

Monthly Performance Report – April 2022

RAIL SAFETY DIVISION

May 24, 2022



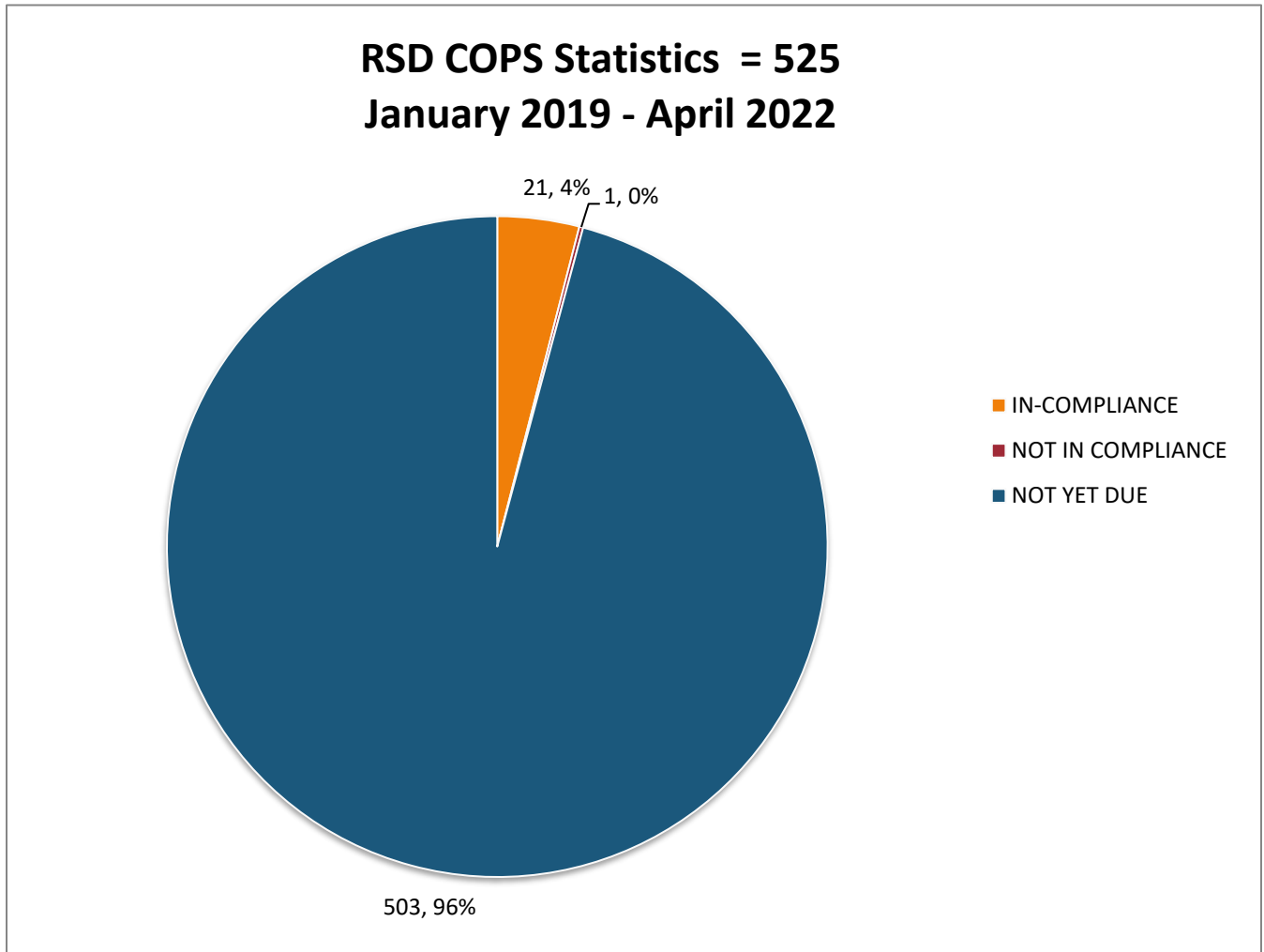
**California Public
Utilities Commission**

Table of Contents

COMPLIANCE WITH ORDERING PARAGRAPHS.....	1
MONITORING THE WHISTLEBLOWER WEBSITE.....	2
Statistics – 1/1/22 – 4/30/22	2
RAILROAD OPERATIONS AND SAFETY BRANCH - ROSB.....	3
ROSB Inspection, Investigation & Field Activities	3
Crude Oil Reconnaissance Team (CORT) Monthly Report.....	9
RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB	11
Rail Crossing Incident Investigations	11
Safety Assesments, Quiet Zones and Reviews	12
Proceedings, Resolutions and G.O. 88B Reviews	13
RAIL TRANSIT SAFETY BRANCH - RTSB	13
Major Audits	13
Administrative Accomplishments	14
General Order and Resolution Activity	14
RTA Ongoing Projects	15
Bay Area Rapid Transit - BART.....	15
Los Angeles County Metropolitan Transportation Authority - LACMTA.....	16
Los Angeles World Airports - LAWA.....	20
Orange County Transportation Authority - OCTA.....	20
Sacramento Regional Transit District - SRTD.....	21
San Diego Metropolitan Transit System - SDMTS.....	21
Santa Clara Valley Transportation Authority - SCVTA.....	22
San Francisco Municipal Transportation Authority - SFMTA.....	24
Appendices.....	26
Corrective Actions Plans.....	26
Accident Investigations.....	26
Monthly RTSB Data/Statistics Summary.....	27
Ongoing Data/Trends.....	28

Compliance with Ordering Paragraphs (COPS)

Through April 30, 2022, the Rail Safety Division (RSD) showed 525 total entries in the COPS system, with 21 (4%) reaching compliance, 503 (96%) not yet due for compliance, and 1 (0%) out of compliance. 525 (100%) of all Ordering Paragraphs (OP) are assigned to RSD staff.



Monitoring the Whistleblower Website

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

Statistics – 1/1/2022 – 4/30/2022

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



Railroad Operations and Safety Branch - ROSB

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

Railroad Operations and Safety Branch	April-2022	YTD 2022
New Incidents Investigated	6	18
Informal Complaints Investigated	1	11
Railroad Bridge Observations	6	41
Railroad Safety Inspections	254	1036
Non-compliant conditions identified/corrected	779	2975
Operation Lifesaver Presentations	0	1

ROSB Inspection, Investigation & Field Activities

April 8, 2022: On January 18, 2022, an RSD Railroad Safety Inspector performed an inspection of the Union Pacific (UPRR) LATC intermodal yard in Los Angeles. The inspector observed a large amount of debris from container break-ins along both main tracks and the LATC yard lead track, which created unsafe walking conditions in violation of General Order (GO) 118-A, which requires railroads to maintain walkways clear of debris in all switching areas where switching is performed.

The inspector immediately notified UPRR management of the non-complying conditions and issued a GO inspection report. UPRR committed to remediating the condition within 90 days. The inspector conducted a follow-up inspection on April 8th and verified that these conditions had been corrected and brought into regulatory compliance.

April 14, 2022: RSD Railroad Safety Inspectors were assigned to investigate a bridge fire in Chico on the UPRR main track. The fire started April 13, 2022, at approximately 8:45 PM and was extinguished at 11:30 PM by the Chico Fire Department. The UPRR crew was on site and started demolition of the burned bridge on April 14 at 2:00 AM. The UP main track at Chico was back in service at 7:15 PM. The adjacent siding track was back in service the following day.

UPRR management informed the inspectors that the Chico Fire Department had told them that the fire was caused by a campfire built under the bridge by homeless persons. UPRR personnel were in the process of filling in the bridge area with rock. The UPRR managers stated that the bridge would not be rebuilt, as it was

not a waterway, and the two tracks would be resurfaced and repaired. The inspectors monitored the installation and resurfacing work during restoration of the right of way.

The inspectors reviewed and verified the information presented by the railroad regarding the cause of the fire and reviewed and verified that the completed repair work complied with both CPUC and Federal rail safety regulations.



