

# Rail Safety Division



## Monthly Performance Report

January 2021

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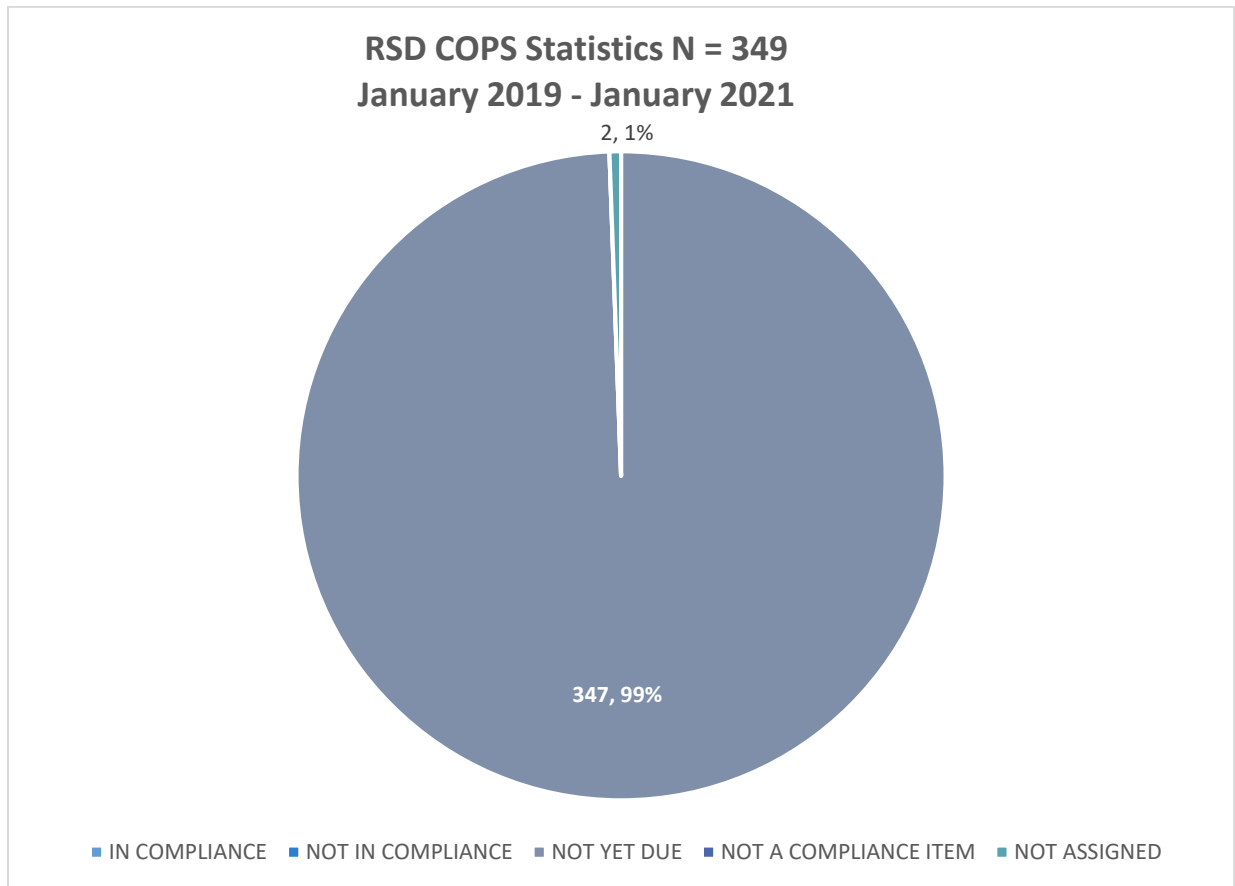
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### COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

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Through January 31, 2021, the Rail Safety Division (RSD) showed 349 total entries in the COPS system, with 0 reaching compliance, 347 (99%) not yet due for compliance, and 0 (0%) out of compliance. 347 (99%) of all Ordering Paragraphs (OP) are assigned to staff with one ordering paragraph pending assignment and one ordering paragraph pending verification of the Subject Matter Expert (SME).

During January 2021, there were 30 new OPs recorded to the COPS database for the Rail Safety Division.

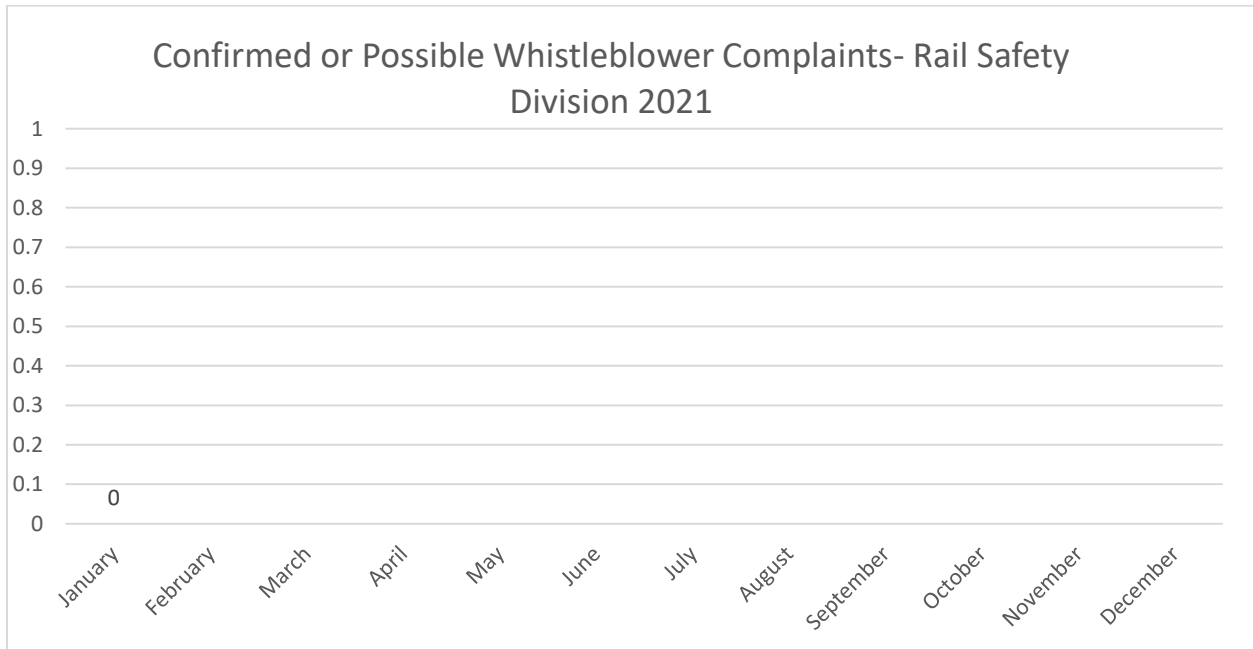


MONITORING THE WHISTLEBLOWER WEBSITE

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 - 1/1/21 – 1/31/21

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



**RAILROAD OPERATIONS SAFETY BRANCH – ROSB**

In January 2021, the RSD Railroad Operations Safety Branch (ROSB) completed the following:

| <b>Railroad Operations Safety Branch</b> | <b>Jan-2021</b> | <b>YTD 2021</b> |
|--|-----------------|-----------------|
| <b>New Incidents Investigated</b>        | 7               | 7               |
| <b>Informal Complaints Investigated</b>  | 1               | 1               |
| <b>Safety Assessments/Reviews</b>        | 12              | 12              |
| <b>Compliance Actions</b>                | 876             | 876             |
| <b>Major Inspections Completed</b>       | 2               | 2               |
| <b>Operation Lifesaver Presentations</b> | 0               | 0               |

**ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES**

**January 7, 2021:** A CPUC Railroad Safety Inspector performed a regular inspection of Union Pacific’s (UPRR) City of Industry rail yard. During the inspection, the inspector noted a rail car was left past a clearance point marker. The markers are placed to identify where the equipment can be left in a position so it will not impact other equipment or employees riding on the side of rail cars on adjacent track without being struck. Additionally, staff identified a car in the railyard that was left standing on its own, not attached to another freight car. These conditions were a violation of railroad rule, General Code of Operating Rules (CGOR) 7.1, and a federal regulation, Code of Federal Regulations (CFR) Part 218.101(a), that address these practices. As a result, the inspector issued a defect citation with warnings that civil penalties would be recommended if non-compliance continues at this location. The inspector created an inspection report that was submitted to the railroad manager for corrective action and a subsequent reinspection would be scheduled.

**January 8, 2021:** Two CPUC Railroad Safety Inspectors performed a General Order (GO) compliance inspection at the UPRR Slover Avenue grade crossing in Fontana. During the inspection, the inspectors identified the crossbucks on both sides had been turned sideways away from oncoming vehicle traffic. This condition is noncompliant with state GO 75-D requiring devices to face oncoming traffic. The road is a direct path to the Interstate 10 and

throughout the day, traffic will back up at a traffic signal located about 150 feet west of the railroad grade crossing. With the crossbucks turned away from oncoming traffic, motorists may assume the railroad crossing is out of service and stop on the tracks, placing them and railroad crews at risk of a collision, injury or death. The UPRR Manager was contacted to verify if the track and railroad grade crossing had been removed from service. On January 18, 2021 the CPUC received confirmation from the manager that the track was still in service and the crossbucks had been brought back into to regulatory compliance with GO 75-D.

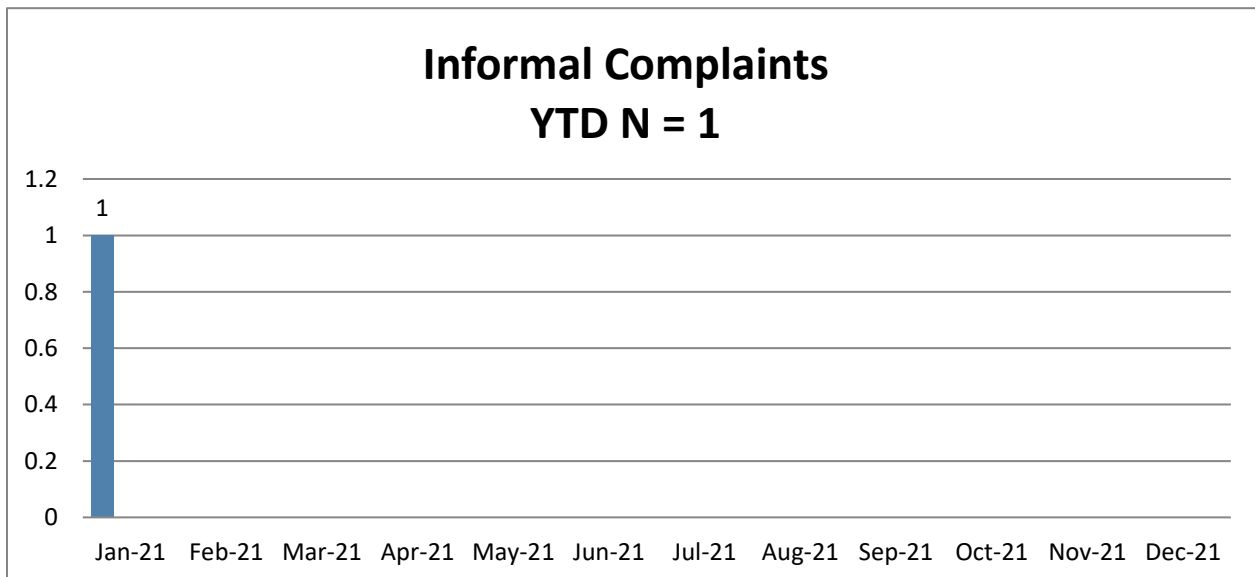
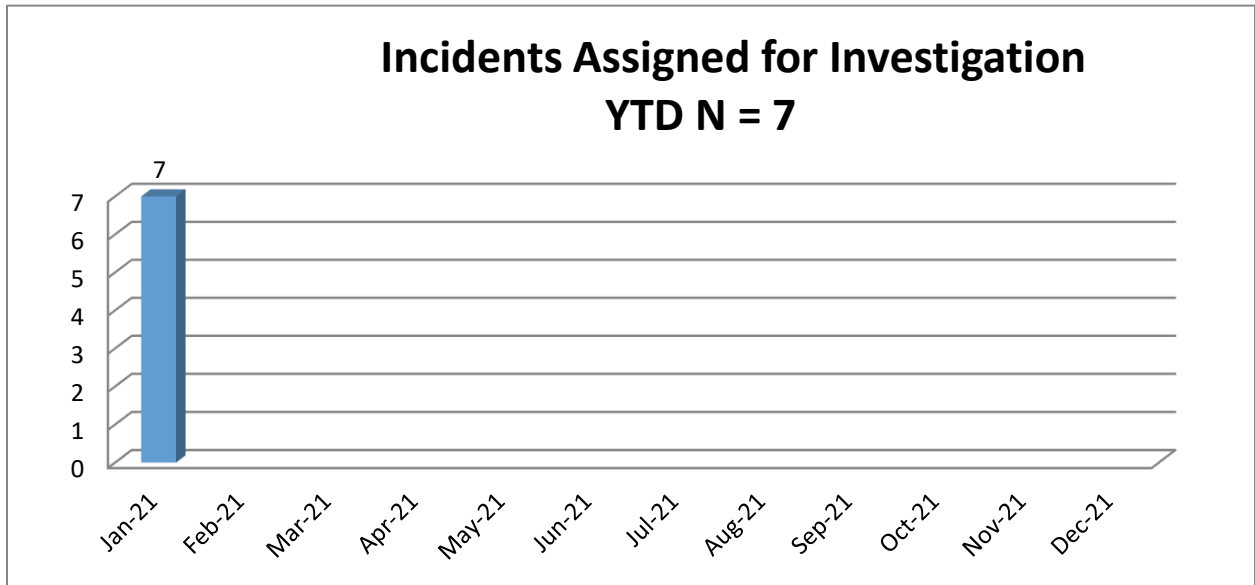
**January 12, 2021:** CPUC Railroad Safety Inspectors conducted a follow-up inspection to an inspection that took place on December 17th at the BNSF Railway (BNSF) Commerce Locomotive Shop in the City of Commerce. The initial inspection discovered that BNSF employees were working around hazardous walkway conditions and within side contact hazards. Several items were left on the ground in the walkway creating tripping hazards that were in violation of GO 118-A. Non-compliance with GO 26-D relating to side clearances was also noted, as several temporarily fixed items of various sizes were left within 8 feet and 6 inches from the center of the rail, creating a side contact hazard for employees riding on the side of locomotives. The follow-up inspection found that BNSF management had taken action to correct the defects bringing the situation into regulatory compliance.

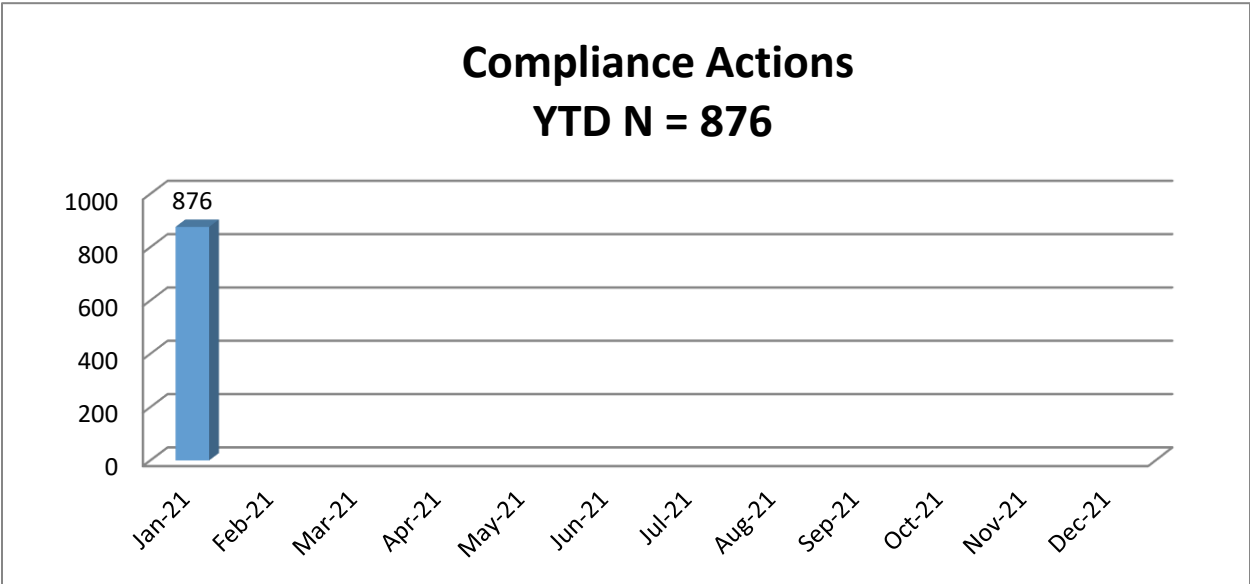
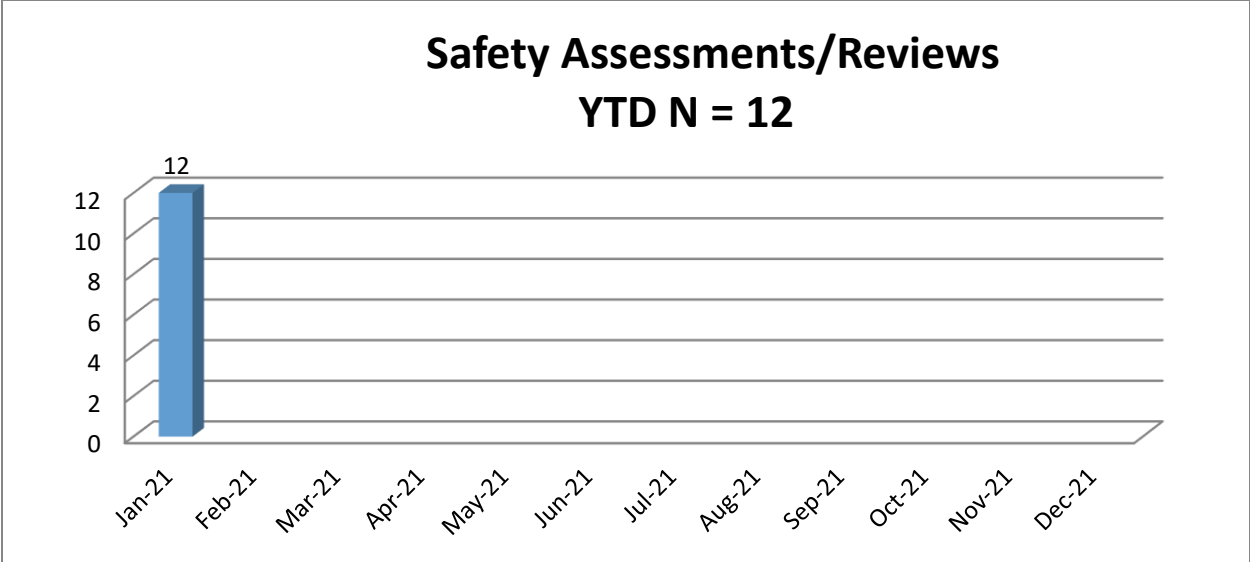
**January 12, 2021:** CPUC Railroad Safety Inspectors performed a routine hazardous materials inspection of the UPRR facility in Roseville, inspecting tank cars for closures, securement, placards, markings, and other items pertaining to the shipment of tank cars containing hazardous materials in and out of the terminal. The inspectors discovered two tank cars with product on both sides of the cars. CFR 173.24 (b)(4) states *“There will be no hazardous material residue adhering to the outside of the package during transport.”* This non-compliant defect could lead to a dangerous incident, potentially injuring a railroad worker or the public.

The inspectors immediately notified the UPRR Hazmat Manager and the terminal Yardmaster on duty, who in turn contacted Response Management Communication Center (RMCC). RMCC

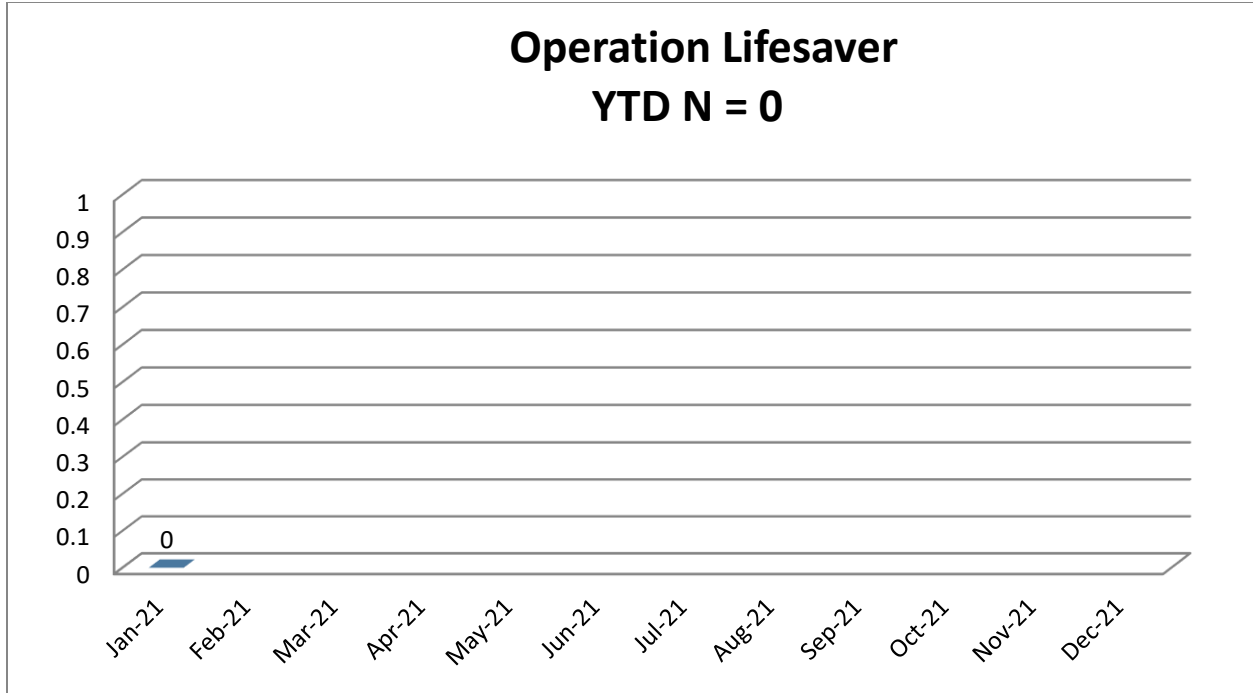
then dispatched an emergency response crew to the location for repairs and cleanup. Also, a “Railroad Incident Initial Notice” was immediately released by RMCC detailing the incident.

A follow-up inspection was made later that evening by the CPUC inspectors, who confirmed the previously spilled product was cleaned from the sides of both tank cars, bringing them into regulatory compliance.









**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 trains<sup>1</sup> entering California each month and the type of crude oil being transported.

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

| Crude Oil Shipments in California |                       |                                |                                  |                           |                         |                           |                    |
|-----------------------------------|-----------------------|--------------------------------|----------------------------------|---------------------------|-------------------------|---------------------------|--------------------|
| Consignee <sup>2</sup>            | Highly Volatile (Y/N) | # Unit Trains Received January | # Unit Trains Projected February | # Unit Trains YTD (20-21) | # Cars Received January | # Cars Projected February | # Cars YTD (20-21) |
| Plains All America                | N                     | 0                              | 2                                | 2                         | 0                       | 200                       | 200                |
| Kern Oil                          | N                     | 1                              | 1                                | 10                        | 100                     | 100                       | 1000               |
| Delta (Inactive)                  |                       |                                |                                  |                           |                         |                           |                    |

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

<sup>2</sup> See Appendix A for descriptions of Consignees and Railroads.

| Ethanol Unit Train Shipments in California |                                |                                  |                           |                         |                           |                    |
|--|--------------------------------|----------------------------------|---------------------------|-------------------------|---------------------------|--------------------|
| Consignee                                  | # Unit Trains Received January | # Unit Trains Projected February | # Unit Trains YTD (20-21) | # Cars Received January | # Cars Projected February | # Cars YTD (20-21) |
| Kinder Morgan (Wilmington)                 | 8                              | 10                               | 69                        | 765                     | 1000                      | 6804               |
| NuStar Energy (Selby)                      | 6                              | 2                                | 6                         | 300                     | 200                       | 600                |
| Storage of Hazardous Material Cars         |                                |                                  |                           |                         |                           |                    |
| Railroad                                   | Loads                          | Empties                          | Commodity                 | County                  |                           |                    |
| Arizona California RR                      | 0                              | 90                               | LPG                       | San Bernardino          |                           |                    |
| Santa Maria RR                             | 8                              | 88                               | LPG                       | Santa Barbara           |                           |                    |
| Sierra Northern Railway                    | 37                             | 291                              | LPG                       | Stanislaus              |                           |                    |
| West Oakland Pacific RR                    | 0                              | 146                              | LPG                       | Alameda                 |                           |                    |
| Northwestern Pacific RR                    | 2                              | 101                              | LPG                       | Marin                   |                           |                    |
| Yreka Western RR                           | 0                              | 0                                |                           | Siskiyou                |                           |                    |

**Appendix A**

**Crude Oil Consignees**

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

**Kern Oil** in Bakersfield, has trains delivered by the San Joaquin Valley Railroad (SJVR), originating from their yard in Bakersfield.

**Plains All America** in Taft, has trains delivered by the SJVR, originating from their yard in Bakersfield.

**Ethanol Unit Train Consignees**

**Kinder Morgan** is a pipeline and off-loading facility located in Wilmington, adjacent to the BNSF Railway’s Watson Yard. The unit trains 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.

**Nu Star Energy** is an energy provider in Selby, that receives ethanol unit trains delivered by the Union Pacific Railroad (UPRR).

#### **Hazardous Material Car Storage Locations**

**Arizona-California RR** is a short line railroad that operates over 91 miles of track between Cadiz, California and Matthie, Arizona. A former branch line from Rice to Blythe, has been shortened and is used as a storage track, leased by PBF Energy.

**Northwestern Pacific Railroad** 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. Sierra Northern and Northwestern work together to store their cars if Sierra Northern runs out of track capacity Northwestern stores the excess.

**Santa Maria Railroad** is a short line railroad that serves the Santa Maria Valley's rail transportation needs and 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.

**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 UP.

**West Oakland Pacific Railroad** 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.

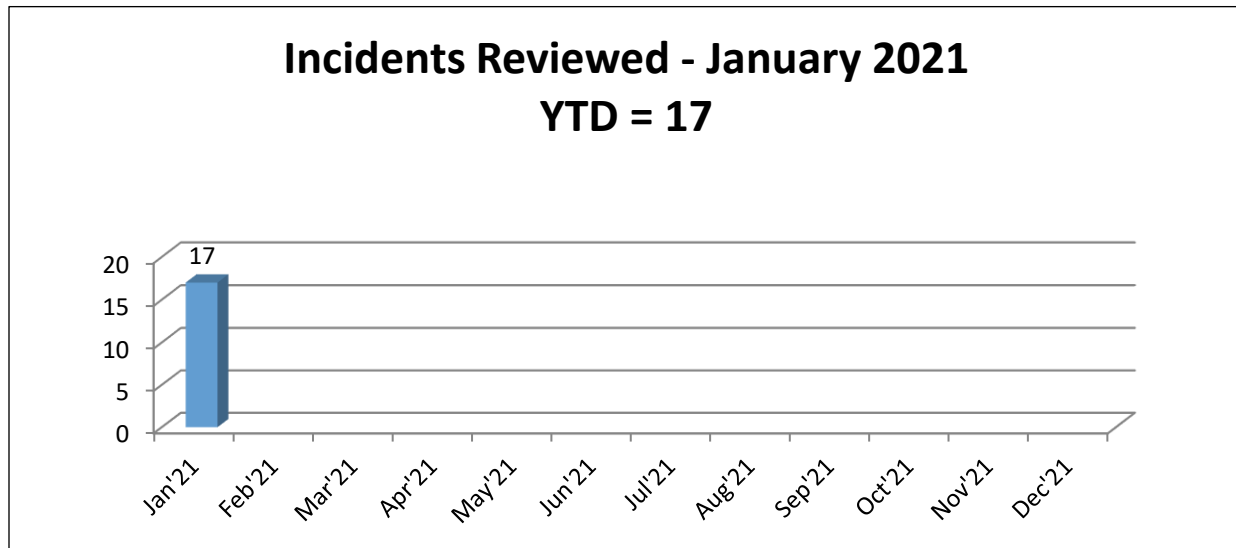
**RAIL CROSSINGS AND ENGINEERING BRANCH – RCEB**

In January 2021, the Rail Crossings and Engineering Branch (RCEB) completed the following:

|  | <b>January Closed</b> | <b>Closed YTD</b> |
|--|-----------------------|-------------------|
| <b>Crossing Incident Reviews</b>                       | 17                    | 17                |
| <b>Safety Assessments/Quiet Zones/Reviews/Training</b> | 29                    | 29                |
| <b>Proceedings, Resolutions and G.O. 88-B Reviews</b>  | 11                    | 11                |
| <b>Operation LifeSaver Presentations</b>               | 0                     | 0                 |

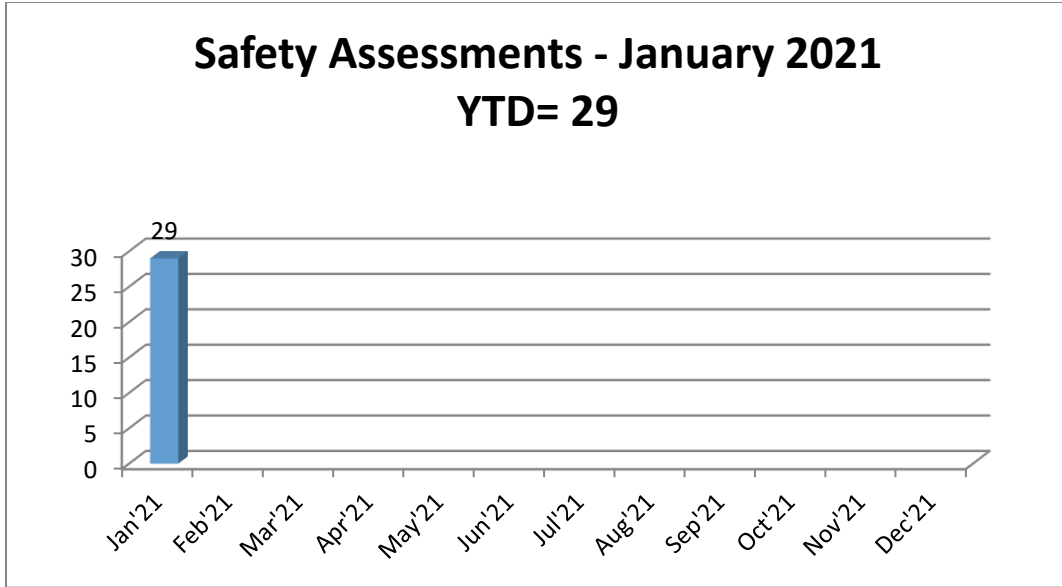
**RAIL CROSSING INCIDENT INVESTIGATIONS**

In January 2021, RCEB closed 17 incidents at highway-rail at-grade crossings (crossings). These 17 incidents resulted in two injuries and eight fatalities.



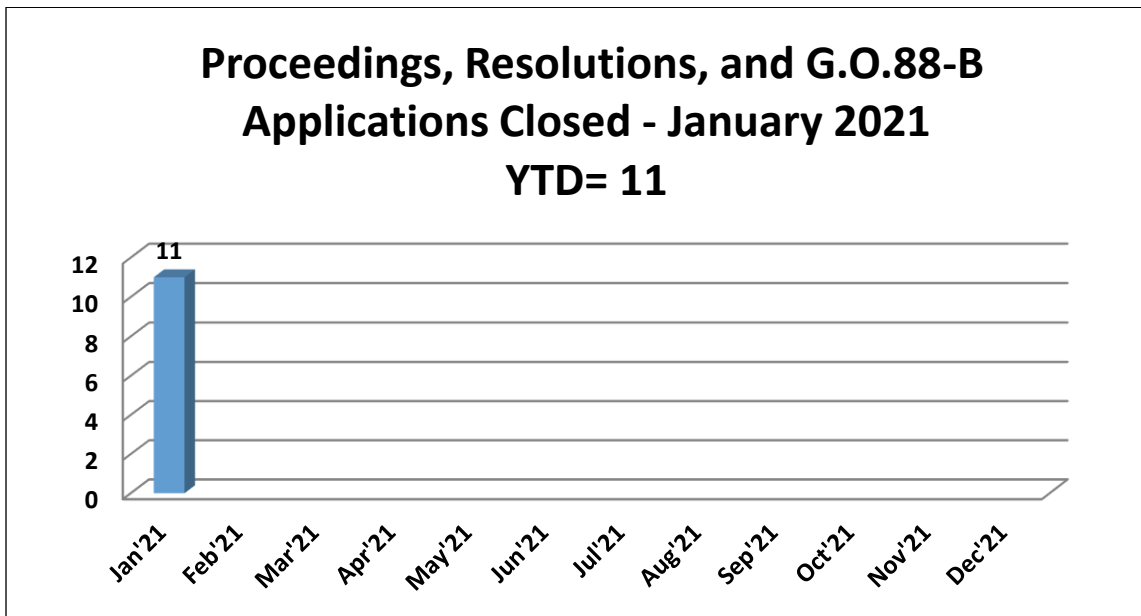
**SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS**

In January 2021, RCEB completed 29 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 January 2021, RCEB approved five General Order 88-B applications for changes to existing crossings. Also, the Commission approved one Resolution and five Proceedings.



## RAIL TRANSIT SAFETY BRANCH – RTSB

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In January 2021, the Rail Transit Safety Branch (RTSB) completed the following activities:

### MAJOR AUDITS

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- 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.
- 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. Staff have prepared draft Reports and Resolutions, RTSB management and the Legal Division have reviewed and approved these items and they were sent to President Batjer’s Office for 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 Santa Clara Valley Transportation Authority (VTA) was postponed due to conditions arising from the COVID-19 pandemic.
- The Sacramento Regional Transit District (SRTD) Triennial Safety and Security Review was postponed due to conditions arising from the COVID-19 pandemic.
- The BART Triennial Safety and Security Review was postponed due to conditions arising from the COVID-19 pandemic.

### ADMINISTRATIVE ACCOMPLISHMENTS

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**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

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**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." The 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.

**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. 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. The Project has formed work groups preparing kickoff.

**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. The construction contract for West Bay sites was issued a 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 (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. To date, RSTB management has certified and approved 287 vehicles for revenue service. Because of continuing intermittent communications loss with wayside equipment and resulting system reboot requirements resulting in trains stopped on the mainline track, BART ceased accepting new vehicles until the vendor, Bombardier, resolves that issue.

**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 One, 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. 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 Spring 2021 and start revenue service the following year in the Spring of

2022. Construction is continuing at Yerba Buena/Moscone (YBM) and Union Square/Market Street (UMS) stations, most of the work is finishing touches. The Chinatown Station (CTS), completion is projected to be early April. CSP is still waiting on PG&E for power, however, they now have backup power for the station; all stations will have power soon. They are getting ready to install the primary link between the stations and Operations Control Center (OCC). Radio system is being installed; they are waiting for some of the equipment to come in. CSP continues to work on addressing the remaining Ball in Court (BIC) Safety and Security checklist items as documented in their CM Safety and Security Certification Checklist Items (BIC), which staff inquired about. On 1/20/2021, CSP responded to Staff's questions regarding the BIC Safety & Security checklist items; Staff is satisfied with the responses.

**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. 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. On January 7, 2021, LACMTA received the final rail car of the order at the new maintenance yard for the Crenshaw/LAX Transit Project (Division 16). This shipment completes the P3010 LRV fleet, the largest rail fleet at LACMTA. The cars are used on the A Line (Blue), C Line (Green), E Line (Expo), and L Line (Gold). They have also been used for testing on the Crenshaw/LAX Line.

**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, LACMTA 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) are 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 Commission.

**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. Substantial completion is currently anticipated to occur in 2021 and revenue service is expected to commence later the same year. 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. On December 17, 2020, the Commission issued Resolution ST-242, which granted LACMTA the requested waiver.

**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, Union Pacific Railroad (UPRR) has constructed their crossing equipment, and LACMTA 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 LACMTA to determine a permanent solution to meet minimum warning times at the southern pedestrian crossing, instead of continuing the MROBs. LACMTA 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. LACMTA will notify RTSB Staff once the final schedule is determined. LACMTA 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. Moving into 2021, Los Angeles Streetcar will continue to engage with the private sector to explore potential Public Private Partnership opportunities and collaborate with public sector partners like LA Metro and LADWP; the main goal is to secure the remaining funding needed.

**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. 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 continues with construction at about 42% completion.

**Sacramento Riverfront Streetcar (SacRT):** The original project has been significantly reduced to about 1.4 miles from the original 4.4 miles, and the project will be undertaken by SRTD, who will be the grantee and operator. Development funding and any future grants will go to SacRT. The cities who sought and proposed the project acting as system owners, tapping SacRT to be the contracted operator, is not viable based on the original system bids received. The reduced project that will extend SacRT service across the Sacramento River into West Sacramento will be an extension of the SacRT system. The revised project is still under development and both cities are discussing their contributions to the project.

**Sacramento Regional Transit District (SRTD) LRV (Light Rail Vehicle) Procurement Project:** The first LRV is scheduled to be delivered to SRTD late August 2022. RTSB expects a Safety Certification Plan to be submitted early 2021.

**Sacramento Regional Transit District (SRTD) OCC:** This project will relocate the OCC from Metro to downtown. RTSB expects a Safety Certification Plan to be submitted early 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 for the Mid-Coast Project. On January 28, 2021, Staff met with SDTI and contractors to perform an on-site inspection of the “right-of-way” from La Jolla Village Square Station to La Jolla Village Drive grade crossing to verify installation of Overhead Contact System (OCS), track, switch, and signal components.





CPUC Inspection Team in Green Vests at the Mid-Coast La Jolla Village Square Station, 1-28-2021.

**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, 2020, 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, 2020. During the LRV4 Safety Certification Audit Subcommittee Meeting on July 10, 2020, SFMTA addressed concerns that had been relayed in an e-mail from RTSB management on July 3, 2020. 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 2020, 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 of the Phase 1 procurement into revenue service upon 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.

### CORRECTIVE ACTIONS PLANS

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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

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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,

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whatever the cause; an evacuation for life safety reasons; or a runaway train. “Courtesy notices” are not included in these statistics.

### STATISTICS SUMMARY

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| Investigations                 |    | YTD 2021 |
|--------------------------------|----|----------|
| Accidents Reported             | 25 | 25       |
| Accident Investigations Closed | 18 | 18       |
| Complaints Investigated        | 0  | 0        |
| Rail Transit Inspections       | 13 | 13       |
| Triennial Review               | 0  | 0        |

| Corrective Action Plans              |   | YTD 2021 |
|--------------------------------------|---|----------|
| New Corrective Action Plans          | 6 | 6        |
| From Triennial Review                | 0 | 0        |
| From Incidents                       | 2 | 2        |
| From Internal Safety/Security Audits | 0 | 0        |
| From Rail Transit Inspections        | 4 | 4        |
| From Hazard Management               | 0 | 0        |
| Closed Corrective Action Plans       | 9 | 9        |
| From Triennial Review                | 0 | 0        |
| From Incidents                       | 0 | 0        |
| From Internal Safety/Security Audits | 0 | 0        |
| From Rail Transit Inspections        | 9 | 9        |
| From Hazard Management               | 0 | 0        |

