	0	745
Storage of Hazardous Material Cars							
Railroad	Loads	Empties	Commodity	County			
Arizona California RR	36	105	LPG	San Bernardino			
Santa Maria RR	2	167	LPG	Santa Barbara			
Sierra Northern Railway	114	346	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	35	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.

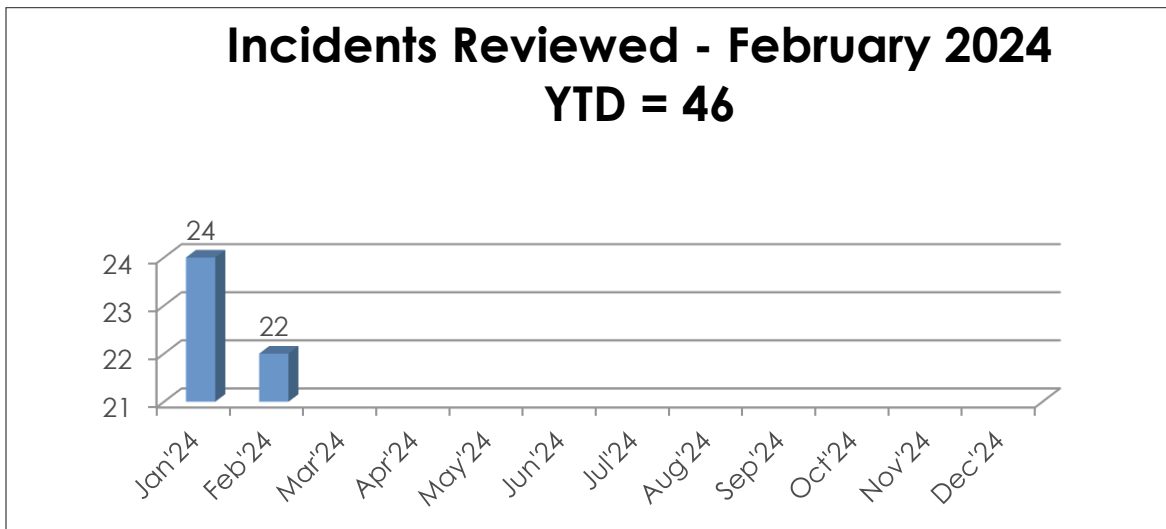
Rail Crossings and Engineering Branch - RCEB

In February 2024, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	February Closed	Closed YTD
Crossing Incident Reviews	22	46
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	71	62
Proceedings, Resolutions and G.O. 88-B Reviews	4	11

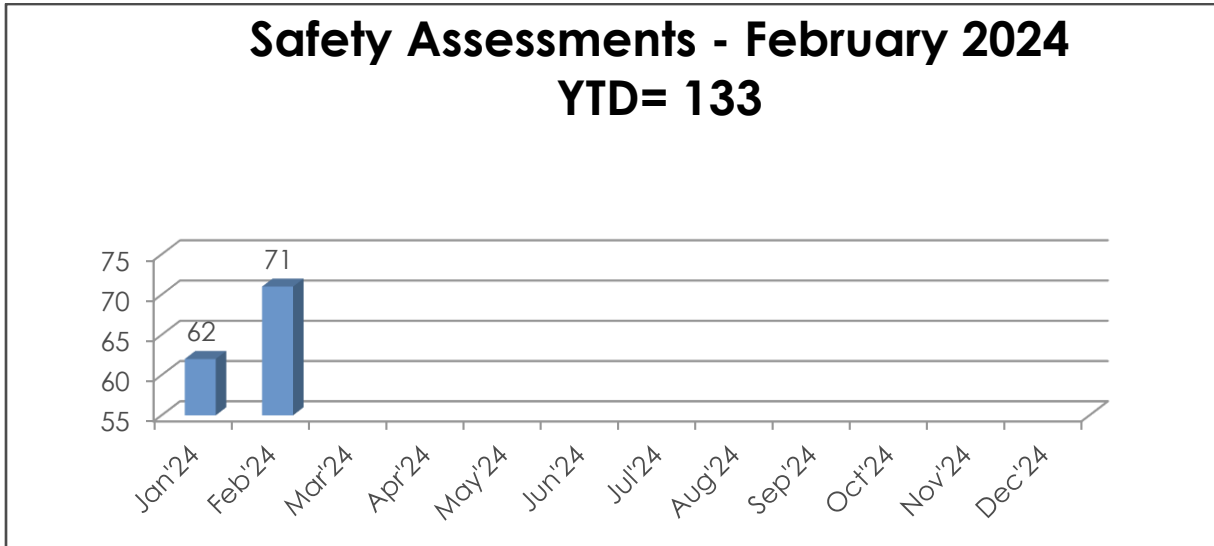
Rail Crossing Incident Investigations

In February 2024, RCEB closed 22 incidents at highway-rail at-grade crossings (crossings). These 22 incidents resulted in two injuries and six fatalities.