Debris from bridge demolished after fire



Last track panel placed on controlled siding



Final preparations to reopen main track



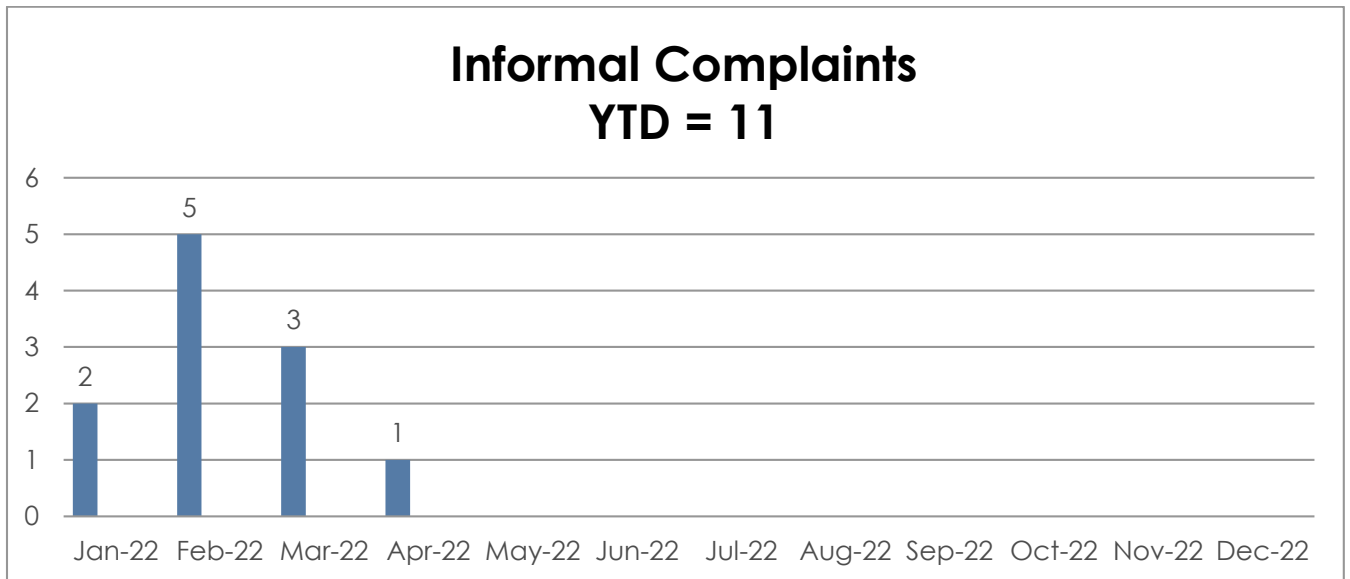
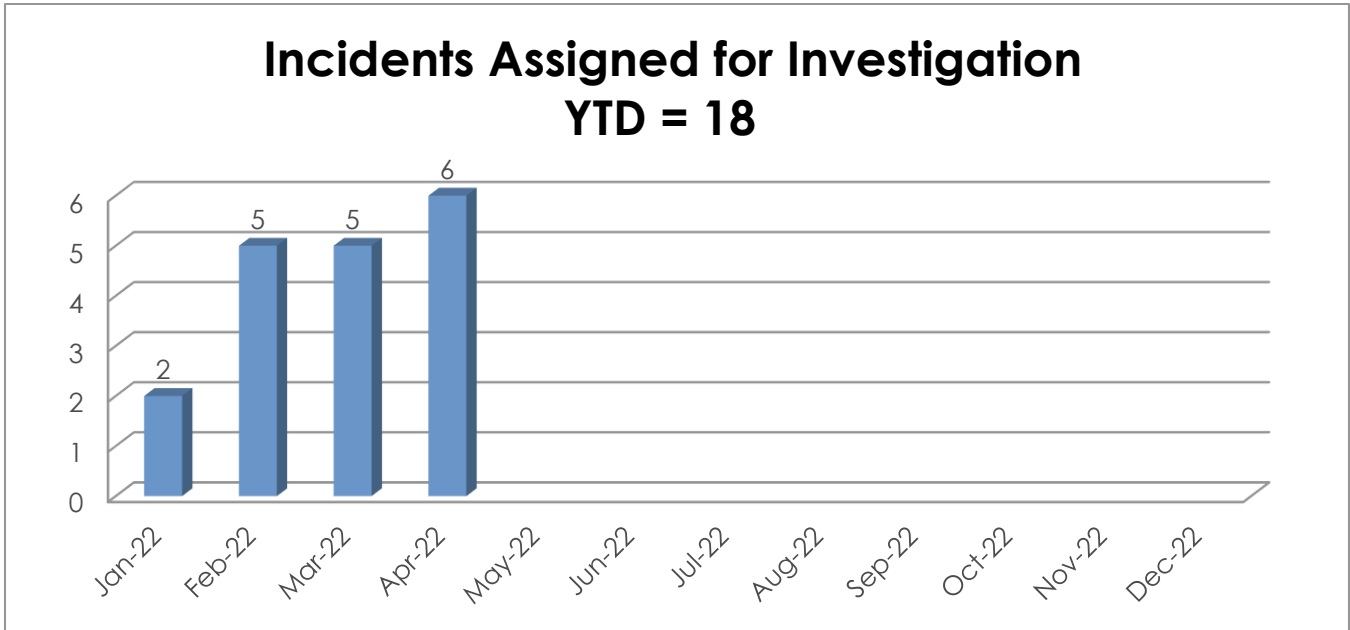
Bridge removed, main track reopened

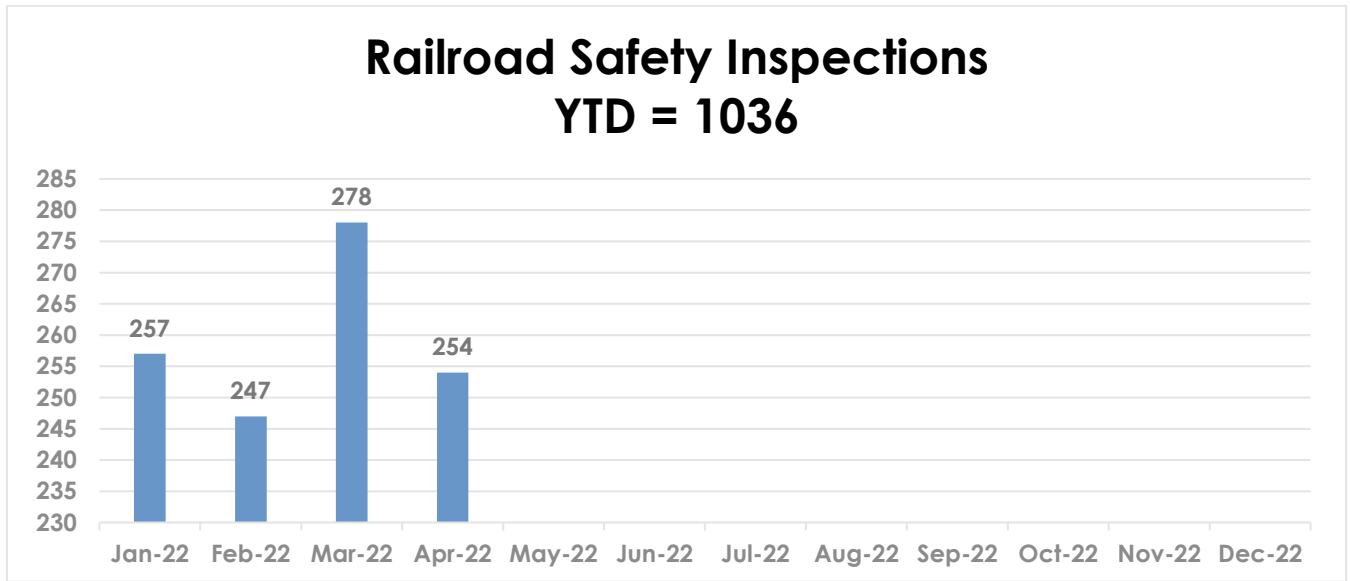
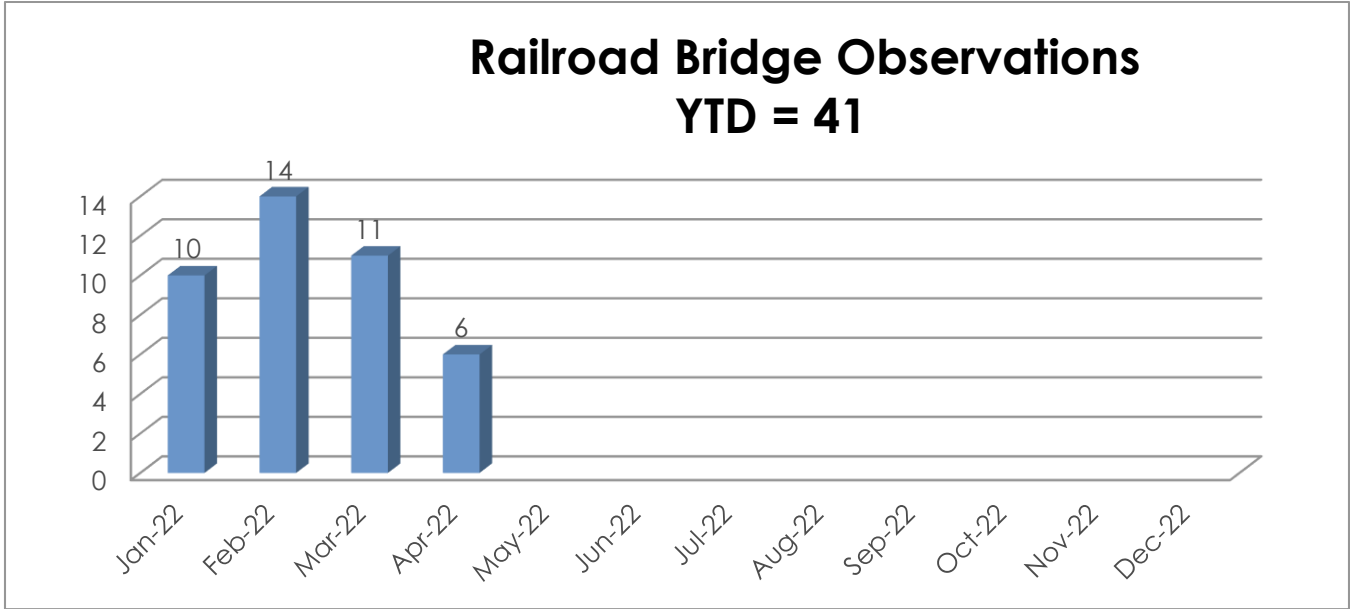
April 18, 2022: RSD Railroad Safety Inspectors performed an inspection to verify compliance with CPUC GOs in the BNSF yard in Richmond. The following non-compliant condition was observed:

The inspectors observed K-rail that was too close to the south side of track 9174. The K-rail was creating a contact hazard for employees riding the side of on-track equipment which is in violation of GO 26-D, which establishes minimum clearances from railroad tracks for on-track equipment and prohibits obstructions to prevent injuries and fatalities to railroad employees. This regulation also prohibits operating equipment past the area that does not meet the minimum 8 foot 6 inches from track center clearance (9 foot 6 inches on curved track). BNSF management was notified of the hazard and the K-rail was promptly moved to provide the required regulatory clearance as was verified by the inspectors.

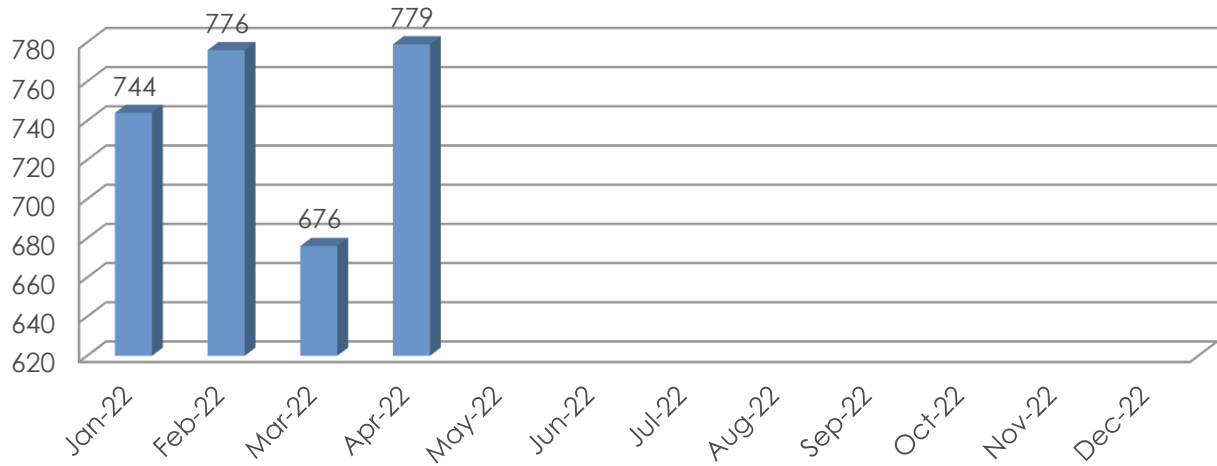
April 19-20, 2022: RSD Railroad Safety Inspectors along with UPRR Director of Track Maintenance (DTM), Manager of Track Maintenance (MTM) and UPRR Track Inspectors conducted Focused inspections of UPRR facilities over 50 miles of main track. Inspections were conducted to observe current conditions of railroad bridges as well as to check for compliance with CPUC GOs and the Code of Federal Regulations (CFR). During the inspections, the teams identified a total of three track defects for vegetation, four defects for walkway conditions and two hazardous material conditions.

As a result of the inspections, RSD inspectors made documented recommendations to UPRR staff for improvements which included increasing the number of walking inspections on the main track and road crossings at grade as well as bridge observations. Also recommended were increased training and education for the railroad inspectors. RSD inspectors will conduct follow-up meetings with UPRR staff to verify correction of the defects and monitor progress on the implementation of the recommendations.

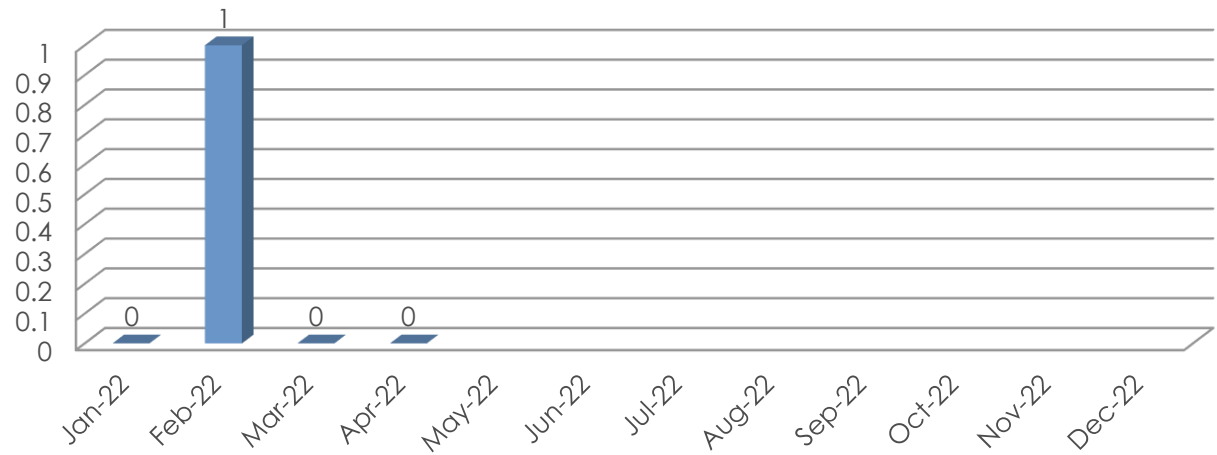




Non-Compliant Conditions Identified/Corrected YTD = 2975



Operation Lifesaver YTD N = 1



Crude Oil Reconnaissance Team (CORT) Monthly Report

The CORT was formed in 2014 in response to highly volatile crude oil transportation in North America. The CORT’s purpose is to monitor crude oil transported by rail into California. This report tracks CORT activities, crude oil unit trains¹ entering California each month and the type of crude oil being transported.

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

Crude Oil Shipments in California							
Consignee ²	Highly Volatile (Y/N)	# Unit Trains Received April	# Unit Trains Projected May	# Unit Trains FYTD (21-22)	# Cars Received April	# Cars Projected May	# Cars FYTD (21-22)
Plains All America	N	0	0	1	0	0	100
Kern Oil	N	1	1	8	100	100	800
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received April	# Unit Trains Projected May	# Unit Trains FYTD (21-22)	# Cars Received April	# Cars Projected May	# Cars FYTD (21-22)
Kinder Morgan (Wilmington)		15	19	141	1439	1900	13670
NuStar Energy (Selby)		0	0	0	0	0	0
Storage of Hazardous Material Cars							
Railroad		Loads	Empties	Commodity	County		
Arizona California RR		0	45	LPG	San Bernardino		

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

² See Appendix A for descriptions of Consignees and Railroads.

Fillmore and Western RR	0	0	N/A	Ventura
Northwestern Pacific RR	12	1	LPG	Marin
Santa Maria RR	55	79	LPG	Santa Barbara
Sierra Northern Railway	106	133	LPG	Stanislaus
Oakland Global Rail Enterprise	10	72	Bio-Diesel	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.

Nu Star Energy is an energy provider in Selby, that receives 100 car ethanol unit trains delivered by the Union Pacific Railroad (UPRR).

Hazardous Material Car Storage Locations

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

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

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

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

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

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

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

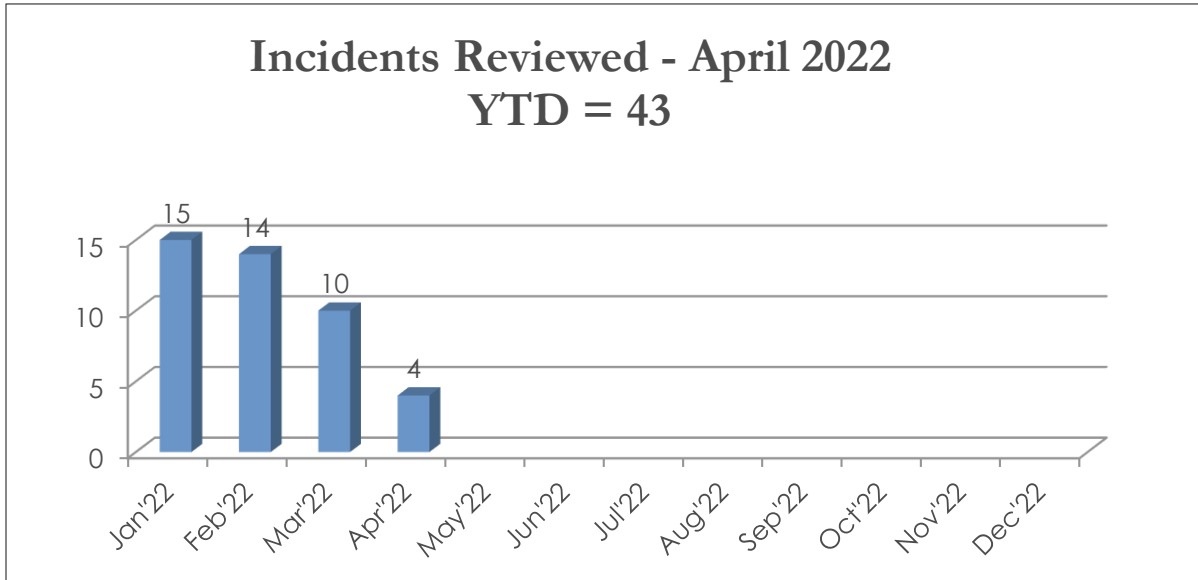
Rail Crossings and Engineering Branch - RCEB

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

	April Closed	Closed YTD
Crossing Incident Reviews	4	43
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	50	207
Proceedings, Resolutions and G.O. 88-B Reviews	11	34

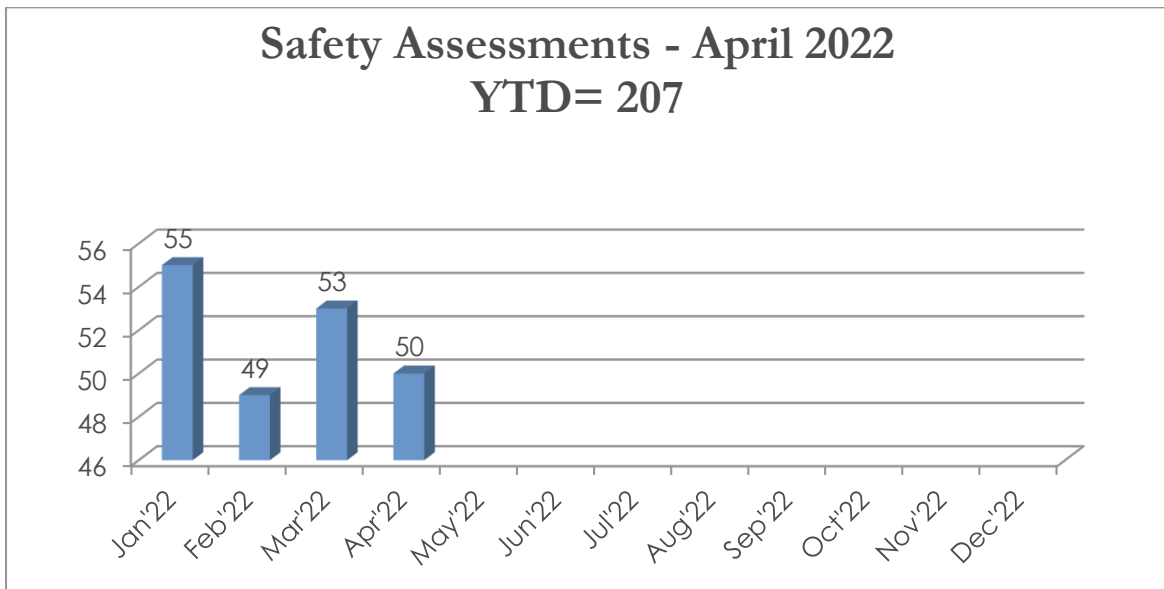
Rail Crossing Incident Investigations

In April 2022, RCEB closed four incidents at highway-rail at-grade crossings (crossings). These four incidents resulted in two injuries.



Safety Assessments, Quiet ZONES, and Reviews

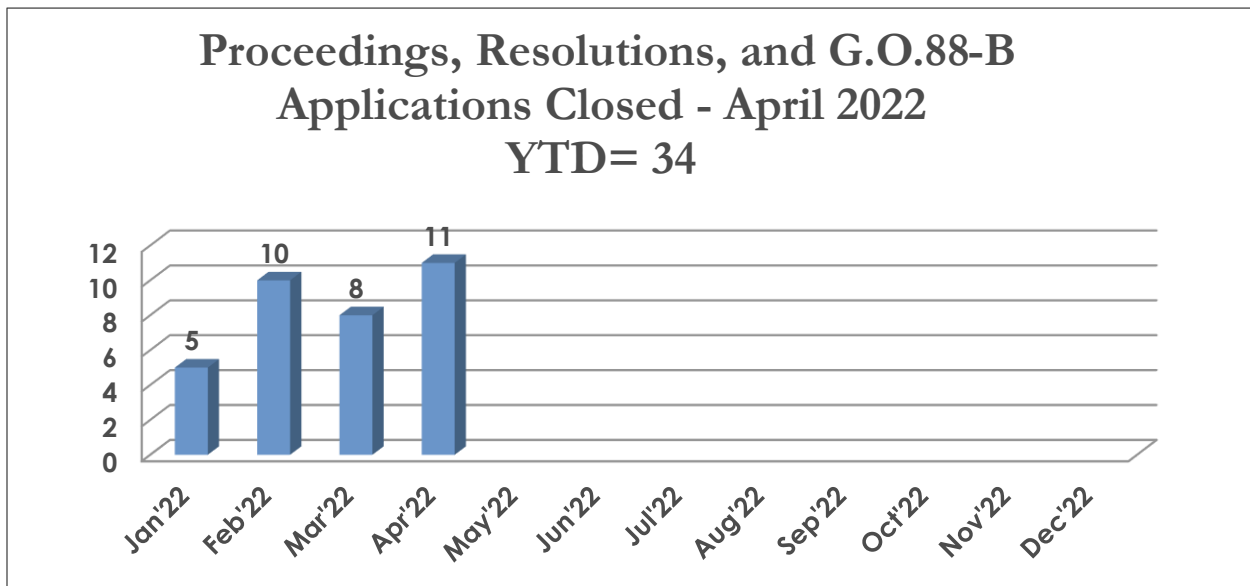
In April 2022, RCEB completed 50 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In April 2022, RCEB approved nine General Order 88-B requests for authority for alteration to existing crossings. Also, the Commission approved two Proceedings.

1. PROC-A2101007 - Decision 22-04-009 - granting approval for DesertXpress Enterprises, LLC to construct seven proposed high-speed tracks and crossings under the public road crossings in San Bernardino County.
2. PROC-A2107007 – Decision 22-04-045 - granting approval for Los Angeles County Metropolitan Transportation Authority to construct two at-grade emergency exit pedestrian crossing and two grade-separated pedestrian overcrossings at the future Airport Metro Connector to 96th Street Station on the future Metro K line, currently under construction, in Los Angeles County.



Rail Transit Safety Branch - RTSB

In April 2022, the Rail Transit Safety Branch (RCEB) completed the following:

Major Audits

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

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

Administrative Accomplishments

Training:

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

- Ainsley Kung completed the SDP Cohort 4 course, “Process Improvement and Managing Workflow”, “The Art of Writing the Performance Evaluation” webinar, and the HR training “JOB Form and Selection Summary” course.
- Varoujan Jinbanchian completed the “Procurement and Contracting” Training provided by CPUC's Administrative Services Division.
- Steve Espinal, Madeline Ocampo, Michael Rose, and Yan Solopov completed *SMS Principles for SSO Programs* course offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Eric Madero completed *Effectively Managing Transit Emergencies* and *Transit Rail System Safety* courses offered by TSI.
- Steve Espinal, Eric Madero, Madeline Ocampo, Michael Rose, and Yan Solopov completed the FTA's *Public Transportation Safety Certification Training Program for State Safety Oversight Agencies*.

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.

General Order and Resolution Activity

Proposed Revision to GO 143-B:

RTSB management is continuing its work on drafting proposed changes to General Order 143-B “Safety Rules and Regulations Governing Light-Rail Transit.”

RTA Ongoing Projects

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

Bay Area Rapid Transit – BART

Communications Based Train Control (CBTC):

BART entered a \$798 million contract with Hitachi Rail STS USA, Inc to design and build a modern CBTC system. The agency intends for this project to “greatly improve (its) train service.” The Project’s Safety Certification Plan (SCP) was approved by the Commission via Resolution ST-206. Contractor Hitachi executed Notice to Proceed in November 2020.

Staff is reviewing PHA and GO 127 Compliance Report.

BART Hayward Maintenance Complex (HMC) Project:

This project is comprised of two phases. On November 16, 2018, RTSB management approved an element of the first phase of this project, the Component Repair Shop, to commence operations. The Central Warehouse, also an element of Phase 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. HMC Phase I project scope has been scaled down and is considered by BART to be effectively complete due to budgetary constraints. BART submitted their revised SCP Rev. E detailing and amending changes to the project, which was approved by RTSB on April 13, 2022. BART anticipates submitting their SSCVR for this phase in the coming year. HMC Phase II has the East Storage Yard re-design at 60% completion and anticipates having 90% design by June 2022.

No Updates.

Traction Power System Improvements Project (TPSIP):

Five sites have been identified for installation of new traction power substations to support the traction power system improvements portion of the Transbay Core Capacity Program. The two West Bay sites are Civic Center Station and Montgomery Street Station and have estimated completion dates by 2022. The three East Bay sites are in Oakland at Thirty Fourth Street, Concord at David Avenue and Minert Road and

Richmond at Yard East, with completion dates not yet estimated. An SCP was approved via Commission Resolution (ST-239) on July 16, 2020. Civic Center and Montgomery Street stations are under construction. East Bay sites design conformance checklists are completed.

No Updates.

Irvington Station (IRV) Project:

The Irvington Station Project includes construction of a new station halfway between the existing Fremont and Warm Springs/South Fremont stations. The estimated completion year is 2027. The Project is in the engineering design phase. The SCP was approved under Commission Resolution (ST-240) on November 5, 2020. Project is approaching 90% design

No Updates.

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.

314 new cars were approved to-date.

Los Angeles County Metropolitan Transportation Authority – LACMTA

P3010 New Vehicle Procurement Project:

All 235 new P3010 Light Rail Vehicles (LRV) have been delivered to LACMTA from Kinkisharyo International, the vehicle manufacturer. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future Crenshaw/LAX line currently under construction. The P3010s have state of the art technology and upgrades to improve the passenger experience. As cars are prepared for service, Staff will recommend official approval to RTSB management after in person review of the Car History Books (testing documentation). Overall, 40 LRVs remain to be accepted by LACMTA and approved by RTSB management. To date, RTSB management has certified for revenue service 195 vehicles. In November 2021, LACMTA started to send conditional approval documentation to RTSB for vehicles with a new communication system that addressed previously

identified issues. The cars that were accepted prior will have to be retrofitted to be compatible with the new communication system.

In April 2022, LACMTA sent conditional approval documentation for 4 more vehicles, which also have the new communication system. In total, LACMTA has sent documentation for 14 vehicles with the new communication system. On February 4, 2022, Staff had reviewed Car History Books for 4 vehicles and on April 20, 2022, Staff had reviewed Car History Books for 6 vehicles. Following the Car History Book reviews of 10 cars in total, RTSB Management sent LACMTA a letter on April 20, 2022, transmitting the final approval to operate the 10 vehicles in revenue service.

HR4000 Heavy Rail Vehicle Procurement:

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

The first set of married pair vehicles will be delivered to LACMTA for testing and evaluation in June of 2022 instead of March of 2022. The delay is due to the pandemic impacting progress at both the Springfield assembly site and the Changchun, China manufacturing site.

Regional Connector Project:

The Regional Connector Transit Corridor (RCTC) Project is a below-grade, 1.9-mile, dual-track light rail system that will extend the existing A Line (formerly Blue Line) from the 7th/Metro Station to the existing L Line (formerly Gold Line) in the Little Tokyo area of Los Angeles. The new RCTC link will allow passengers to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. The RCTC will contain three new subway stations.

The contractor, Regional Connector Constructor (RCC) intends to turn over different system elements at different times to Metro once they are ready, instead of turning over everything at once. The goal is to optimize scheduling.

D Line (Westside) Extension Project:

LACMTA is extending the D (formerly Purple) Line from the current terminus at Wilshire/Western station for nine miles to Westwood Veteran's Administration Hospital. This extension will consist of approximately 9 miles of heavy rail subway with seven new stations and is separated into 3 different projects/segments, PLE1, PLE2, PLE 3. The project is funded mostly by Measure R, Measure M and

federal grants. Section 1 is forecast to open in 2024, Section 2 in 2025 and Section 3 in 2027. Travel time between Westwood and downtown L.A. is expected to take about 25 minutes. The design build contractor for Segment 1 is STS (a joint venture of Skanska, Traylor, Shea). The design build contractor for Segment 2 is TPOG (a joint venture of Tutor Perini and O&G). Tutor Perini is also the design build contractor for Segment 3 tunneling and stations.

PLE1 construction progress is 76%. PLE2 construction progress is 49%. PLE3 design progress is 94% and construction progress is 36%.

MGLFECA Foothill Extension Phase 2B:

LACMTA is extending the L (formerly Gold) Line from the current terminus of Azusa Station to the City of Montclair. The Metro Gold Line Foothill Extension Construction Authority (MGLFECA) is an independent transportation planning, design and construction agency created in 1998 by the California State legislature to resume design, contracting, and construction of the Los Angeles to Pasadena Metro Gold Line. The initial 13.7-mile, Los Angeles to Pasadena Metro Gold Line was completed and opened in 2003. Phase 2A of the Foothill Extension project was completed in March 2016 and extended the Gold Line from Pasadena to Azusa. Once construction of Phase 2B is complete, the MGLFECA will transfer the project to LACMTA to operate. In August 2019, the MGLFECA awarded the design build contract to the Kiewit Parsons Joint Venture. Due to funding issues, the current terminus of the new alignment was changed to Pomona Station with a contract option to build to Montclair if the MGLFECA can secure additional funding. The estimated completion of the Pomona segment is early 2026. The contract option portion from Pomona to Montclair would be on a shared corridor with Metrolink. Major construction commenced July 2020, beginning with track and warning equipment installation at the at-grade rail crossings.

As of April 2022, construction progress is expected to reach 50% by early Summer 2022.

Crenshaw/LAX Corridor Project:

LACMTA is constructing a new Light Rail Transit (LRT) line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The project consists of Segments A, B1, B2, and C.

Substantial completion of Segments A-B occurred on March 12, 2021. Now the AMC (Airport Metro Connector) Station is under construction in Segment A; it will connect to the future LAX APM. To avoid the construction zone but allow revenue service, there are preparations underway for a turnback operation north of the AMC Station. Substantial completion of Segment C will follow later.

New A Line Project:

In the 2019 as part of the New Blue Improvements Project, LACMTA made improvements to its A Line (formerly Blue Line) that runs from Downtown Los Angeles to Long Beach. The Blue Line was renamed the “A Line” prior to fully reopening to the public on November 2, 2019. There were improvements to train control, track, overhead power, Willowbrook/Rosa Parks Station, and general station areas. The Division 11 (A Line) yard control upgrade testing is anticipated to begin in August 2022.

No Updates.

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 10 miles through the San Fernando Valley. It will be a street running system for the most part with approximately 3 miles on a shared corridor with Metrolink/Amtrak. LACMTA has contracted Gannett Fleming Inc. to develop a 30/60 percent design package. LACMTA was planning to begin the procurement process of the final design build package sometime in the middle of 2021. The final design build package procurement process was delayed due to the pandemic but is expected to take place in 2022 with groundbreaking on construction to follow soon thereafter. CPUC staff have been working with the project team and LACMTA on development and drafting of the Safety Certification Plan which was approved by the commission on December 16, 2021.

No updates.

West Santa Ana Branch Transit Corridor Project:

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

No Updates.

Los Angeles Streetcar Project:

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

No updates.

Los Angeles World Airports – LAWA

LAWA Automatic People Mover Project:

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

44 cars will be built for the APM system, with the cars starting to arrive at the LAX site in the second quarter of 2022. On April 20, 2022, LAX celebrated the construction completion of the guideway, which began in November 2019. Construction will continue on the plinths, which the train cars ride on, and the emergency walkway along the guideway.

Orange County Transportation Authority – OCTA

OC Streetcar Project:

The OC Streetcar (OCSC) project consists of 4.15 miles of track between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The project includes 10 stations along the alignment and the procurement of 8 Siemens S700 LRVs. The project is currently under construction. On March 4, 2022, Walsh Construction, the contractor on OCSC project, filed a lawsuit against OCTA alleging that the project breached the agreement governing the scope of work, citing numerous alleged failings on OCTA’s part including neglecting to pay the company more for, or extending deadlines to accommodate, added work on the project. Walsh Construction is asking for at least \$50 million in damages because of the contract violations.

Embedded track work continues in segment 4 along 4th Street corridor. The Ross Street Station platform work, including excavating subgrade for station canopy and stop marker foundations, has begun. Steel erection work continues at the Maintenance & Storage Facility Building as well as significant progress at the car wash.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

SRTD will be acquiring 36 new Siemens low floor light rail vehicles. SRTD acquired \$172 M for them and to make changes to its stations to accommodate the new low floor P20 Siemens S700 LRVs. Estimated in-service date of first vehicle is projected for 11/2022. Safety Certification Plan is in development and plans and specifications have been submitted.

Dos Rios Light Rail Station Project:

SRTD will be completing final design and requesting bids for construction of a new light rail station. SRTD has acquired funding for the project. Estimated in-service date of the station is projected for 7/2024. Safety Certification Plan is in development and plans and specifications have been submitted.

Gold Line Double Track Project:

SRTD will be completing final design and requesting bids for construction of two passing tracks between Folsom and Sacramento, to accommodate 15-minute service. SRTD has acquired \$35 M for the project. Estimated in-service date of the track is projected for 6/2023. Safety Certification Plan is in development and plans and specifications have been submitted.

San Diego Metropolitan Transit System – SDMTS

San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:

The San Diego Metropolitan Transit System's (SDMTS) 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 with nine (9) new stations. Construction started in 2016 and revenue service is planned to begin November 21, 2021. On November 15, 2021, the Rail Safety Division Director accepted The Project final Safety Certification Verification Report (SCVR), as required by G.O.164-E and Resolution ST-186, and SDMTS granted SDMTS permission to enter revenue service on November 21, 2021.

Staff sent a formal close-out letter to MTS/SANDAG on April 25, 2022, acknowledging completion of Resolution ST-186 requirements and the Mid-Coast Corridor Transit Project Safety Certification Plan requirements.

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

SDTI is procuring 45 LRVs known as SD10 (Car Nos. 5046 to 5091) to replace the current SD-100 models cars which will be retired from revenue service. The procurement process began September 2020 with an expected schedule completion and acceptance of all 45 LRVs by late 2023. As Siemens cars are delivered on-site at the SDTI Yard, they will undergo commissioning and dynamics tests. Staff will participate in the acceptance testing throughout the procurement process.

Staff granted permission in for 9 out of 44 cars to enter revenue service operation.

Santa Clara Valley Transportation Authority – SCVTA

BART Silicon Valley (BSV) Phase II:

This BSVII is an approximately 6-mile extension of the BART system from the Berryessa/North San Jose Station through downtown San Jose in an approximately 5-mile long single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. The Phase II project includes three stations in the City of San Jose (Alum Rock/28th, Downtown San Jose and Diridon Stations), one station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility. The project Safety and Security Certification Plan (SSCP) was originally Commission approved under resolution ST-83 on February 15, 2007, for the entire 16 miles extension but SCVTA Board divided the project into two phases. The BART's Silicon Valley Berryessa extension (phase I) was placed in revenue service on June 13, 2020. On June 16, 2021, Staff received the project SCP for the phase II, and CPUC approval was sent on August 17, 2021, approving the SCP. This project is under preliminary design phase and Staff continues to attend the FTA Project Management Oversight Contractor (PMOC) meetings, Safety and Security Review Committee (SSRC) meetings, Fire Life Safety and Security Committee (FLSSC) meetings. Revenue Service Date is scheduled to be 3/31/2031.

Contract Package 1 (CP1) Systems – Final RFP in progress. The Final Request for Proposal (RFP), which includes the Design-Build agreement, was scheduled to be released in March 2022 but has been delayed to August 2022.

Contract Package 2 (CP2) Tunnel & Trackwork – Negotiations are being completed with the selected firm (Kiewit/Shea/Traylor) by the project Evaluation Panel members. The final contract will be presented to the Board in May 2022 for approval.

Contract Package 3 (CP3) Newhall Yard and Santa Clara Station – Pre-final RFP submitted to BART for review and comments have been transmitted to VTA. Draft RFP scheduled to be released. Ventilation analysis is ongoing.

Contract Package 4 (CP4) Stations – Modification to contract package documents underway based on Third Party coordination. Completed noise and vibration study and reviews.

Eastridge to BART Regional Connector:

The Eastridge to BART Regional Connector (EBRC) will add 2.4 miles of double track light rail along Capitol Expressway in San Jose. This segment extends the SCVTA light rail system from the Alum Rock station to Eastridge Transit Center, entirely within the City of San Jose. The alignment traverses through a mixture of residential, commercial, industrial, and undeveloped areas. The proposed light rail alignment consists of an elevated guideway to the side and in the median of Capitol Expressway on retained earth and structure. There are no new at-grade automobile crossings, but there will be two pedestrian at-grade crossings at Eastridge Station. Resolution ST-88 dated May 24, 2007, grants SCVTA's request for approval of its Capitol Expressway Light Rail Safety and Security Certification Plan (SSCP) dated March 2, 2007. SCVTA recently submitted an updated SSCP dated January 31, 2020. Staff reviewed and approved the SSCP on July 10, 2020. The project has almost completed preliminary engineering design phase and Utility relocation is occurring currently. Staff awaits to attend future meetings related to this project.

No Updates.

Light Rail Signal Priority Detection Upgrades Project:

The work involved is a replacement of the Train-to-Wayside hard-wired system with a new GPS-based LRV detection system to act as primary detection system for requesting transit service priority (TSP) at non-gated signalized intersections. The necessary equipment for the work would be installed on 98 of VTA's light rail vehicles and would be installed at 89 signalized intersections. SCVTA submitted the project SCP on May 5, 2021. Staff reviewed and approved the project SCP on June 30, 2021. At its August 19, 2021, meeting the Commission approved Resolution ST-245.

VTA has an approved Service Change Bulletin for this project. CPUC Staff is working with the project team to finalize the Preliminary Hazard Analysis log.

San Francisco Municipal Transportation Agency – SFMTA

Central Subway Project (CSP):

SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown.

SFMTA intends to issue the SCVR on or about 9/1/22 before revenue service starts on or about 10/1/22.

LRV4 Procurement to Expand and Replace the Rail Fleet:

SFMTA LRV4 project is to procure 264 state-of-the-art Siemens LRVs. CPUC granted SFMTA approval for revenue service in 2017. After delivery of 68 cars by 2019, SFMTA found issues with the doors. SFMTA have since stopped accepting new cars, and asked Siemens to resolve the issue. Siemens redesigned sensitive edges and rubber elements for the doors for improved sensitivity for patron use and updated the rear viewing technology.

On 3/8/2022, RTSB staff sent a letter to authorize SFMTA to place two LRV4 cars (2069 & 2070) into revenue service soon. On 4/4/2022, RTSB staff sent a letter to authorize SFMTA to place two LRV4 cars (2071 & 2072) into revenue service soon. Currently, SFMTA has 74 LRV4's accepted and revenue service ready.

SFMTA L Taraval Improvement Project:

In response to numerous collisions and reported safety concerns, an early implementation of measures known as the L Taraval Rapid (a non-safety certifiable) project to improve safety by adding temporary clear zones at transit stops, a transit only lane, and painted safety zones at street corners. The next step is a nearly complete rehabilitation on Taraval Street that will replace infrastructure like the worn rails, overhead wires, water, and sewer lines, as well as repave the entire street.

Construction has begun for the L Taraval Improvement Project, and it will last approximately three years. Transit service on the L Taraval will remain throughout with a combination of buses and trains. Once completed, the corridor will boast new transit priority traffic signals, bulb-outs to make pedestrian crossing safer, new trees, high visibility crosswalks, safety boarding islands, and increased accessibility. All these changes will make Taraval more inviting for everyone that uses it.

To minimize disruptions during construction and maximize flexibility, the project is split in two construction segments that will overlap. During various times, there will be bus substitutions for the L Taraval so that crews can work on the rails and infrastructure beneath them.

Segment A: San Francisco Zoo to Sunset Boulevard was completed in July 2021.

Segment B: Sunset Boulevard to West Portal – Construction began in early 2022 and will continue through fall 2024.

On March 30, 2022, RTSB staff conducted a field survey of the SFMTA L Taraval Improvement Project sites. Staff observed new concrete boarding islands, repaved surface, a transit only lane, and landscaping elements along Segment A of the project. Staff observed evidence of construction work in progress along Segment B including staging areas for new boarding islands and traffic signals. Staff will continue to monitor the construction progress of the remainder of the project by conducting similar surveys on a periodic basis until the project is completed.

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

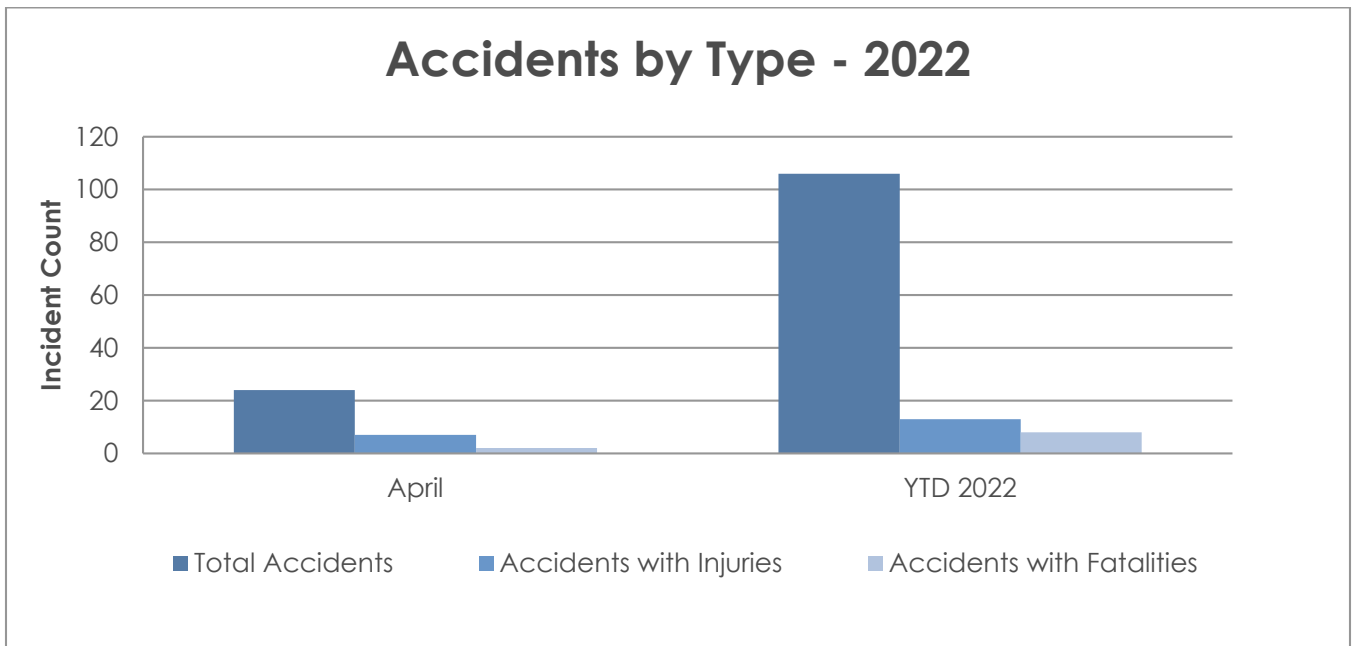
Table 1. Investigation & CAP Data

Investigations	April 2022	YTD2022
Accidents Reported	24	106
Accident Investigations Closed	11	101
Complaints Investigated	0	3
Rail Transit Inspections	27	140
Triennial Review	1	2
Corrective Action Plans	April 2022	YTD 2022
New Corrective Action Plans	6	83
From Triennial Review	0	0
From Incidents	2	10
From Internal Safety/Security Audits	0	1
From Rail Transit Inspections	4	66
From Hazard Management	0	6
Closed Corrective Action Plans	32	104
From Triennial Review	2	3
From Incidents	0	11
From Internal Safety/Security Audits	0	1
From Rail Transit Inspections	30	89
From Hazard Management	0	0

Data collected from RSSIMS

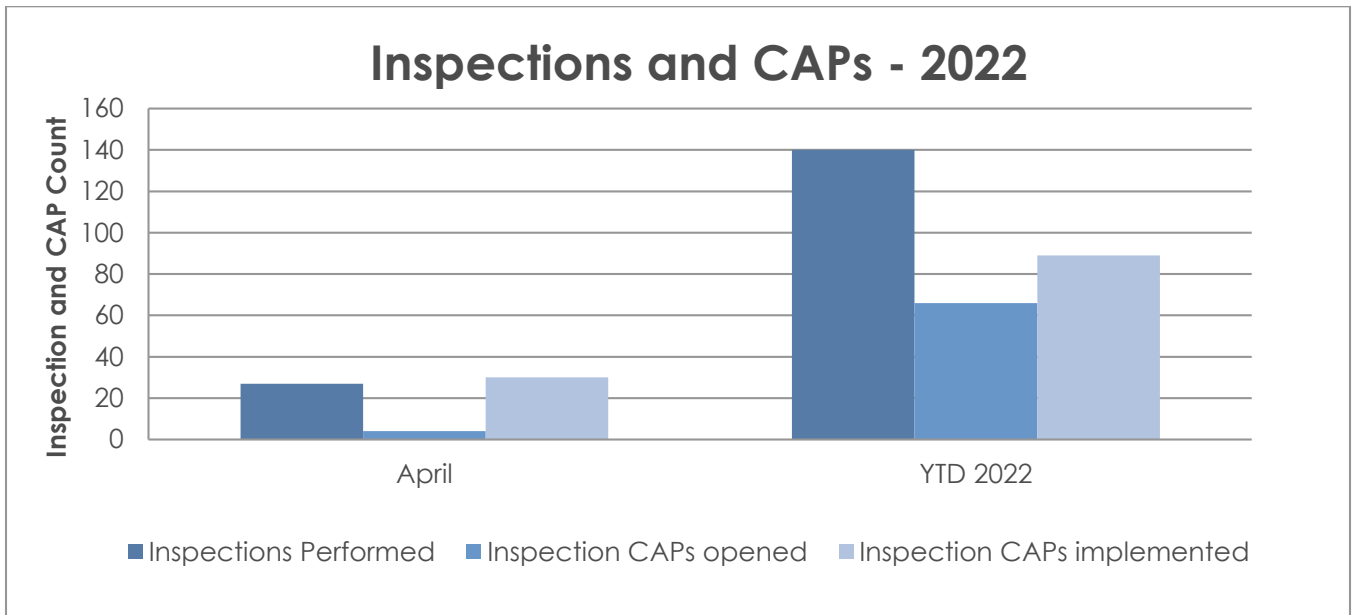
Ongoing Data / Trends

Table 2. Accidents by Type



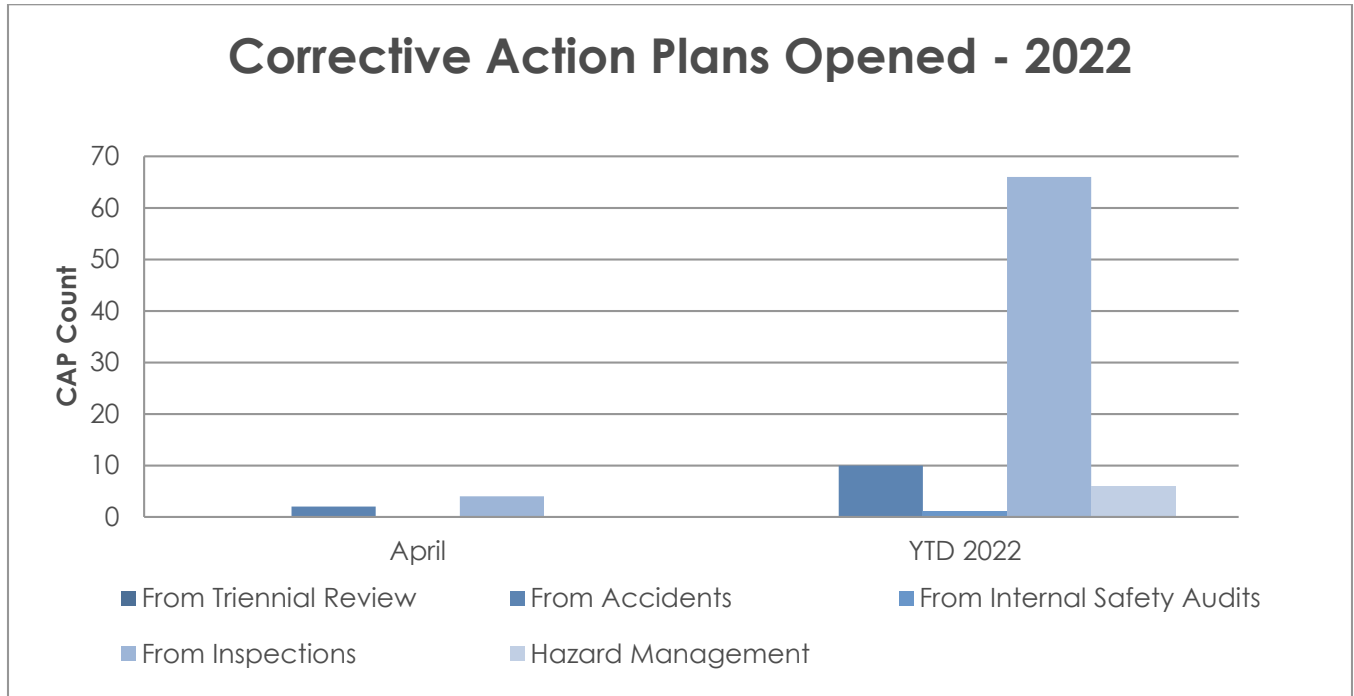
Data collected from RSSIMS

Table 3. Inspections & CAPs



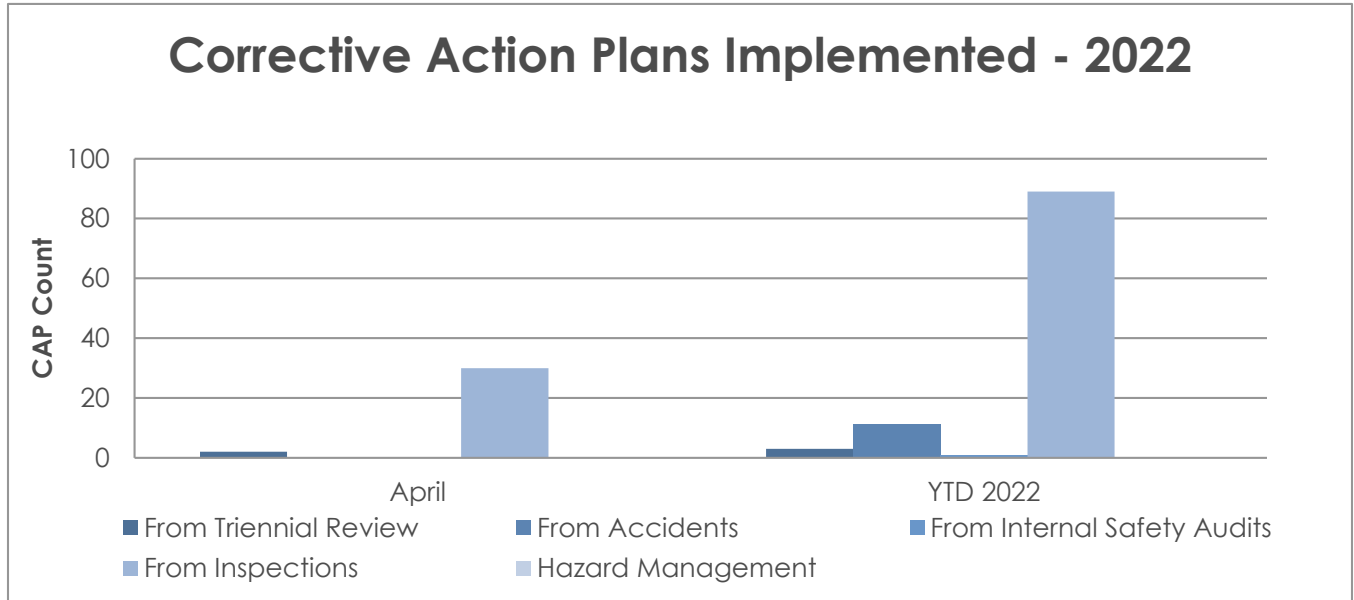
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS