

Rail Safety Division



Monthly Performance Report

December 2020

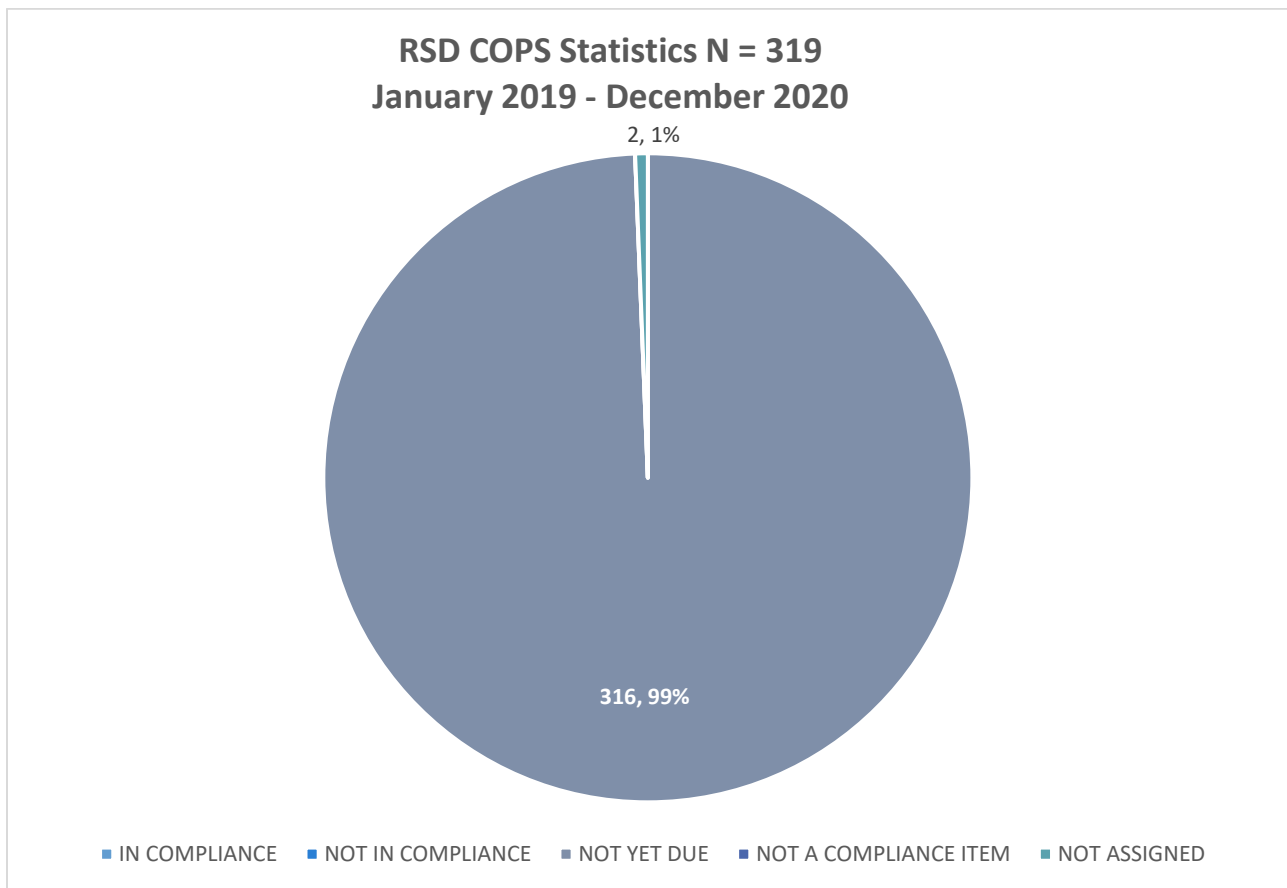
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COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through December 31, 2020, the Rail Safety Division (RSD) showed 319 total entries in the COPS system, with 0 reaching compliance, 316 (99%) not yet due for compliance, and 0 (0%) out of compliance. 317 (99%) of all Ordering Paragraphs (OP) are assigned to staff while two ordering paragraphs are pending assignment to staff and one ordering paragraph is pending verification of the assigned Subject Matter Expert.

During December 2020, there was one new OP recorded to the COPS database for the Rail Safety Division.

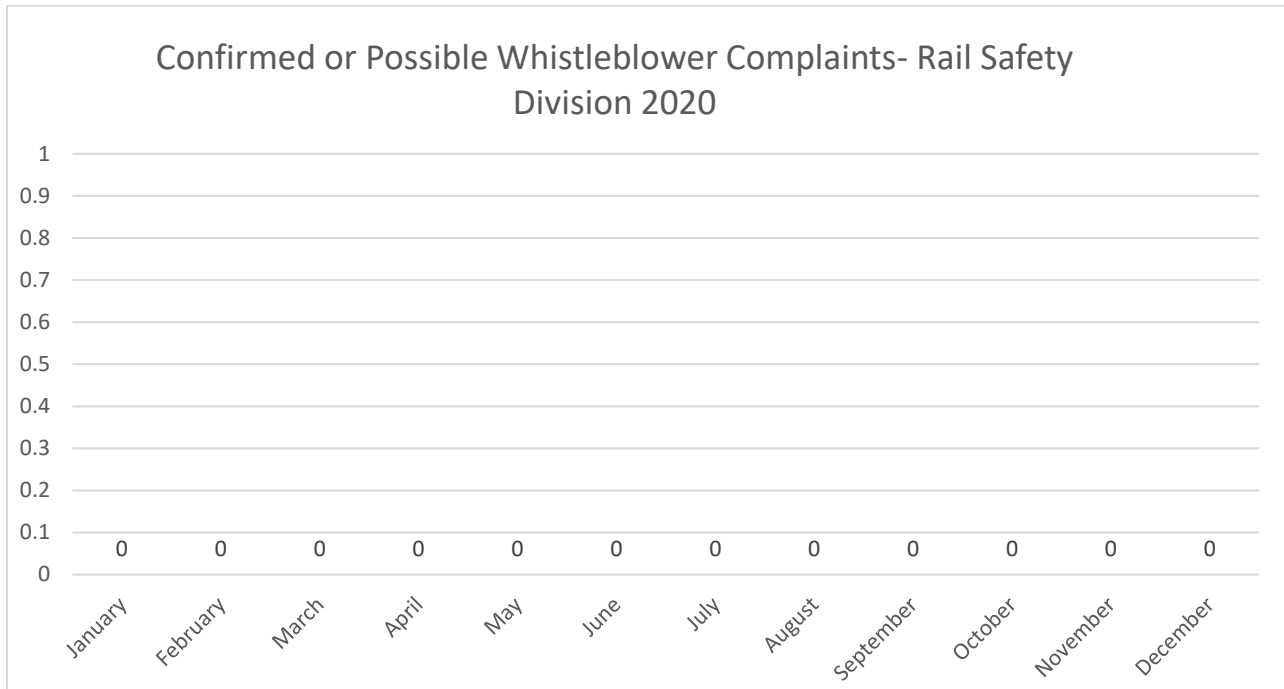


MONITORING THE WHISTLEBLOWER WEBSITE

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 - 1/01/20 – 12/31/20

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



RAILROAD OPERATIONS SAFETY BRANCH – ROSB

In December 2020, the RSD Railroad Operations Safety Branch (ROSB) completed the following:

Railroad Operations Safety Branch	Dec-2020	YTD 2020
New Incidents Investigated	4	86
Informal Complaints Investigated	2	35
Safety Assessments/Reviews	10	132
Compliance Actions	734	11826
Major Inspections Completed	2	30
Operation Lifesaver Presentations	0	11

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

December 2, 2020: CPUC Railroad Safety Inspectors performed a re-inspection of a BNSF Railway (BNSF) crossing in Vernon. During the initial inspection it was discovered that the grade crossing sign was not in compliance with CPUC General Order (GO)-75-D requirements in that the east side of the crossing did not have the required reflectorized tape and that the crossing post on the west side of the crossing was missing. The re-inspection on December 2nd verified that BNSF had performed corrective work to bring the crossing in regulatory compliance.

December 3, 2020: A CPUC Railroad Safety Inspector conducted a walkway inspection of a BNSF railroad bridge in Needles. The inspection discovered an excessive slope in the walkway, which was out of compliance with CPUC GO 118-A, creating a tripping hazard and an unsafe walkway adjacent to the main tracks. BNSF staff were contacted and responded by repairing the walkway and bringing the bridge into regulatory compliance.

December 8-9, 2020: CPUC Railroad Safety Inspectors performed crossing inspections on BNSF property in Miramar. BNSF recently acquired the property from Pacific Sun Railroad (PacSun). The purpose of this inspection was to focus on grade crossing safety and 49 CFR 234, which requires a railroad to transfer all maintenance records and ensure all crossings are operating as intended after change of ownership.

The CPUC inspectors performed visual and operational tests and inspections of all grade crossings previously owned by PacSun. During the inspection, the inspectors found several defects that needed to be addressed. At two of the crossings, the gate arms were under or over the required height from the roadway while the crossing was activated. At one crossing, the bell was malfunctioning and intermittently working. At three separate crossings, the crossing plans were incorrect and needed to be updated to reflect the correct equipment being used. The BNSF signal employees were notified of the defects during the inspection and all defects were documented in the report given to the railroad who took corrective action.

December 14, 2020: CPUC Railroad Safety Inspectors performed an inspection at the Union Pacific Railroad (UP) Yard located in City of Industry. The inspection focused on federal compliance with labeling, marking, stenciling, placarding, proper handling, and the securement of closures on tank cars containing hazardous materials. Inspectors discovered defects on one tank car, specifically the closure plugs on the tank car were not properly secured. Federal regulations (49 CFR 173.24) state that shippers are responsible for all closures on tank cars and determine that the closures and all fastenings securing them are properly tightened in place by use of a bar, wrench, or other suitable tool.

The UP Operations Manager on duty was immediately notified and arranged for the shipper subsidiary in the area to travel to the yard and perform the required corrective repairs. The shipper also performed a safety stand down for their employees regarding the issue to review and reinforce with staff rail safety regulations regarding tank cars.

December 21, 2020: CPUC Railroad Safety Inspectors traveled to the UP ICTF Yard in Wilmington to perform a regular inspection of intermodal tanks containing hazardous materials.

During inspection, the CPUC inspectors found a total of four defects:

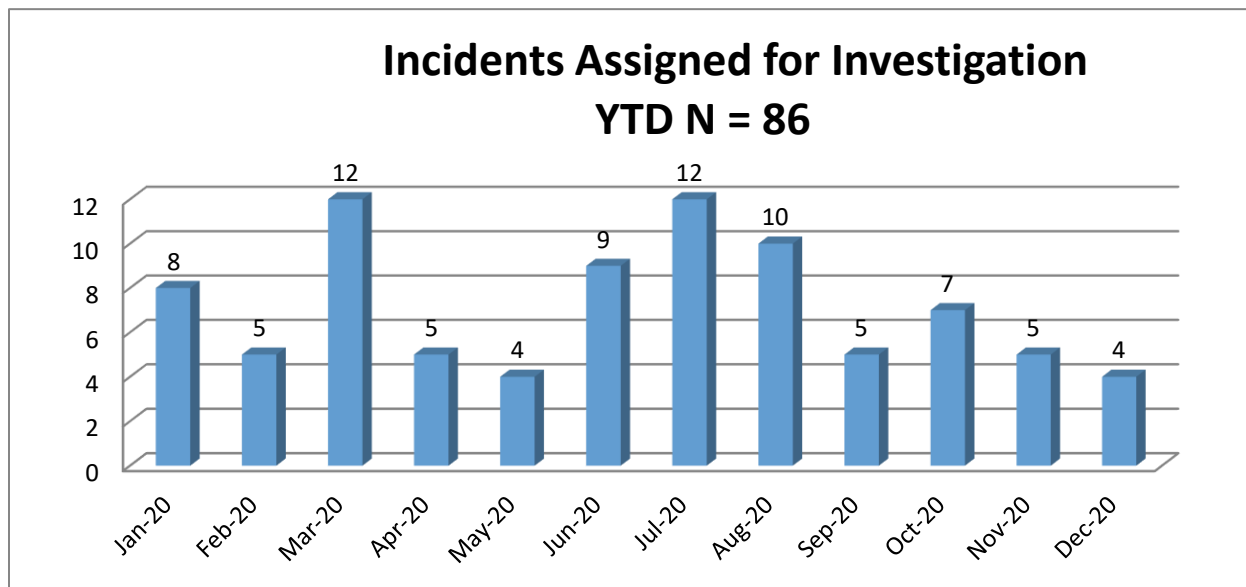
- One intermodal tank noted with material adhering to the outside of the package. Intermodal tanks must be clean from any residue or material while in transit to

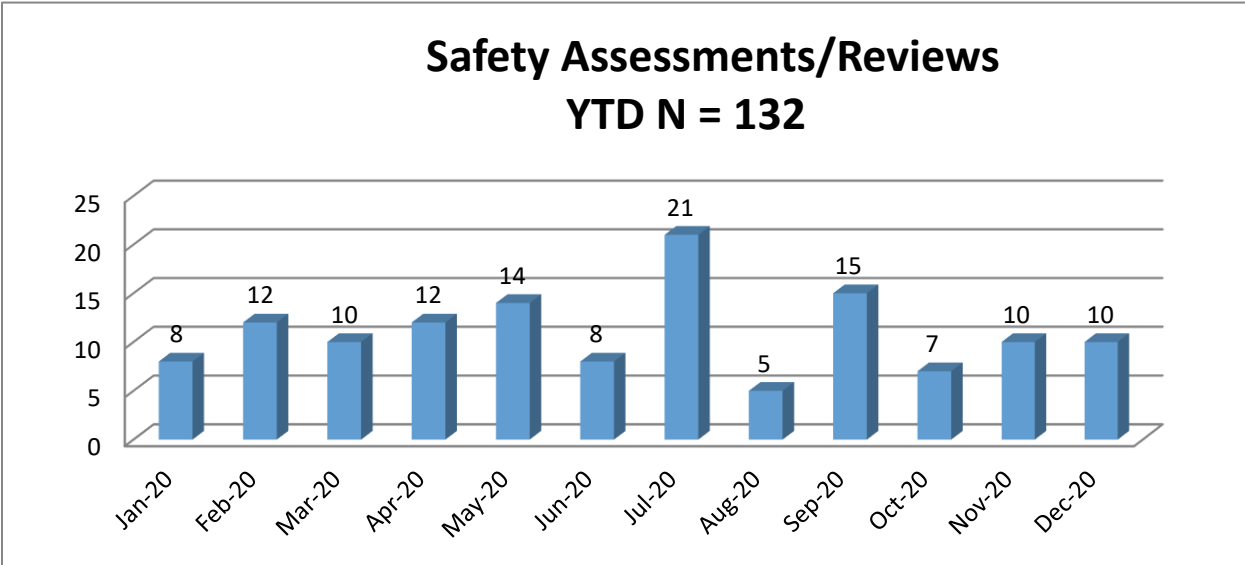
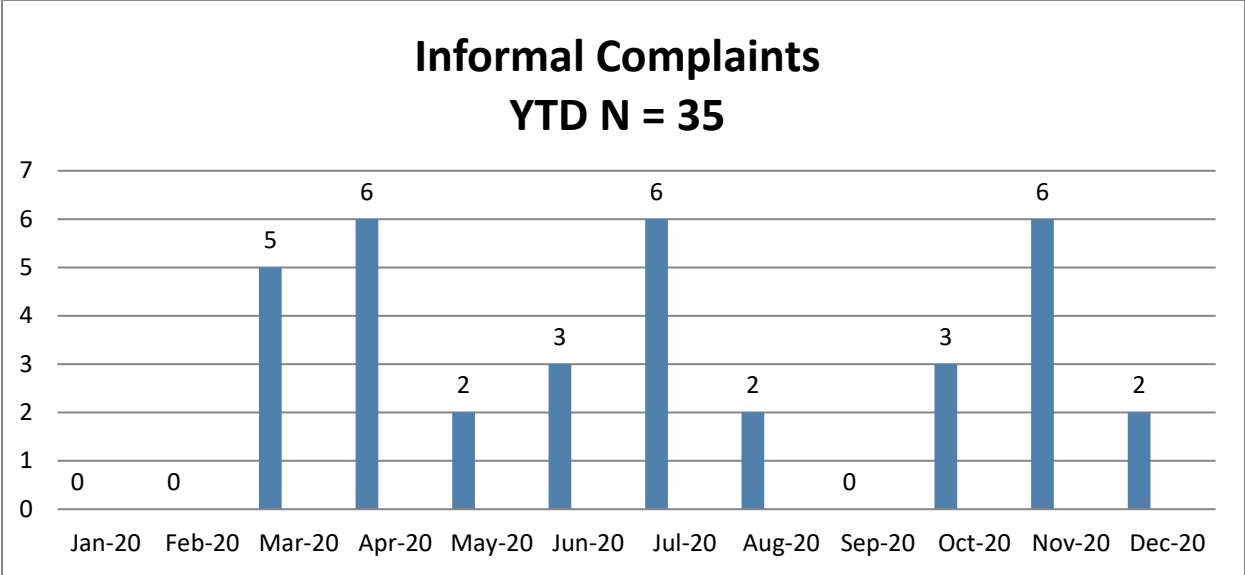
prevent contact from employees, the public, inspectors, and environment. (49 CFR 173.24 (b)(4))

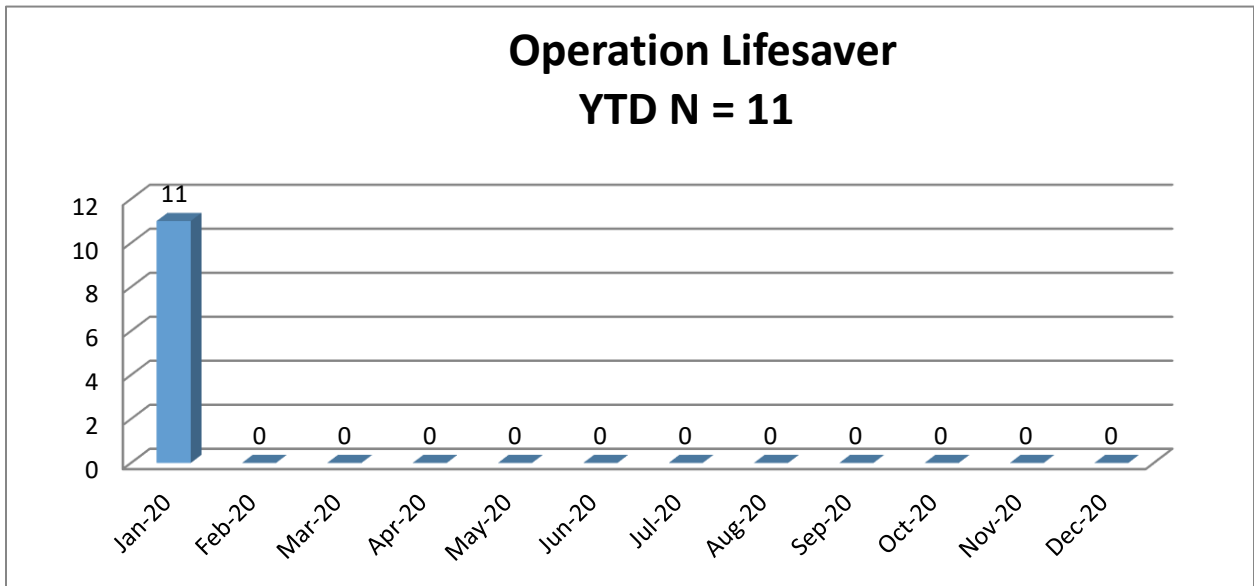
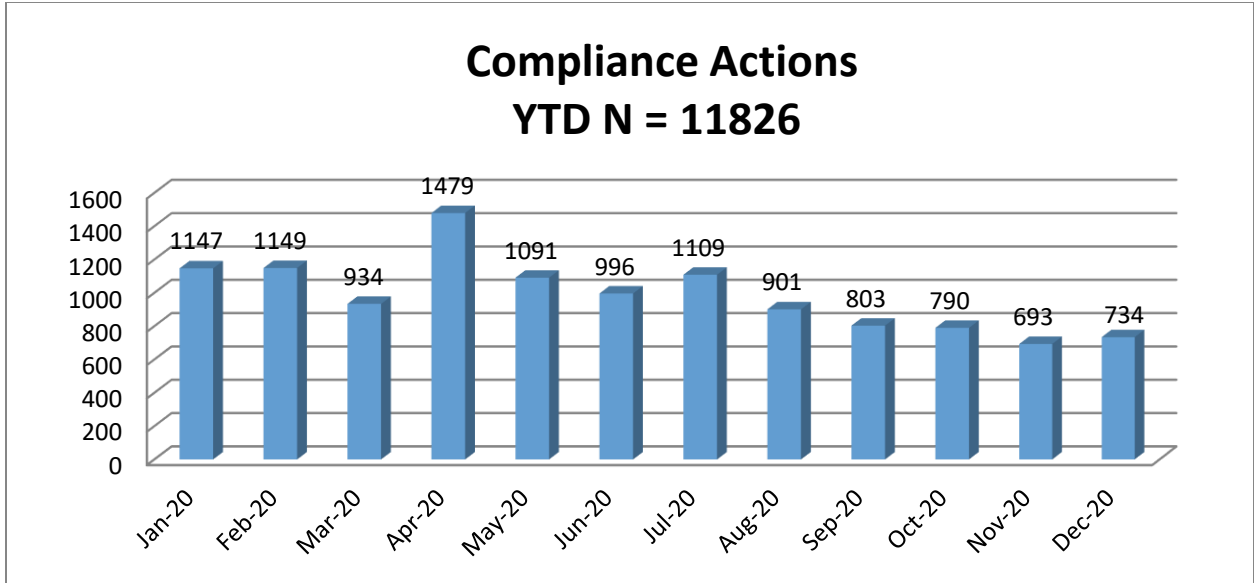
- Two intermodal tanks were noted with loose manway cover swing bolts. Loose closures create the opportunity for releases of both vapor and liquid which place not only railroad employees and the public at risk, but the environment also. (49 CFR 173.24 (f)(1)(ii))
- One intermodal tank noted with a loose flange bolt on the foot valve at the bottom of the intermodal tank. Loose closures create the opportunity for releases of both vapor and liquid which place not only railroad employees and the public at risk, but the environment also. (49 CFR 173.24 (f)(1)(ii))

UP personnel were notified and took corrective action for the defective conditions cited. Two intermodal tanks were placed on hold to correct the defects, and the other two intermodal tanks were repaired and released back into transportation the same day.

Shippers were notified of defective conditions and were planning to amend current inspection processes and have a safety stand down to speak with field personnel to prevent similar instances from happening in the future.







CRUDE OIL RECONNAISSANCE TEAM (CORT) MONTHLY REPORT

In California during the month of December:

- The railroads moved 2 trains with 100 crude oil cars. (Kern Oil).
- The railroads moved 14 trains with 1350 ethanol cars.
- The railroads stored 96 loaded and 446 emptied hazardous material tank cars.

Ethanol Report

Kinder Morgan is a pipeline and off-loading facility located in Wilmington, adjacent to the BNSF Railway's Watson Yard. The unit trains (consisting of only tank cars loaded with ethanol) received carry 96 or 64 cars. The trains come from various suppliers and states but travel through California on BNSF lines only on their way to Kinder Morgan. When the train is ahead of schedule and the facility is not ready to receive them, the cars are held at a siding two miles away, they are not held more than 48 hours. During the month of December, they received 13 ethanol unit trains totaling 1250 cars.

Nu Star Energy is an energy provider in Selby, that receives ethanol unit trains delivered by the Union Pacific Railroad. In December, Nu Star received one train.

Storage of Hazardous Material Tank Cars

Arizona-California RR (ARZC) is a short line railroad that was a subdivision of the Atchison, Topeka, and Santa Fe Railway. The ARZC began operations on May 9, 1991 and runs between Cadiz, California and Matthie, Arizona. A former branch line from Rice - Blythe - Ripley, CA. has been shortened as a spur for freight car storage. The tracks at Rice are owned by the Arizona-California RR but leased by PBF Energy. PBF Energy currently has in storage at the site 20 empties and 61 loads. All cars stored contain or last contained liquefied petroleum gas (LPG).

Santa Maria Railroad: The Santa Maria Valley Railroad, serving the Santa Maria Valley's rail transportation needs since 1911 is located about 250 miles south of San Francisco and 175 miles north of Los Angeles on the Central Coast of California. The Santa Maria Railroad's system consists of 14 miles of main line track interchanging with the Union Pacific Railroad in Guadalupe. They currently have 12 loads and 36 empties. All cars stored contain or last contained LPG, and when cars are released the Santa Maria Railroad checks them for compliance prior to release.

Sierra Northern Railway: Sierra Northern Railway operates over 100 miles of track in Mendocino county, Tuolumne, Stanislaus counties, and Yolo county. Sierra Northern provides rail shipping to all of California through interchanges with the BNSF and UP. They are currently

storing 26 loads and 289 empties at various locations on their railroad. All cars stored contain or last contained LPG.

Oakland Global Rail Enterprise (OGRE): Formerly known as the Oakland Terminal Railway operating on 10 miles of industrial track surrounding the Oakland Army Base. Jointly acquired in 1943 by the Western Pacific Railroad and Atchison, Topeka and Santa Fe Railway and used to interchange with the ATSF near the Southern Pacific 16th street station in Oakland. The railroad is currently storing zero railcars.

Northwestern Pacific Railroad (NWP): is a regional railroad that serves the North Coast of California. Its main line is 271 miles long and runs between Schellville and Eureka. An additional portion of the line runs from the Ignacio Wye to the edge of San Rafael. Currently, only the 62 mi stretch between Schellville and Windsor is in operation with freight and Sonoma–Marin Area Rail Transit (SMART) commuter trains. Currently NWP has 2 loads and 101 empties. All cars stored contain or last contained LPG.

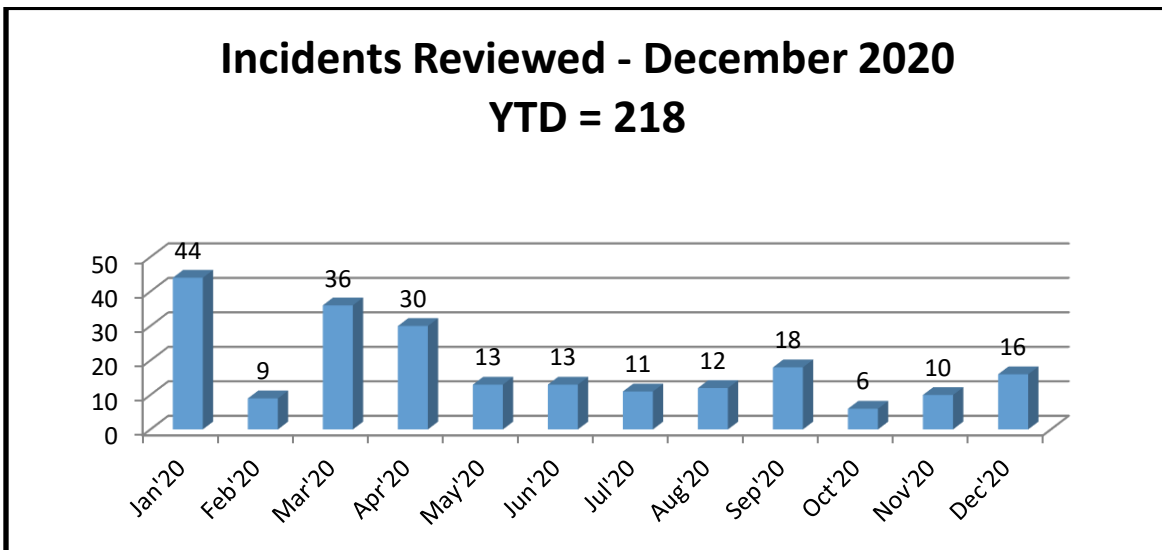
RAIL CROSSINGS AND ENGINEERING BRANCH – RCEB

In December 2020, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	November Closed	Closed YTD
Crossing Incident Reviews	16	218
Safety Assessments/Quiet Zones/Reviews/Training	20	514
Proceedings, Resolutions and G.O. 88-B Reviews	2	110
Operation LifeSaver Presentations	0	17

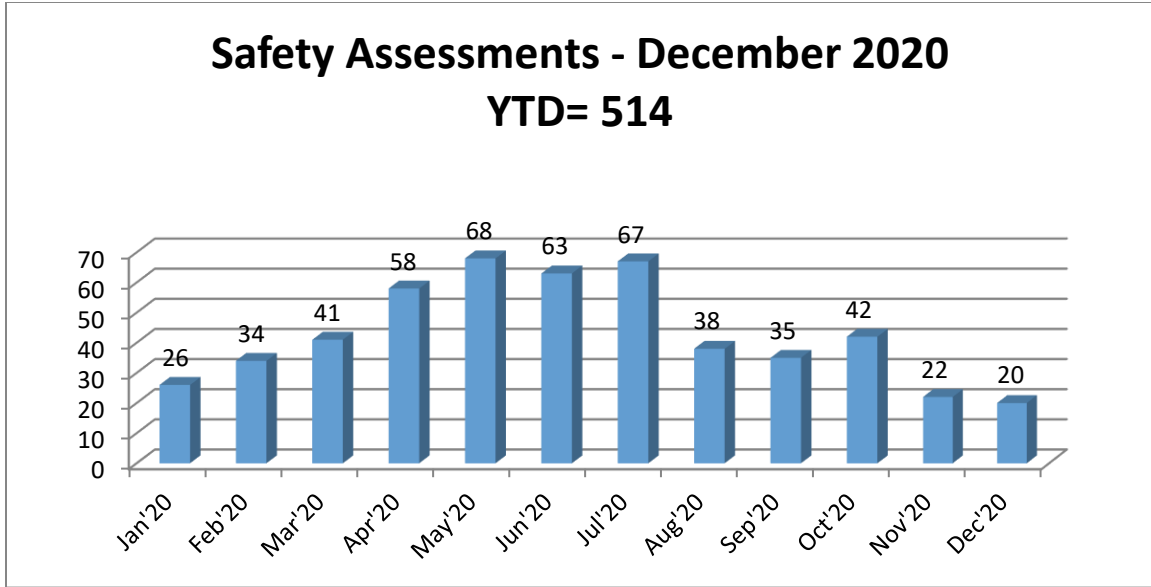
RAIL CROSSING INCIDENT INVESTIGATIONS

In December 2020, RCEB closed 16 incidents at highway-rail at-grade crossings (crossings). These 16 incidents resulted in six injuries and four fatalities.



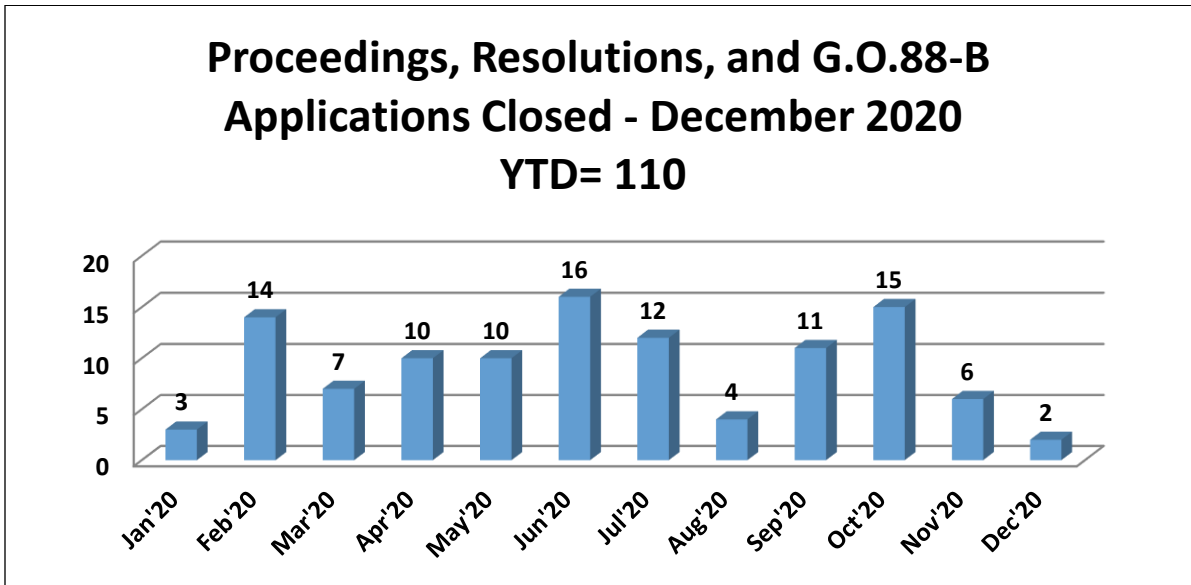
SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In December 2020, RCEB completed 20 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, and diagnostic reviews with railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In December 2020, RCEB approved two General Order 88-B applications for changes to existing crossings.



RAIL TRANSIT SAFETY BRANCH – RTSB

In December 2020, the Rail Transit Safety Branch (RTSB) completed the following activities:

CORRECTIVE ACTIONS PLANS

- 6 Corrective Action Plans (CAPs)¹ were opened.
- 14 were closed.

ACCIDENT INVESTIGATIONS

- 13 accidents were reported by Rail Transit Agencies (RTAs).²
- 27 accident investigations were closed.

MAJOR AUDITS

- A Triennial Safety and Security Review of North [San Diego] County Transit District (NCTD) was conducted in August 2018. The security report and resolution have been approved by management and legal staff. A draft resolution of the safety report is under managerial review.
- A Triennial Safety and Security Review of San Francisco Municipal Transit Agency (SFMTA) was conducted in October 2018. The agency's 30-day review comments were received, and staff have prepared a draft that is under managerial review.

¹ 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.

² 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.

- A Triennial Safety and Security Review of Sacramento County Department of Airports (SCDOA) was conducted in May 2019. The agency's 30-day review comments were received, and staff have prepared draft Reports and Resolutions, management has reviewed and approved, and the items were sent for Legal review.
- A Triennial Safety and Security Review of the San Francisco Airport AirTrain (AirTrain) Automated People Mover (APM) was conducted in June 2019. The agency's 30-day review comments were received, and staff have prepared a draft that is under managerial review.
- A Los Angeles Metropolitan Transportation Authority (LACMTA) Triennial Safety and Security Review was conducted in September 2019. A draft of the security report and safety report that will be subject to 30-day RTA review is being finalized by staff for management review.
- The Bay Area Rapid Transit (BART) Oakland Airport Connector (OAC) Triennial Safety and Security Review was conducted in June 2019. The agency's 30-day review comments were received, and staff have prepared a draft that is under managerial review.
- The Getty Tram Triennial Audit Triennial Safety and Security Review has been postponed due to conditions arising from the COVID-19 pandemic.
- The Triennial Safety and Security Review of Valley Transportation Authority (VTA) was postponed until 2021 due to conditions arising from the COVID-19 pandemic.
- The Sacramento Regional Transit District (SRTD) Triennial Safety and Security Review was postponed to 2021 due to conditions arising from the COVID-19 pandemic.
- The BART Triennial Safety and Security Review was postponed until 2021 due to conditions arising from the COVID-19 pandemic.

ADMINISTRATIVE ACCOMPLISHMENTS

- **RSSIMS Replacement Project:** The three rail branches (RCEB, ROSB, and RTSB) share a database called the Rail Safety and Security Information Management System (RSSIMS). RTSB is participating in activities to identify upgrades for the next version of the database.
- **Rail Inspection & Corrective Action Plan System (RICAPS):** RTSB is working with CPUC's Information Technology Services Division (ITSD) on developing a new on-line platform to automate the process for routing and tracking Inspection Reports and CAPs. The proposed system will allow both CPUC staff and RTA employees to submit, retrieve and manage the information in a centralized database, thereby greatly enhancing efficiency, speed, and accuracy of tracking CAPs to minimize, mitigate, control, correct, or eliminate safety risks and hazards.

GENERAL ORDER AND RESOLUTION ACTIVITY

- **Proposed Revision to GO 143-B:** RTSB management is continuing its work on drafting proposed changes to General Order 143-B "Safety Rules and Regulations Governing Light-Rail Transit." Proposed rule is largely completed, and staff is finalizing the staff Report (to support staff's proposed rule changes and to be part of the OIR filing to open the proceeding).
- **Resolution ST-240:** This Resolution grants the request of the BART for approval of the Safety and Security Certification Plan for their Irvington Station Project. It was approved at the November 5 Commission meeting.
- **Resolution ST-241:** At its December 17, 2020 voting meeting, the Commission approved this Resolution, which grants the request of staff for granting the Rail Safety Division Director temporary ministerial authority to extend timeframes for triennial safety and security reviews of California rail transit agencies, required by Commission General Order 164-E, because of the novel Coronavirus Disease 2019 pandemic. The Resolution also allows the Rail Safety Division Director to extend compliance dates when a rail transit

agency may demonstrate that it is unable to comply with certain safety regulations pertaining to retraining and recertification of employees within the required timeframe because of the pandemic. The temporary authority granted by the Resolution expires 24 months after its effective date.

- **Resolution ST-242:** At its December 17, 2020 voting meeting, the Commission also approved this Resolution, which approves the Los Angeles County Metropolitan Transportation Authority's request for a variance from General Order 95 to allow a reduced minimum clearance of 13-feet-8-inches between the running rails and Overhead Conductor Rail in certain portions of the underground segments of the Crenshaw/LAX Transit Corridor Project, rather than the 14-feet required. There is no risk to public safety due to the underground location and its inaccessibility to the public.

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

- **AirTrain Extension Project:** On August 10, 2017, Resolution ST-205 approved AirTrain's Extension Safety Certification Plan (SCP). The project expands the existing AirTrain system to include a new Long-term Parking Garage Station and an additional in-line Hotel Station serving a future hotel. Several additional upgrades to facilities and equipment are part of the project. The project will have three Safety and Security Certification Verification Reports (SSCVR) as it has three phases. Project culmination and start of revenue service is anticipated to take place in 2020. RTSB management approved the SSCVR that allowed the Hotel Station (Phase 2) to begin revenue service in October 2019. All 42 cars have now been approved with line-of-sight communication upgrades. The estimated SCVR submittal for the Lot DD Station extension (Phase 3) is 1st quarter of 2021.
- **BART Communications Based Train Control (CBTC):** BART entered a \$798 million contract with Hitachi Rail STS USA, Inc to design and build a modern CBTC system. The agency intends for this project to "greatly improve (its) train service." The Project's SCP was approved by the Commission via Resolution ST-206. The contractor executed Notice to Proceed on November 2, 2020.

- **BART 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 proceeding (ST-239) in July 2020. Construction contract for West Bay sites was issued Notice to Proceed in October 2020. East Bay sites are in the engineering design phase. Staff attend the project's monthly Safety and Security Review Meetings. Staff reviewed West Bay sites design conformance checklists with addressed comments.
- **BART 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 proceeding (ST-240) in November 2020.
- **BART New Vehicle Procurement:** BART is in the process of procuring 1,200 new rail vehicles. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator's cab while E-Cars do not. Upon submittal by BART, staff reviews testing and certification documents for each group of cars prepared for service and verifies compliance with the testing and certification plan before authorizing the cars for revenue service. To date, RSTB management has certified and approved 287 vehicles for revenue service.
- **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 is a second element of Phase One. An SSC meeting and walk-through of that element was conducted on June 25. BART plans to submit Certificates of Conformance,

Design Criteria Checklists and supporting documents for the Certifiable Element of Central Warehouse of the HMC Project as approved by the Commission under Resolution ST-181 in October or November 2020. BART submitted SCVR for Central Warehouse on January 7, 2021; staff is reviewing the package and scheduled for a site visit. 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. At the end of the Hayward Maintenance Project, BART will submit a final SSCVR that will cover both phases.

- **Central Subway Project (CSP):** SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown. SFMTA expects the construction to be finished by the end of March 2021 and start revenue service the following year in the Spring of 2022. The main reasons for this delay:
 - Moving to remote work and instituting necessary safety measures and procedures during COVID-19.
 - Quarantining multiple contractor crews when, despite safety measures, some of the team tested positive for COVID-19.
 - Difficulties and delays in getting materials from suppliers during COVID-19.
 - Ongoing design changes throughout the project due to the differing site conditions discovered deep underground.

These delays will likely have impacts on the overall project budget, and SFMTA is working closely with their construction contractors to get the project completed as safely and prudently as possible. Station finishes are continuing at YBM and UMS stations. CSP has been testing the emergency ventilation system – jet fans. At CTS, they are still wrapping everything up. They will bring power distribution online and conduct testing at CTS in January. The backup feed probably will not be installed and brought online until late

January, so they have their temporary substation running there until that is installed. Chinatown plaza is taking progress. They completed all the utility work on Washington St. They are continuing the station finishes at YBM and CTS; both are work in progress. Other than that, everything is taking shape. Right now, they have a modified substantial completion date of 3/31/21, at which time they will hopefully begin live testing using vehicles. They are continuing to work on addressing the remaining BIC S&S checklist items as documented in their CM Safety and Security Certification Checklist Items (BIC), which staff inquired about. With most of the project now complete crews are focused on final items such as: automatic train control cabling, traction power, communications, and the installation of art and other aesthetic additions. Staff participates in Safety and Security Certification Review Committee meetings monthly. The primary focus of topics discussed are construction progress and project schedule, construction specification conformance checklists, and quality assurance and control audit reports.

- **LACMTA P3010 New Vehicle Procurement Project:** LACMTA is in the process of procuring as many as 235 new rail vehicles. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future LAX/Crenshaw line currently under construction. As cars are prepared for service, staff will recommend official approval to RTSB management after a successful review of the Car History Books (testing documentation) in person. To date, RTSB management has certified for revenue service 185 vehicles. 47 vehicles are in revenue service in the J Line (formerly Gold Line) and 138 vehicles are in revenue service in E, A, and C Lines (formerly Expo, Blue, and Green Line, respectively). Kinkisharyo, the vehicle manufacturer, completed a required 4,000 miles Operational Reliability test in December 2020, so the shipment of the final 50 light rail vehicle (LRV) resumed in January 2021.
- **LACMTA 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 Purple Line Extensions, and to replace the aging HRV fleet operating on the Red Line subway. Resolution ST-185 approved the

procurement option. Because of COVID-19 the arrival of pilot cars will be postponed from December 2020 to June 2021. As a result, the specification conformance checklist review, a major component of the safety certification process, will also be postponed. The design checklist review has been completed, but since it will be a long period before the specification checklist is ready for review, Metro will send project updates every 3 months to RTSB staff. Based on the last update in the FTA Quarterly Review Meeting on December 2, 2020, the arrival of cars in Los Angeles is still expected to be June 2021 and China, US, and European based suppliers are back online.

- **LACMTA Regional Connector Project:** Project construction is 70% complete with roof decks being placed on the excavated underground stations. Trackwork installation is well underway. The wye junction that will connect the Blue/Expo and Gold Lines is nearing the end of the concrete phase. The existing Little Tokyo station was closed in October 2020 and will be demolished and rebuilt in a process that will take approximately 22 months. Bus bridges have been implemented to take passengers around this major construction work zone. Staff regularly attends LACMTA's monthly Fire Life Safety & Security and Safety & Security Certification Review Committee meetings.
- **LACMTA D (formerly Purple) Line (Westside) Extension Project:** LACMTA is currently extending the Purple Line. The Westside D Line Extension, previously named the Westside Subway Extension, extends service from the terminus at Wilshire/Western Station to Westwood (UCLA and Veteran's Administration Hospital). This extension will consist of nearly nine miles of heavy rail subway and seven stations. The planned revenue service years for D Line Segments 1, 2, and 3 are 2023, 2025, and 2027. For Segment 1, the Tunnel Boring Machines (TBMs) have completed three out of four miles and the three underground stations are fifty-percent complete. A TBM for Segment 2 launched from Century City/Constellation Station on April 30, 2020 and will continue eastbound for approximately 2 years before meeting with Segment 1. TBM 1 for Segment 3 began mining into the headwall on October 23, 2020. staff is currently working with project teams on all

3 segments to develop and audit completion of the safety certification design conformance checklists.

- **LACMTA/MGLFECA Foothill Extension Phase 2B:** LACMTA and Metro Gold Line Foothill Extension Construction Authority (MGLFECA) is working with staff to update and revise the project SCP which was originally approved via Resolution ST-194 on January 19, 2017. The Phase 2B alignment is from the current terminus of LACMTA Gold Line, Azusa Station, to the City of Montclair. It will traverse six cities with six new stations on 12.3 miles of light rail transit (LRT) at-grade track. In August 2019, the Foothill Gold Line Construction Authority awarded the Design Build contract to the Kiewitt Parsons Joint Venture. Due to funding issues, the current terminus of the alignment will be changed to Pomona Station with a contract option to build to Montclair if the Foothill Construction Authority can secure additional funding by September 2021. Heavy construction of this project commenced in July 2020. Estimated completion of the Pomona segment is 2025. The contract option portion from Pomona to Montclair would be on a shared corridor with Metrolink. To date, 48 of 49 grade crossings submitted for the segment from Glendora to Montclair have been approved by the CPUC.
- **LACMTA Crenshaw/LAX Corridor Project:** LACMTA is constructing a new 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 expected substantial completion date of winter 2020/2021 is currently postponed. The projected opening date, which is based on the substantial completion date, is being determined. LACMTA sent a letter dated July 9, 2020 requesting a waiver of GO-95 requirements for installation of their underground overhead contact rail in certain locations where insufficient clearance in the tunnel was identified. The Proposed Resolution ST-242, which would grant LACMTA the waiver, was in the Commission Voting Meeting on December 17, 2020. The Resolution was approved.

- **LACMTA New A (formerly Blue) Line Project:** LACMTA is making improvements to its A Line that runs from Downtown Los Angeles to Long Beach. The Blue Line was renamed the “A Line” prior to opening. The “A Line” re-opened to the public on November 2, 2019. staff continue to monitor the project as there remains one pedestrian crossing under construction at the Willowbrook/Rosa Parks Station. On April 22, 2020 CPUC issued a GO-88 authorization for modifications to warning devices on the eastern half of the southern pedestrian crossing. On the western half, UPRR has constructed their crossing equipment, and Metro will interconnect their equipment with the UPRR system. The crossing was subject to system integration testing and for routes that did not meet minimum warning times, a positive stop is required via Metro Rail Operations Bulletins (MROB). Test results were sent to RTSB and RCEB staff for review and staff performed an inspection of the crossing on October 6, 2020. RTSB and RCEB staff requested Metro to determine a permanent solution to meet minimum warning times at the southern pedestrian crossing, instead of continuing the MROBs. Metro shared a pros and cons list of their proposed solutions with RTSB staff during a meeting on December 17, 2020. They are internally evaluating another possible solution and will keep RTSB apprised. Additionally, tests for Division 11 Blue Line Yard Train Control Upgrades, the last phase of New Blue, were scheduled to begin on October 24, 2020 but have been postponed. Metro will notify RTSB staff once the final schedule is determined. Metro will provide staff with Division 11 test report submittals and staff will be invited to witness the testing.
- **Los Angeles Streetcar:** The Los Angeles Streetcar is a project that is advancing under the Los Angeles County Measure M funding. The preliminary design is proceeding despite the lack of LACMTA’s identification for near term funding.
- **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. Of the six new stations, three will connect new rental car, airport parking and Metro facilities to the airline terminals. Those in the Central Terminal Area will provide fast and easy connections to

nine airline terminals with a pedestrian walkway system. The Project's Design Criteria Conformance Checklist (DCCC) and Subsystem Hazard Analyses (SSHA) will be finalized in the coming months and will be reviewed in the Safety Certification Review Committee (SCRC), a subcommittee of the Safety and Security Review Committee (SSRC). Staff continue to participate in regularly scheduled safety certification meetings and contingency planning meetings.

- **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 the procurement of 8 Siemens S700 LRVs. Delivery of the first LRV is scheduled for January 2021. Revenue service is currently scheduled to commence in October 2022. Staff continues to attend the SSRC, Construction Progress, and Fire Life Safety Committee (FLSC) meetings. The rail facilities construction is about to begin; first track will be laid during November 2020
- **Sacramento Riverfront Streetcar (SacRT):** The SRTD Board of Directors is discussing funding and scope of the project. The project is on hold until an agreement can be reached.
- **Sacramento Regional Transit District (SRTD) LRV (Light Rail Vehicle) Procurement Project:** The first LRV is scheduled to be delivered to SacRT late November 2022. RTSB expects a Safety Certification Plan to be submitted by January 2021.
- **Sacramento Regional Transit District (SRTD) Operations Control Center (OCC):** This project will relocate the OCC from Metro to downtown. RTSB expects a Safety Certification Plan to be submitted by January 2021.
- **San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:** The San Diego Metropolitan Transit System's (MTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line that begins at the Old Town Transit Center in San Diego. The project will provide future SDTI revenue service to the Linda Vista, Clairemont, University of California

at San Diego (UC San Diego) and the University City areas. Construction started in 2016 and revenue service is planned to begin late 2021. To date, no construction delays are anticipated. Staff has been participating in the Bi-Weekly Virtual Rail Activation Committee Meetings and the weekly Start-up Integrated Test Procedure (SITPRO) meetings (12/3, 12/10, 12/17) for the Mid-Coast Project. On December 21, staff met with David Bagley to witness the on-site audit inspection of the Genesee Avenue Viaduct right-of-way to verify installation of components for the Trackway. On January 5, 2021 staff also participated in the FTA Quarterly Meeting.

- **San Diego Light Rail Vehicle Procurement:** SDTI is procuring 45 LRVs for the Mid-Coast Corridor Project. The procurement process began January 2018 with an expected schedule completion and acceptance of all 45 LRVs by June 2021. As Siemens delivers cars on-site at the SDTI Yard, they are undergoing commissioning and dynamics tests. Staff is participating in the acceptance testing throughout the procurement process. To date, 44 cars have been approved for revenue service.
- **SFMTA LRV4 Procurement to Expand and Replace the Rail Fleet:** SFMTA requested approval, in a letter dated June 2, for the utilization of three-car Siemens LRV4 consists in revenue operations or that additional field visits and ride-checks would be arranged to facilitate the requested approval in advance of July 17. During the LRV4 Safety Certification Audit Subcommittee Meeting on July 10, SFMTA addressed concerns that had been related in an e-mail from RTSB management on July 3. Among the topics addressed were the following: additional stress on components (a new shear pin has been designed and tested for this application); existing platform accommodation of longer consists; and onboard monitor visibility of third cars. The three-car configuration, planned for use beginning in September, is intended to facilitate social distancing for riders. A staff ride-along will be planned in advance of the three-car 'roll-out.' On July 16, 2020, staff authorized the 67th car for revenue service. On August 20, 2020, RTSB staff sent a letter to authorize SFMTA to place the final LRV4 car (2033) of the Phase 1 procurement into revenue service upon

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receipt of the letter. Currently, they have 68 LRV4's accepted and revenue service ready. On October 13, 2020, SFMTA provided an update on the coupler shear pins to RTSB as follows. The new shear pin design has successfully passed all the analysis and bench testing. A set of the new shear pins has been instrumented and sent to San Francisco for field verification. SFMTA conducted testing on the alignment to verify that the performance in the field is as predicted and eliminates the excessive forces measured earlier this year. SFMTA will provide a follow-up once the testing is complete.

STATISTICS SUMMARY

Investigations for Month		YTD 2020
Accidents Reported	13	221
Accident Investigations Closed	27	344
Complaints Investigated	0	2
Rail Transit Inspections	13	212
Triennial Review	0	0

		CAPs YTD
New Corrective Action Plans	6	168
From Triennial Review	0	0
From Incidents	3	38
From Internal Safety/Security Audits	0	8
From Rail Transit Inspections	3	119

From Hazard Management	0	3
Closed Corrective Action Plans	14	234
From Triennial Review	3	49
From Incidents	0	36
From Internal Safety/Security Audits	0	13
From Rail Transit Inspections	11	133
From Hazard Management	0	3

ONGOING DATA / TRENDS