Safety Assessments, Quiet ZONES, and Reviews

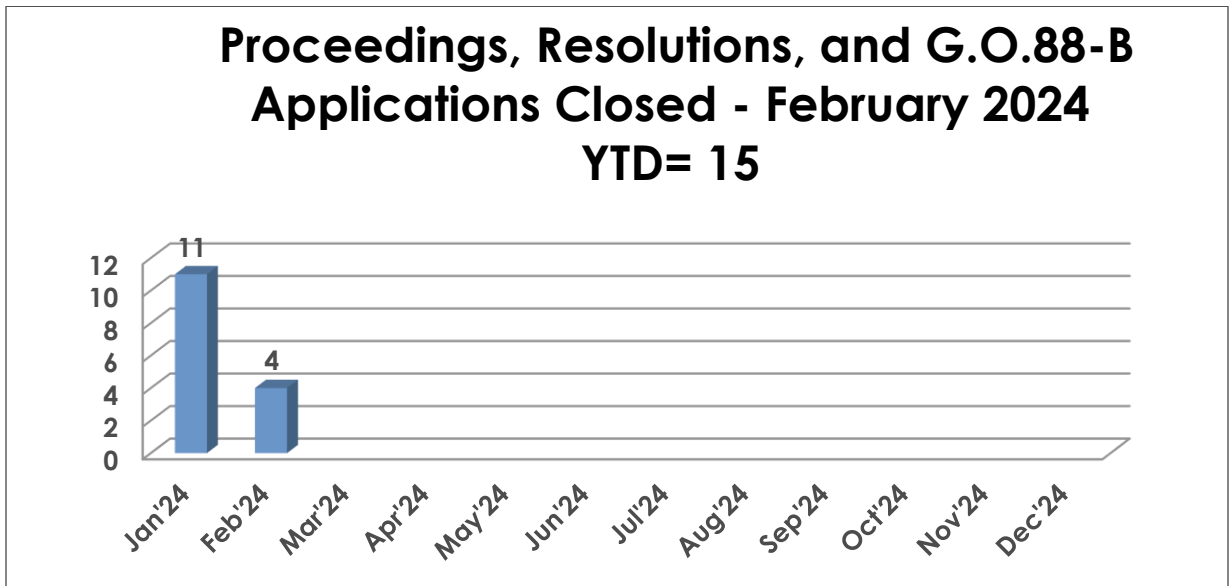
In February 2024, RCEB completed 71 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In February 2024, RCEB approved one General Order 88-B request for authority for alteration to an existing crossing. The Commission approved one formal Application, one Resolution, and the RSD Director approved one Time Extension Decision Resolution.

1. PROC - A2211017 - D.24-02-020 - Decision authorizes the Los Angeles County Metropolitan Transportation Authority to construct eight crossings on the East San Fernando Valley Light Rail Transit Project in the County of Los Angeles.
2. RESL - SX-151 - Adopting updates to the list of crossings exempt from the mandatory stop requirements of California Vehicle Code Sections 22452 and 22452.5 and delegating authority for maintaining the exempt crossings list.
3. RESL - TED-302 - Granting a second extension of time to complete construction of a pedestrian-rail crossing at Santa Claus Lane in Santa Barbara County.



Rail Transit Safety Branch - RTSB

In February 2024, 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

FTA Meeting:

On February 14, RTSB and Federal Transit Administration (FTA) had another monthly meeting to discuss RTSB’s progress towards meeting the requirements of FTA Special Directive 22-25, dated October 21, 2022, requiring the CPUC to develop and implement a risk-based inspection program.

On February 21, RTSB management participated in the quarterly virtual meeting the FTA holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.

RSD-CPED Meeting:

On February 14, RTSB participated in a meeting with RCEB and the Consumer Protection and Enforcement Division to discuss issues relating to the safety of autonomous vehicles operating over and around rail crossings.

TSOA Meeting:

On February 15, RTSB management participated in a monthly meeting of the Transit Safety Oversight Association (TSOA), a national non-profit association developed to serve professionals in the transit safety oversight field.

Training:

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

- Clint Olazava-Broadbent and Salvador Herrera completed the "SMS [Safety Management Systems] Awareness" course offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Clint Olazava-Broadbent and Ariana Merlino completed the "Defensive Driver Training" offered by the California Department of General Services.
- Clint Olazava-Broadbent completed "Ethics Training for State Officials" offered by the California Attorney General and Fair Political Practices Commission.
- Steven Espinal, Sally Nguyen, and Clint Olazava-Broadbent 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 an April 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 696 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).

In January 2024, the Inglewood Transit Connector (ITC) Project gained approval for a substantial federal investment of \$1,009,430,998. This significant funding infusion represents a pivotal move for the project, propelling it closer to the attainment of full financial support.

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.

There was a meeting January 12, 2024 between CPUC and LACMTA to discuss what LACMTA is still tracking internally as well as to discuss the final SCVR package to be submitted to CPUC. On January 19, 2024, the project team informed CPUC that their subject matter experts concluded that the remaining open work orders are not safety critical. CPUC staff replied with a series of questions about inspection frequency and the extent of hazards present, which P3010 staff addressed satisfactorily. Finally, on February 29, 2024, CPUC staff replied stating that there are no issues and the P3010 project can submit final SCVR documentation for CPUC approval.

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.

On January 11, 2024, RTSB staff met LACMTA Staff and China Railway Rolling Stock Corporation (CRRC) staff at the Division 20 shop to view the two MPs currently in the shop. The third MP was supposed to be shipped to LACMTA in January 2024 but was damaged in route and returned to the Springfield final assembly site for repair. In response, production of another MP was expedited and on February 29, 2024, the project team signed off on shipment release of that MP to the Los Angeles site. LACMTA determined from CRRC's schedule that there is a potential 12-car shortage at the start of WPLE

1 revenue service in Spring 2025. In response, CRRC has proposed an “Accelerated Production Schedule” plan, which is under evaluation by LACMTA. In addition, to support the opening of WPLE1, LACMTA is making plans to ensure turnback capability at that time.

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.

In February 2024, the Foothill Phase 2B project team provided a test log look ahead report listing all planned testing activities for the project (including Systems Integration Testing and Local Field Acceptance Testing).

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. 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.

On 1/3/2024 RTSB and RCEB staff met LACMTA staff at Oak grade crossing to investigate erratic behavior of traffic signals that had been observed along several K Line grade crossings. RTSB and RCEB staff have communicated the inspection findings to LACMTA and this problem requires further investigation and coordination with the City of Inglewood. On February 3, 2024, RTSB staff witnessed live wire and preliminary clearance testing at the AMC Station. On February 26, 2024, RTSB and RCEB staff had a preliminary inspection of Arbor Vitae grade crossing followed by a field review of the AMC Station. Arbor Vitae grade crossing is part of the closed portion of the K Line and was in fact extended south after the initial K Line opening to create 3 lanes in each direction (westbound, eastbound) instead of 2 to accommodate future traffic flow. The Arbor Vitae widening had to have an approved GO 88-B request to alter the public highway-rail crossing since the Arbor Vitae crossing was modified as a result of the street widening. CPUC staff had a preliminary inspection of the crossing even though it is not yet functional, because warning devices and signage have been installed.

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 (SFTCJV) made up of SKANSKA, Stacy and Witbeck, and AECOM. No update.

Southeast Gateway Line 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 Southeast Gateway Line project 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 Southeast Gateway Line 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 Southeast Gateway Line 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.

The West Santa Ana Branch Transit Corridor Project has changed names to “Southeast Gateway Line project.” No update.

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.

On January 30, 2024, RTSB staff and LAWA and contractor staff held a joint workshop to discuss final RTSB comments on GO 143-B applicability. All parties agreed on comments and RTSB will be receiving follow-up documentation. On February 20, 2024, RTSB staff held an internal meeting to review the final LAX APM Track Allocation and Roadway Worker Protection Plan and sent final comments to LAWA and LAX Integrated Express Solution (LINXS), the project contractor, on February 20, 2024.

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. In addition, the request includes a reduced minimum clearance requirement for 8 feeder cables that are affected by these OCS poles. 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 request.

Overall construction is at about 83% completion. Cars Nos. 1-7 have received final inspection and are being stored at the Siemens Assembly Plant in Rancho Cordova, CA. Car No. 8 is undergoing final equipping or remaining vehicle components and system testing. Station platform work and canopy installations continue along the alignment. Prepping for OCS wire installations. Erection of OCS poles ongoing throughout the project, including brackets and prefabricated arms. Construction work progresses on double crossover at Harbor Station. 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 Spring 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.

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.

Sacramento Streetcar Project:

To maintain project viability, the project has been reduced in scope and the plan is that a revised project is being transferred to SRTD from the Cities of West Sacramento and Sacramento, the original grant

applicants. SRTD will now become the lead agency and the project will be an expansion of RTD’s existing light rail system that will still link the two cities over the Sacramento River. Design remains in the conceptual stage.

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. To date, 23 of 47 LRVs have been accepted. No update.

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. No update.

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 1/26/2024, RTSB staff sent a letter to authorize SFMTA to place three more LRV4 cars (2116, 2128 & 2129) into revenue service upon receipt of the letter. Currently, SFMTA has 129 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

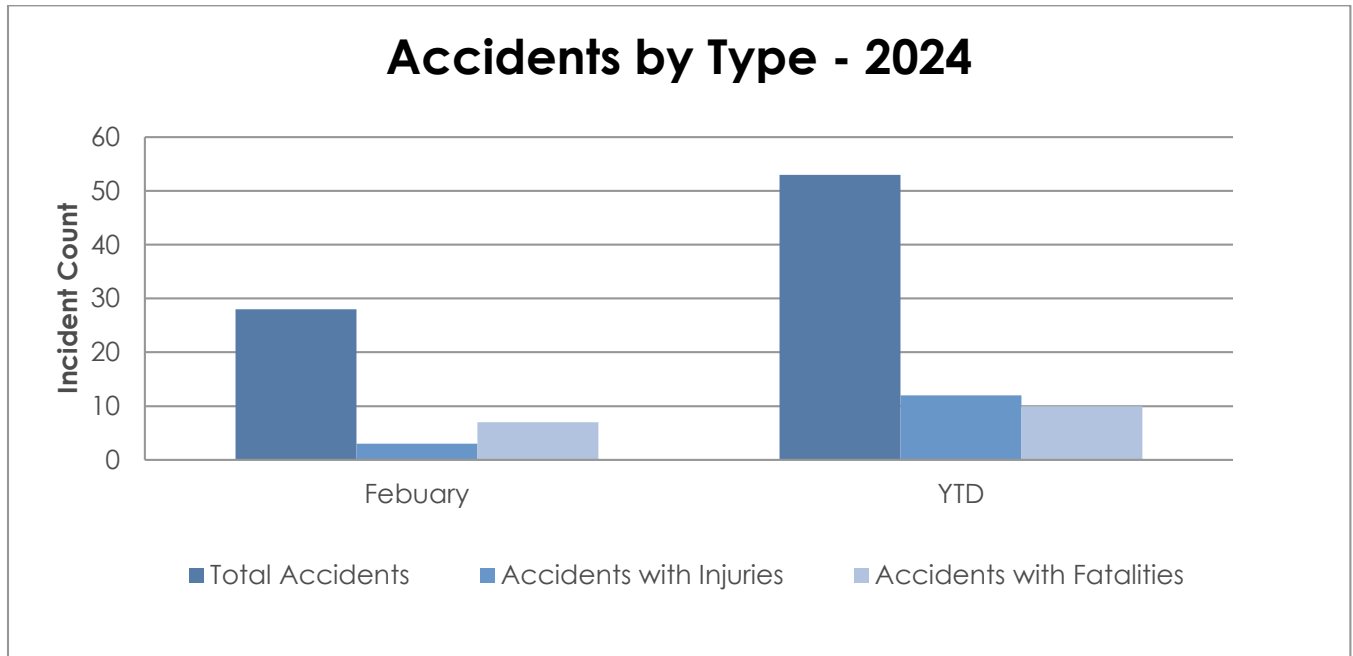
Table 1. Investigation & CAP Data

Investigations	February 2024	YTD 2024
Accidents Reported	28	53
Accident Investigations Closed	11	37
Complaints Investigated	0	0
Rail Transit Inspections	51	94
Corrective Action Plans	February 2024	YTD 2024
New Corrective Action Plans	27	80
From Triennial Review	0	0
From Incidents	3	29
From Internal Safety/Security Audits	9	9
From Rail Transit Inspections	15	35
From Hazard Management	0	7
Closed Corrective Action Plans	32	49
From Triennial Review	0	0
From Incidents	6	10
From Internal Safety/Security Audits	6	7
From Rail Transit Inspections	19	30
From Hazard Management	1	2

Data collected from RSSIMS

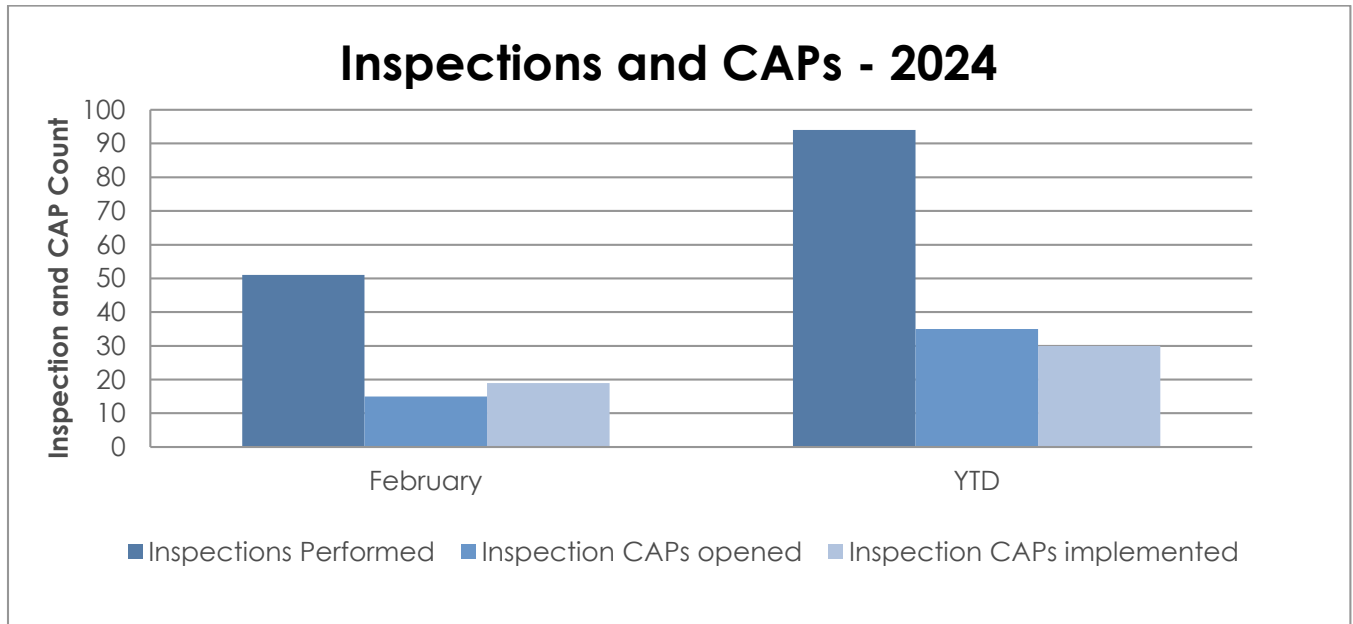
Ongoing Data / Trends

Table 2. Accidents by Type



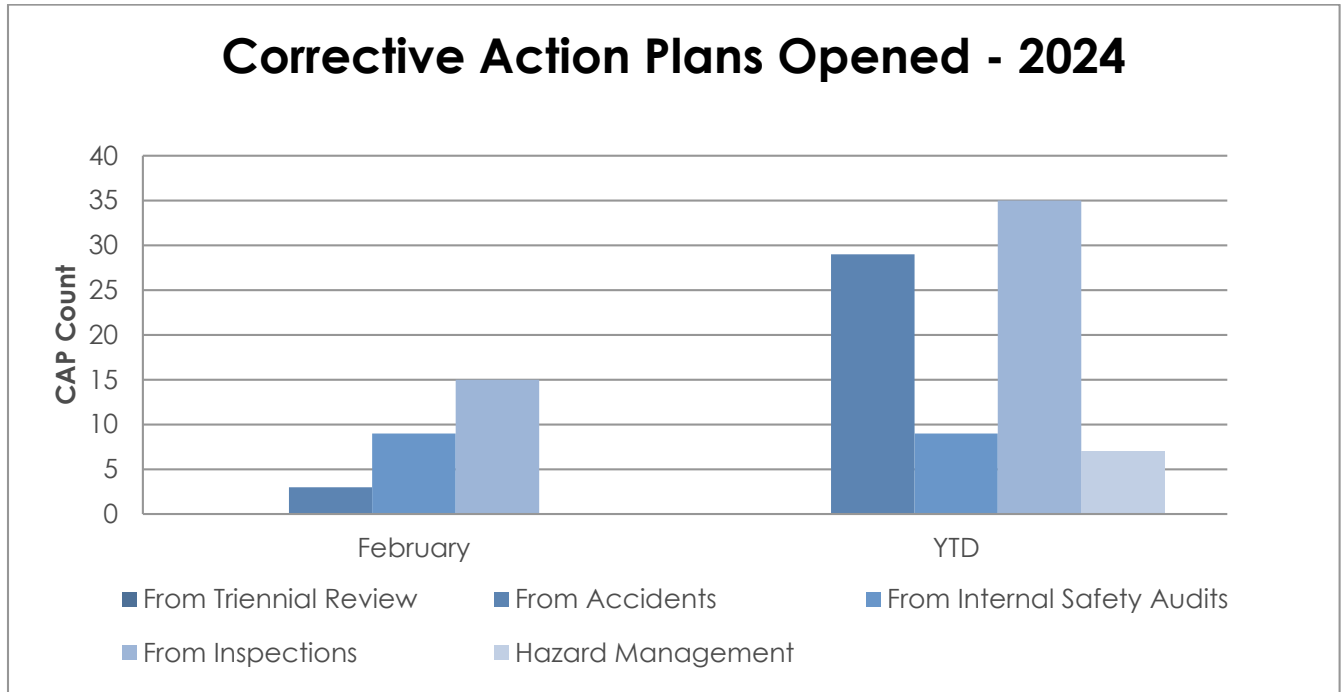
Data collected from RSSIMS

Table 3. Inspections & CAPs



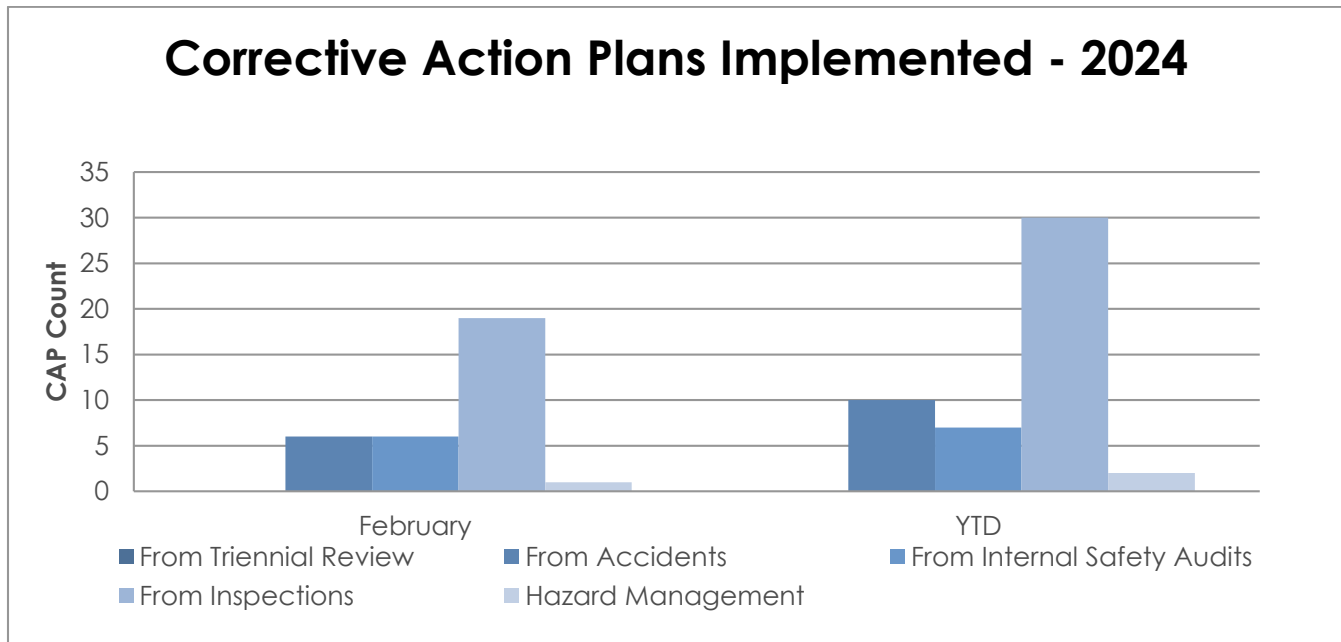
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS