

Monthly Performance Report – August 2023

RAIL SAFETY DIVISION

September 26, 2023



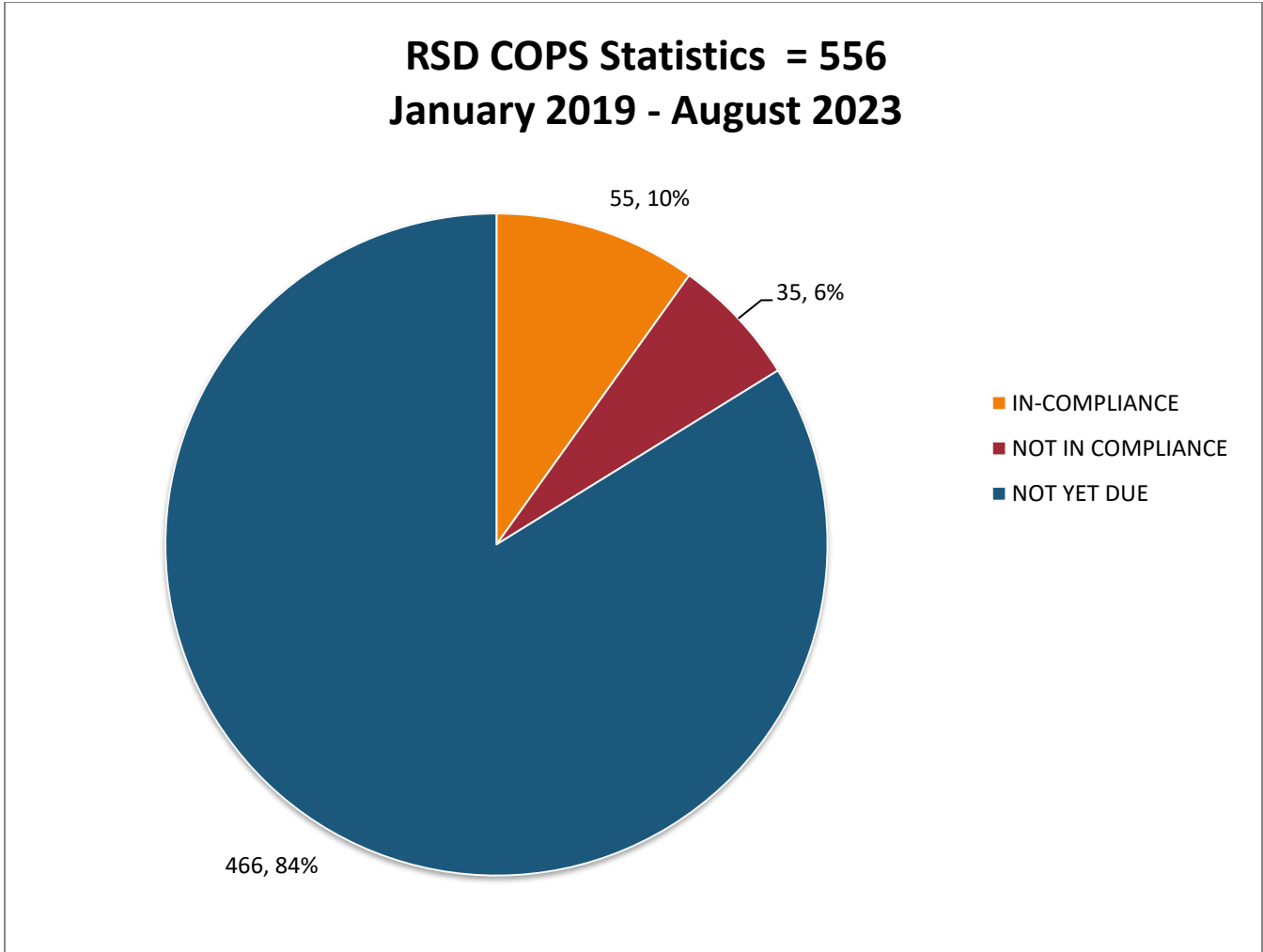
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through August 31, 2023, the Rail Safety Division (RSD) showed 556 total entries in the COPS system, with 55 (10%) reaching compliance, 466 (84%) not yet due for compliance, and 35 (6%) out of compliance. 556 (100%) of all ordering paragraphs (OPs) are assigned to RSD staff.

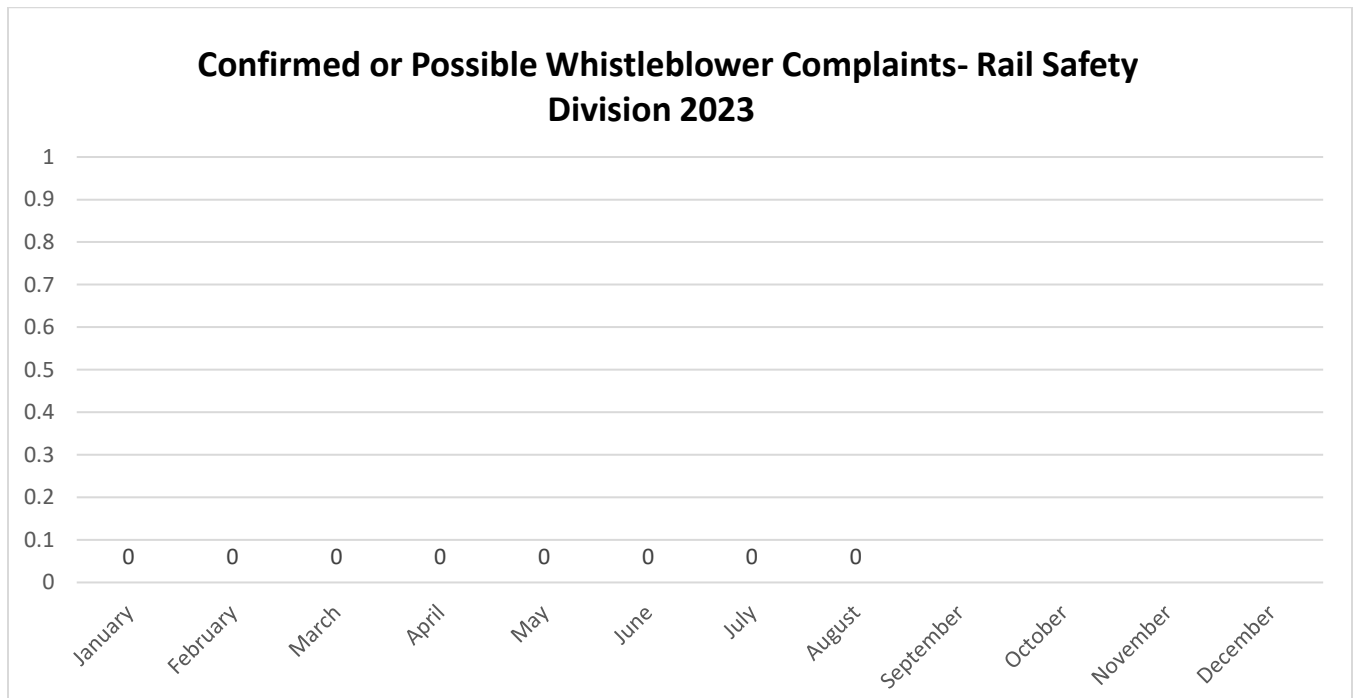


Monitoring the Whistleblower Website

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

Statistics – 1/1/2023 – 8/31/2023

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



Railroad Operations and Safety Branch - ROSB

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

Railroad Operations and Safety Branch	Aug-2023	YTD 2023
New Incidents Investigated	15	66
Informal Complaints Investigated	1	3
Railroad Bridge Observations	13	118
Railroad Safety Inspections	174	1901
Non-compliant conditions identified/corrected	551	6410
Operation Lifesaver Presentations	7	14

ROSB Inspection, Investigation & Field Activities

August 3, 2023: An RSD Railroad Safety Inspector performed an inspection of the Union Pacific Railroad (UP) Redwood Junction Industrial Track in Menlo Park and discovered a non-compliant condition at the Marsh Road grade crossing. This inspection revealed missing asphalt at the crossing which created a safety hazard for vehicular traffic. This is in violation of CPUC General Order (GO) 72-B which states: “It shall be the responsibility of each railroad corporation to maintain the crossing area between lines two feet outside the rails of each track” and “At the time of construction the surface of the highway shall be installed to conform substantially to the plane of the rails for the entire area between rails and between tracks and 2’ outside of the rails”.

The UP Manager of Track Maintenance (MTM) was notified of the inspection findings and a follow up inspection performed on August 4th verified that the non-compliant condition had been corrected.

August 15, 2023: An RSD Railroad Safety Inspector performed an inspection of UP Azusa Industrial Lead in Irwindale and discovered potholes and rebar sticking up at the Arrow Highway grade crossing creating a hazard to vehicles and bicycles in violation of CPUC GO 72-B.

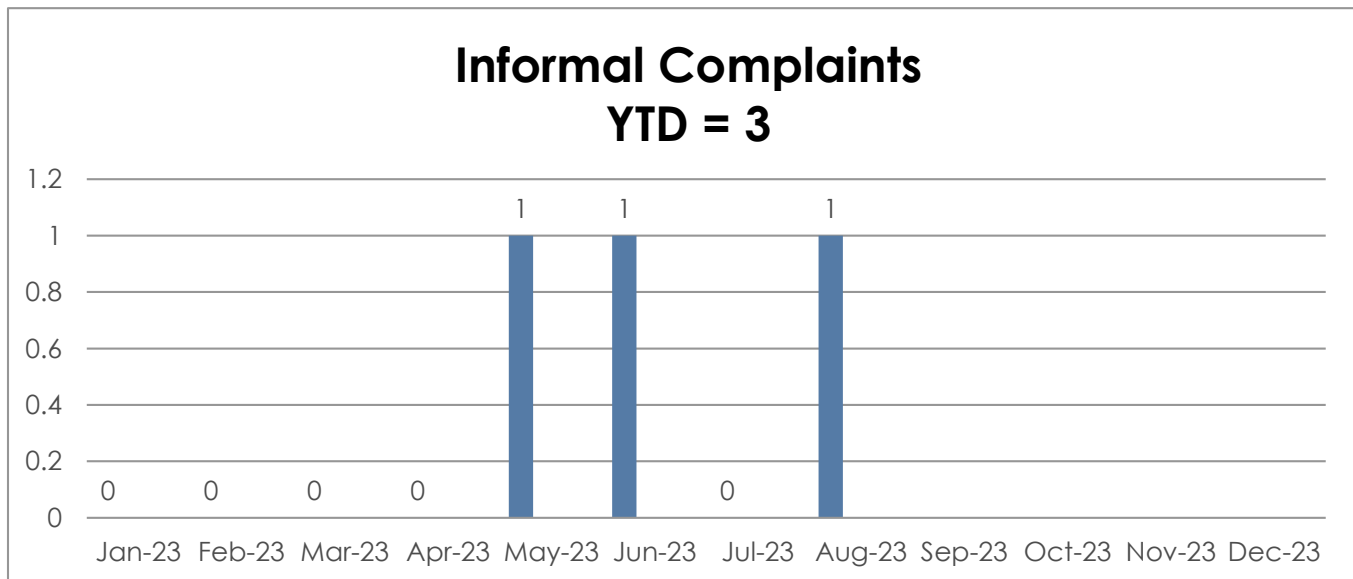
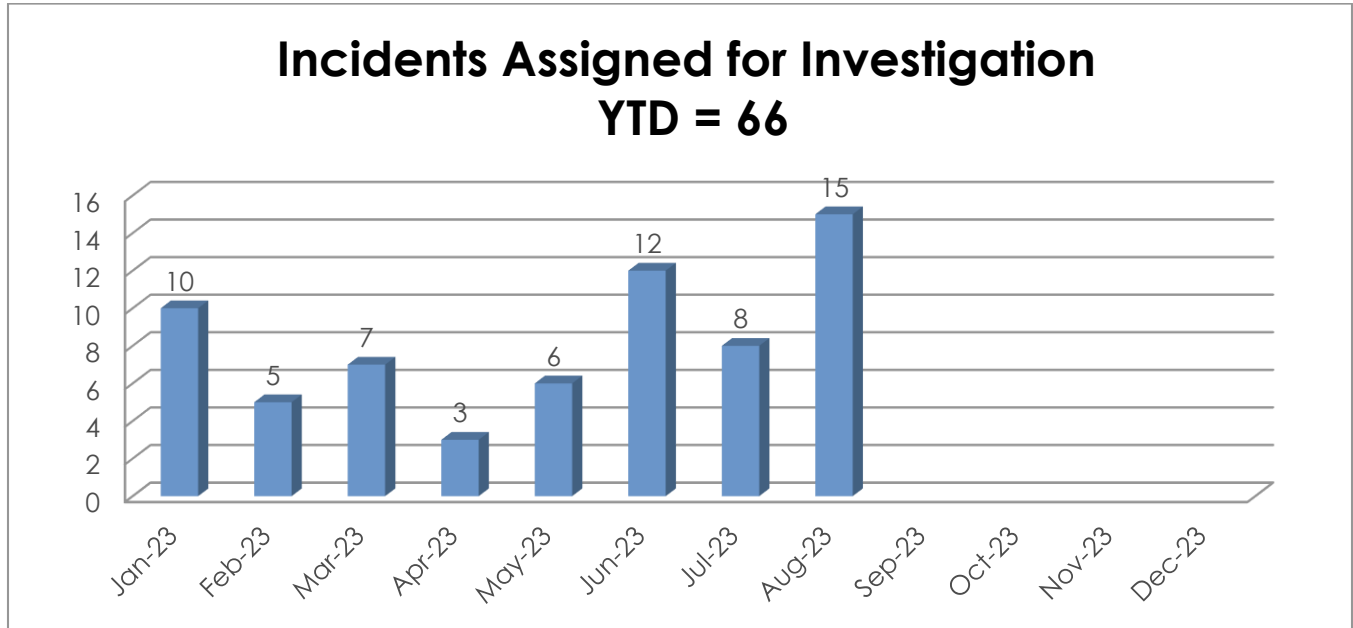
A follow up inspection performed on August 18th verified that the crossing panels had been replaced eliminating the hazardous condition and bringing the crossing into regulatory compliance.

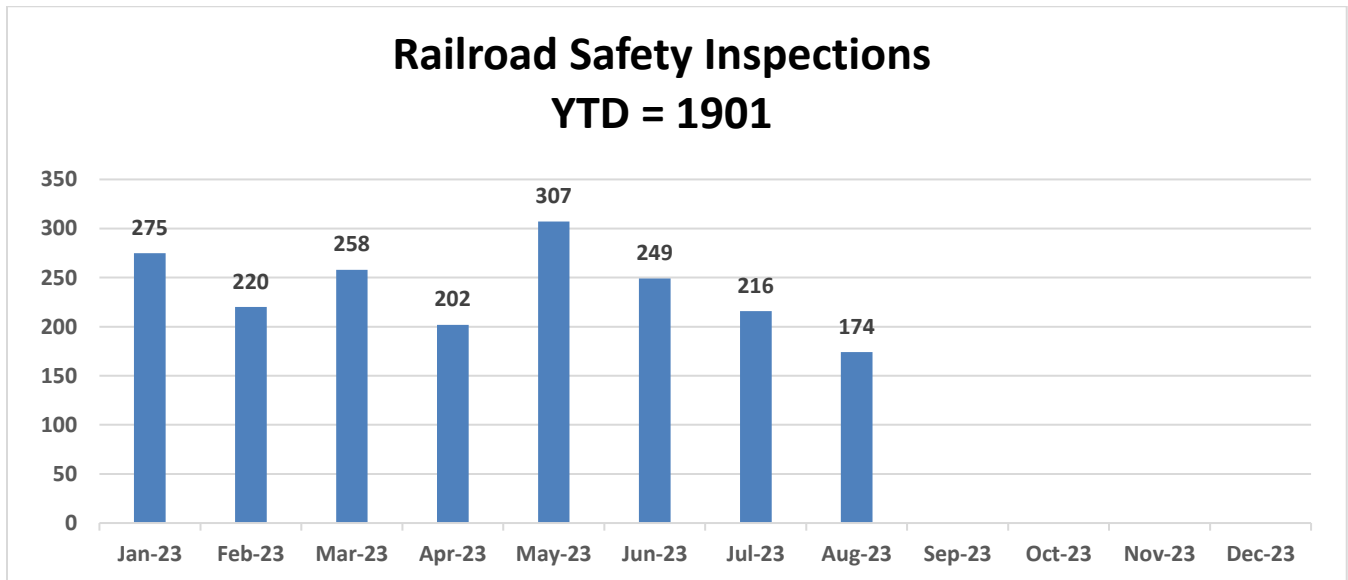
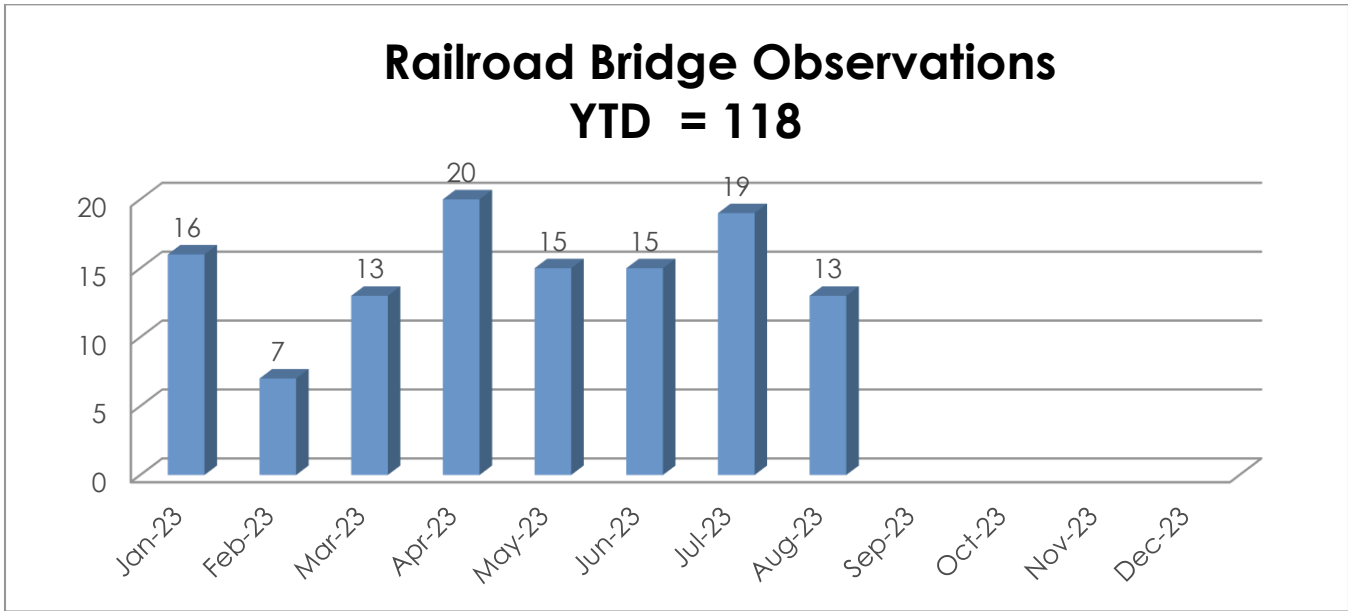
August 22, 2023: An RSD Railroad Safety Inspector performed an inspection of the Napa Valley Railroad (NVRR) in Napa and observed a defective condition at the Magnolia Drive grade crossing.

The inspector observed flashing lights not functioning as intended on the grade crossing warning device. The lights were not flashing when activated which places the public at risk because they are less visible for motorists, pedestrians, and bicyclists to notify them that a train is approaching.

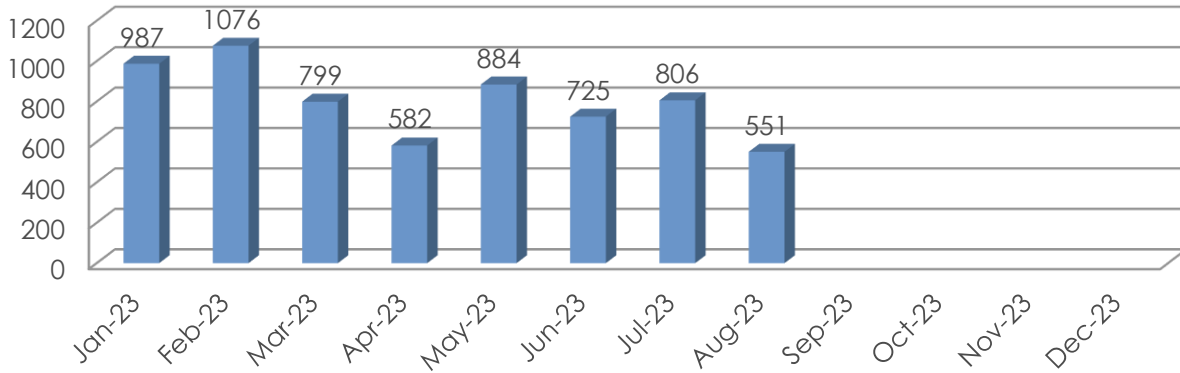
The inspector notified NVRR of the defective condition and NVRR personnel immediately inspected the warning device and determined that one of the wires going to the light was broken. NVRR replaced the broken wire allowing the flashing lights to function as intended. The crossing was tested and found to be working properly as verified by the RSD inspector.

The inspector issued NVRR a citation for violation of 49 CFR 234.217.C1 which states all light units shall flash alternately.

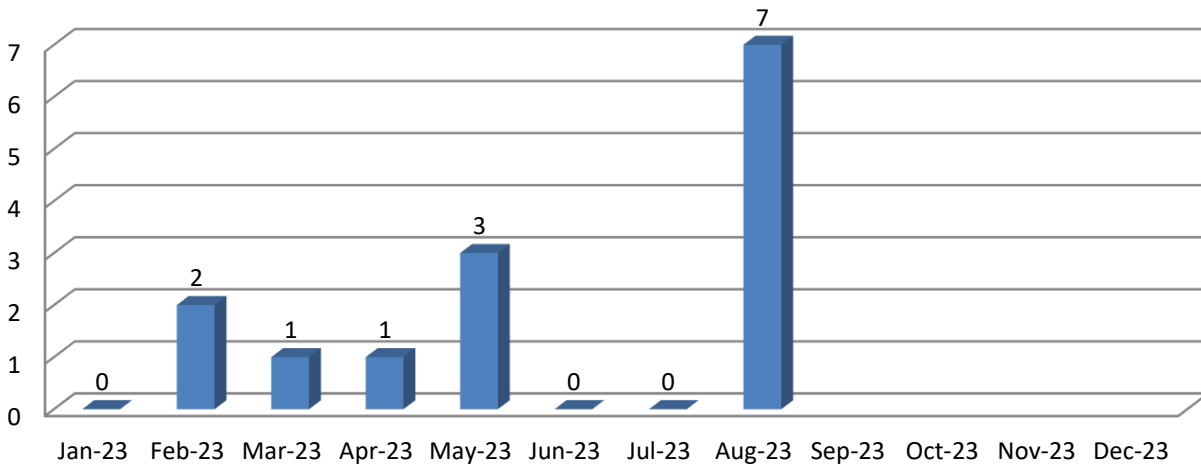




Non-Compliant Conditions Identified/Corrected YTD = 6410



Operation Lifesaver YTD = 14



Crude Oil Reconnaissance Team (CORT) Monthly Report

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

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

Crude Oil Shipments in California							
Consignee²	Highly Volatile (Y/N)	# Unit Trains Received August	# Unit Trains Projected September	# Unit Trains FYTD (23-24)	# Cars Received August	# Cars Projected September	# Cars FYTD (23-24)
Plains All America	N	0	0	0	0	0	0
Kern Oil	N	1	1	2	101	105	198
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received August	# Unit Trains Projected September	# Unit Trains FYTD (23-24)	# Cars Received August	# Cars Projected September	# Cars FYTD (23-24)
Kinder Morgan (Wilmington)		16	17	33	1531	1632	3162
Eco-Energy (Stockton)		3	5	7	328	532	752
Pelican Renewables (Stockton)		1	0	2	108	0	216
Storage of Hazardous Material Cars							
Railroad	Loads	Empties	Commodity	County			
Arizona California RR	33	96	LPG	San Bernardino			
Santa Maria RR	19	104	LPG	Santa Barbara			
Sierra Northern Railway	144	322	LPG	Stanislaus			

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

² See Appendix A for descriptions of Consignees and Railroads.

Oakland Global Rail Enterprise	0	40	LPG	Alameda
Yreka Western RR	0	0	N/A	Siskiyou

Appendix A

Crude Oil Consignees

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

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

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

Ethanol Unit Train Consignees

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

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

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

Hazardous Material Car Storage Locations

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

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

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

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

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

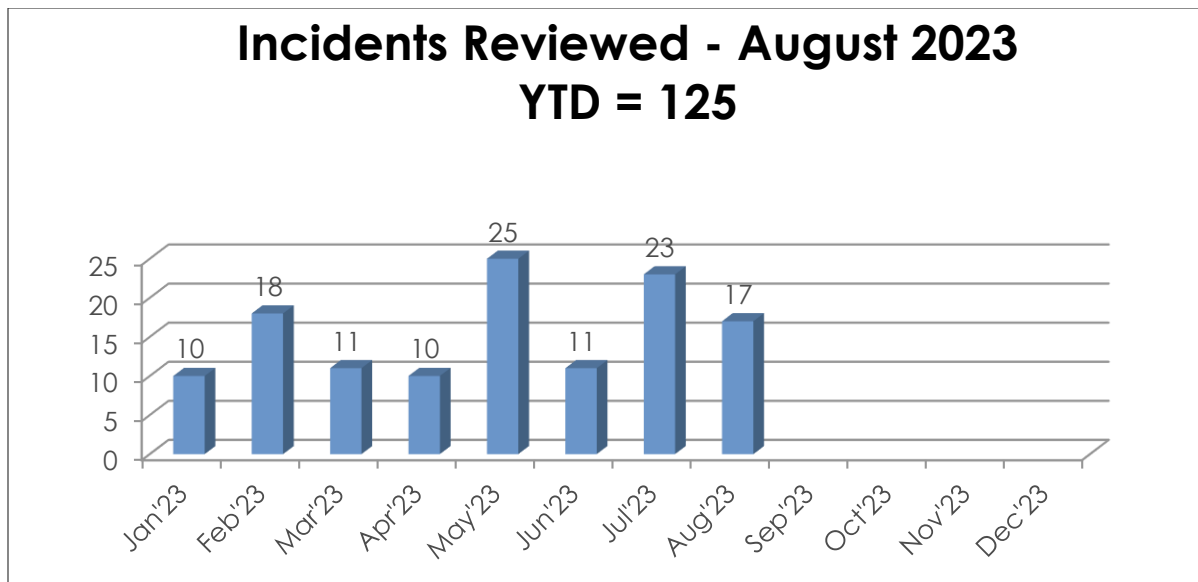
Rail Crossings and Engineering Branch - RCEB

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

	August Closed	Closed YTD
Crossing Incident Reviews	17	125
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	72	397
Proceedings, Resolutions and G.O. 88-B Reviews	5	110

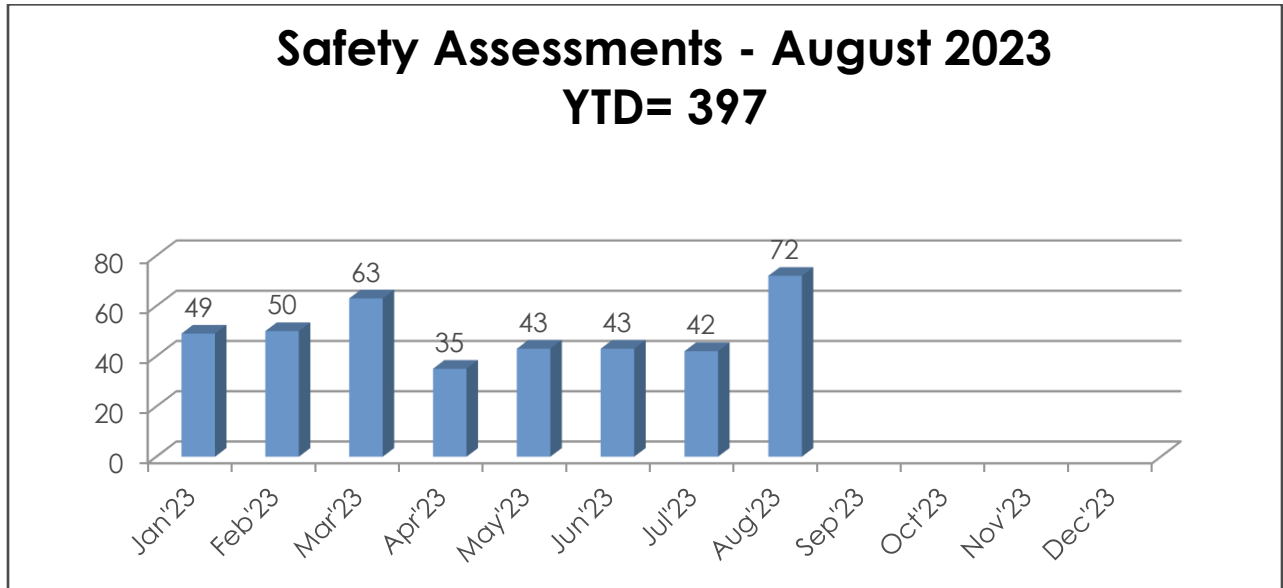
Rail Crossing Incident Investigations

In August 2023, RCEB closed 17 incidents at highway-rail at-grade crossings (crossings). These 17 incidents resulted in 20 injuries and six fatalities.



Safety Assessments, Quiet ZONES, and Reviews

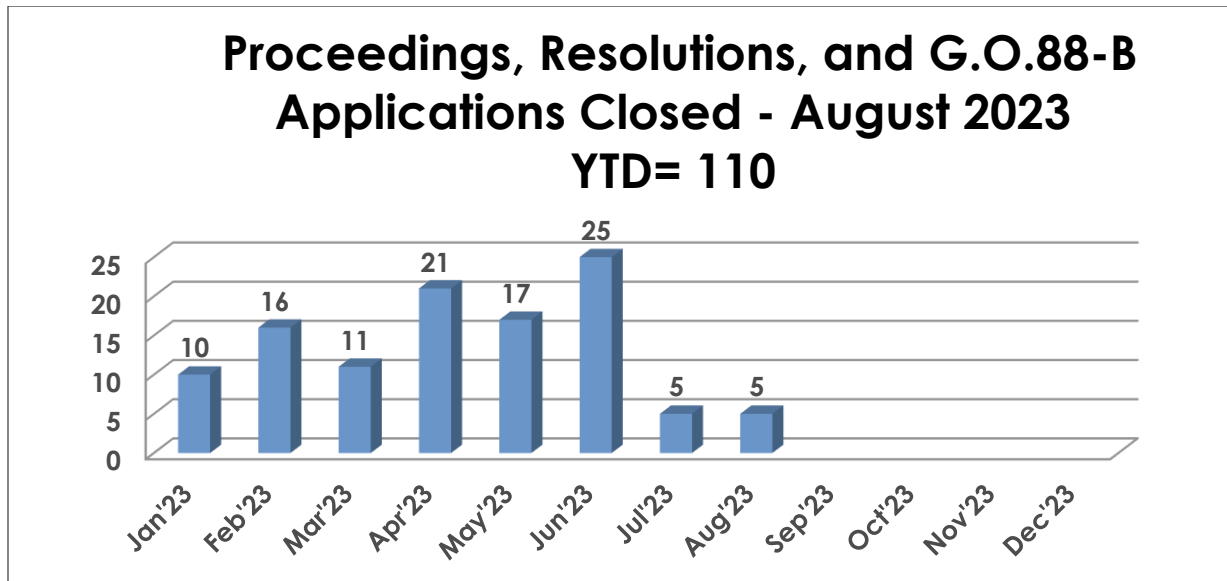
In August 2023, RCEB completed 72 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In August 2023, RCEB approved three General Order 88-B requests for authority for alteration to existing crossings. Also, the Commission approved one Proceeding and the RSD Director approved one Resolution, requesting Time Extension Decision.

1. PROC - A2305014 - D-23-08-034 - Application of the California High-Speed Rail Authority to construct a viaduct grade separated rail-rail crossing including four tracks in the County of Kings.
2. RESL - TED-286 - Time extension request to construct a grade-separated crossing of the Placer Parkway tracks in the County of Placer.



Rail Transit Safety Branch - RTSB

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

Major Audits

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

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

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

Administrative Accomplishments

FTA Meeting:

On August 11, RTSB and Federal Transit Administration (FTA) had another monthly meeting to discuss RTSB's progress towards meeting the requirements of FTA Special Directive 22-25, dated October 21, 2022, requiring the CPUC to develop and implement a risk-based inspection program.

On August 16, RTSB management participated in the quarterly virtual meeting the FTA holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.

Training:

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

- Sally Nguyen completed the “Effectively Managing Transit Emergencies” course offered by the U.S. Department of Transportation’s Transportation Safety Institute (TSI).
- Rosa Muñoz and Bill Lay completed the “SMS [Safety Management Systems] Awareness” course offered by TSI.
- All RTSB staff completed the CPUC mandated “Cybersecurity Training” course.
- On August 30, Ainsley Kung and Varoujan Jinbachian received the “CPUC Ambassador” training from CPUC’s Human Resources Division.

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.

RTA Ongoing Projects

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

Bay Area Rapid Transit – BART

Communications Based Train Control (CBTC):

BART entered into a \$798 million contract with Hitachi Rail STS USA, Inc to design and build a modern CBTC system. The agency intends for this project to “greatly improve (its) train service.” The Project’s Safety Certification Plan (SCP) was approved by the Commission via Resolution ST-206. Contractor Hitachi executed Notice to Proceed in November 2020. SSRC quarterly meetings started in June 2022. Project completed preliminary design for Phase 1 – ATS upgrade at OCC; Final Design Review is in progress. Hayward test track installation is underway.

No updates.

BART Hayward Maintenance Complex (HMC) Project:

This project is comprised of two phases. On November 16, 2018, RTSB management approved an element of the first phase of this project, the Component Repair Shop, to commence operations. The Central Warehouse, also an element of Phase I, submitted SCVR on January 7, 2021, and RTSB management approved on January 29, 2021. Construction on the Hayward Maintenance Complex Phase II East Storage Yard began on March 1, 2019. This yard will provide a storage venue for BART revenue vehicles and provide egress to the BART A1 and A2 Mainline Tracks and the Hayward Test Track. Due to funding constraints, BART has sub-divided the HMC Phase II Project into three separate contracts, Civil Grading, Trackwork Procurement, and East Vehicle Storage Yard. At the end of the Hayward Maintenance Complex Project, BART will submit a final SSCVR that will cover both phases. HMC Phase I project scope has been scaled down and is considered by BART to be effectively complete due to budgetary constraints. BART submitted their revised SCP Rev. E detailing and amending changes to the project, which was approved by RTSB on April 13, 2022. BART submitted their SSCVR for this phase on July 8th, 2022, has been reviewed by Staff, and Staff has performed site verifications and inspections. Staff found site deficiencies, which BART has addressed. The approval letter for Phase I was sent to BART on October 6th, 2022. HMC Phase II completed 100% design completion and is undergoing BART and 3rd Party review. BART submitted their revised SCP Revision 1 on May 24, 2023, updating the document with additional detail and minor changes to scope. The SCP is undergoing review by Staff. 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. Project completed design conformance in August 2022. West Bay sites are under construction. PHA was complete and reviewed. Construction issue-for-bid contract for East Bay sites was complete and expected to be out soon.

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. SCP revision 1 was approved in May 2022. The UPRR crossing application was approved in July by the Rail Crossing Branch. Project completed 90% design package.

No 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.

A total of 576 new cars have been approved.

Inglewood Transit Connector Joint Powers Authority – JPA

Inglewood Transit Connector Project (ITC):

The City of Inglewood has proposed an elevated Automated People Mover (APM) that aims to address a first/last mile gap in Los Angeles County's public transportation network. The project will connect the Los Angeles Metropolitan Transportation Authority's (Metro) K-Line Downtown Inglewood Station to the City's housing and employment centers, and sports and entertainment venues. The 1.6-mile APM will feature three stations, a maintenance and storage facility, two power distribution system substations, and three new parking lots along the route. As of March 2021, Metro's Board approved the formation of the Inglewood Transit Connector Joint Powers Authority (JPA) with the City of Inglewood to implement and operate the project. The City is the lead agency for the project and is responsible for overseeing various aspects. On January 31, 2023, the California State Transportation Agency awarded a \$407 million grant to assist with the construction. This project, which will be a Design Build Finance Operation and Maintenance (DBFOM) project, is expected to break ground in 2023 with the goal of providing passenger service in time for the 2028 Olympics. RTSB Staff is attending the monthly Safety and Security Certification Review Committee Meetings for the ITC Project, which started taking place in December 2022. No updates.

Los Angeles County Metropolitan Transportation Authority – LACMTA

P3010 New Vehicle Procurement Project:

All 235 new P3010 Light Rail Vehicles (LRV) have been delivered to LACMTA from Kinkisharyo International, the vehicle manufacturer. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future Crenshaw/LAX line currently under construction. The P3010s have state-of-the-art technology and upgrades to improve the passenger experience. As cars are prepared for service, Staff will recommend official approval to RTSB management after in person review of the Car History Books (testing documentation). All 235 cars have been accepted by LACMTA and approved by RTSB management. 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. RTSB staff sent the final approval letter for the last 2 cars on May 11, 2023. Now that all cars have been approved, a Final Safety Certification Verification Report (SCVR) will have to be resubmitted by LACMTA with a log of all the approved cars.

No updates.

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 (MP) vehicles will be shipped to LACMTA by early August 2023, while two other married pairs will be shipped to LACMTA by the end of 2023. Once the first MP arrives, it will be used for training and single MP qualification tests. When the other two MPs arrive, they will be coupled to the first one for the 3-MP/6-vehicle qualification and acceptance tests. The first MP arrived on site on August 12, 2023, which LACMTA announced on their social media.

Regional Connector Project:

The Regional Connector Transit Corridor (RCTC) Project is a below-grade, 1.9-mile, dual-track light rail system that will extend the existing A Line (formerly Blue Line) from the 7th/Metro Station to the existing L Line (formerly Gold Line) in the Little Tokyo area of Los Angeles. The new RCTC link will allow passengers to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. The RCTC will contain three new subway stations: Little Tokyo/Arts District Station, Historic Broadway Station, and Grand Av Arts/Bunker Hill Station. The RCTC opened to the public on June 16, 2023. RTSB staff will monitor the project's remaining open items until closure. No updates.

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. LACMTA issued a Notice of Work Suspension on October 21, 2022, out of concern for TPOG’s Recordable Injury Rate on the PLE2 project. On November 4, 2022, TPOG was allowed to resume work at the two station sites. Rail Activation Team meetings will commence on September 21, 2023, for PLE1.

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 it to Montclair if the MGLFECA can secure additional funding. Metro Rail from Glendora to Pomona is currently under construction and is expected to be completed by 2025. Extension of the rail service further east from Pomona to Montclair will be completed by 2028. All 19 bridges from Glendora to Pomona are now completed. All four stations will be center platform stations, with a track on each side – one for westbound trains, and one for eastbound trains. The 9.1-mile, four-station Glendora to Pomona project continues to remain on budget and on schedule for substantial completion in early-January 2025.

Trackwork installation was completed during Summer 2023 and crews are about halfway complete with construction for the four new light rail stations underway in the cities of Glendora, San Dimas, La Verne, and Pomona.

Crenshaw/LAX Corridor Project:

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

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

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. At Willowbrook/Rosa Parks Station, LACMTA would like to convert the northern emergency exit grade crossing to a public crossing. In fact, a crossing application was filed with the CPUC on June 2, 2023, for the reopening of the north pedestrian crossing at the Willowbrook/Rosa Parks Station. On the other hand, the test results for the yard train control upgrades were acceptable and LACMTA staff training on the new system is complete. CPUC staff have reviewed the test reports and have no concerns. However, yard operations were using the older system due to issues encountered with the new system while LACMTA Operations was using it. On July 8, 2023, there was a substantial damage incident in which overhead contact rail (OCR) in the 7th & Metro tunnel portal was severely damaged, affecting revenue service in the area. CPUC staff learned that repairs were completed, and service was restored on July 14, 2023. The OCR in the portal was part of the New Blue project and was safety certified to CPUC. The incident investigation is in progress. 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 6.7 miles through the San Fernando Valley, adding 11 new LRT stations, with 34 LRVs serving this alignment. It will be a street running system for the most part with approximately 3 miles on a shared corridor with Metrolink/Amtrak. LACMTA has contracted Gannett Fleming Inc. to develop a 30/60 percent design package. CPUC staff have been working with the project team and LACMTA on development and drafting of the Safety Certification Plan which was approved by the commission on December 16, 2021. Forecast Revenue Service Date is June 2028. LACMTA has completed most of the advanced design for this project and released the Progressive Design Build (PDB) procurement documents in Summer 2022. The PDB delivery method intends to bring the contractor and their designer into the project early, to take the design from 30/60 to approximately 85% while

collaborating with Metro and third parties on pricing the construction costs. On December 2, 2022, LACMTA celebrated the groundbreaking for advanced utility work for this project worth approximately 9 million dollars. The California State Transportation Agency (CalSTA) has announced that Metro will receive a full request of \$600 million in state grant funding for a key expansion of the Metro system, the East San Fernando Valley Light Rail Transit Corridor Project (ESFV). Real estate activities have begun and are expected to run through 2027. In February 2023, Metro awarded the PDB contract to the San Fernando Transit Constructors Joint Venture (SFTCJV) made up of SKANSKA, Stacy and Witbeck, and AECOM. No 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. The LPA will be advanced as part of the analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), expected for Metro Board certification in 2023. During this period, Metro will also be developing the First/Last Mile plans for the WSAB LPA which will include opportunities for public involvement. The project's groundbreaking is anticipated in 2023-25, with operation of the new line expected in 2033-35. 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.

As of August 16, 2023, station construction progress is at 89%, and guideway construction/installation finishes are at 88%.

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 as a result of the contract violations. On July 11, 2022, OCTA submitted a GO 95 variance request to RTSB. The request is regarding 42 overhead contact system (OCS) poles that they are not able to meet the GO 95 minimum clearance requirement. OCTA has been working with RTSB since January 2021 to determine the clearance requirements of GO 95, feasibility of design changes to meet the requirements, and then mitigation methods for remaining conflicts. OCTA's proposed mitigations include relocation of Southern California Edison (SCE) secondary electric wires by two of the Overhead Catenary System (OCS) poles and installation of an industry-used protective sleeve of the communication wires adjacent to the remaining 40 OCS poles. OCTA has met with affected utility owners and received written concurrences on the proposed mitigation method. RTSB reviewed the GO95 variance request and requested additional information from OCTA. A draft resolution for Commission approval is currently pending the submittal of the additional information from OCTA.

Station platform work and canopy installations along the alignment. Trackwork around Santa Ana/6th/Mortimer and Santiago intersection has been a focus for the month. Erection of OCS poles ongoing throughout the project, including brackets and prefabricated arms. Maintenance and Storage Facility interior/exterior walls, roofing, electrical, rail, is ongoing.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

SRTD will be acquiring 28 new Siemens low floor light rail vehicles. SRTD acquired \$172 M for them and 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 2024. Safety Certification Plan is in development and plans and specifications have been submitted. Low Floor Vehicle Platform Conversion Phase 1 is in-process of construction. Expected completion is Summer-2024.

SRTD is currently finalizing a contract with Siemens for the purchase of an additional 12 LRVs.

Dos Rios Light Rail Station Project:

The project continues to be delayed because of environmental remediation and DTSC review. It is planned to issue the project for bid by the end of December. Construction would likely not begin until summer 2024.

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 12/2024. Safety Certification Plan is in development and plans and specifications have been submitted.

The Sacramento Railyards 7th Street Improvements Project:

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

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

SRTD has sent the RCEB a proposed design for a crossing. The designed is currently be evaluated by Crossings staff.

San Diego Metropolitan Transit System – SDMTS

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

SDTI is procuring 47 LRVs known as SD10 (Car Nos. 5046 to 5091) to replace the current SD-100 models cars which will be retired from revenue service. The procurement process began September 2020 with an expected schedule completion and acceptance of all 47 LRVs by late 2023. As Siemens cars are delivered on-site to the SDTI Yard, they will undergo commissioning and dynamics tests. Staff will participate in the acceptance testing throughout the procurement process. No update.

Santa Clara Valley Transportation Authority – SCVTA

BART Silicon Valley (BSV) Phase II:

This BSVII is an approximately 6-mile extension of the BART system from the Berryessa/North San Jose Station through downtown San Jose in an approximately 5-mile long single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. The Phase II project includes three stations in the City of San

Jose (Alum Rock/28th, Downtown San Jose and Diridon Stations), one station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility. The project Safety and Security Certification Plan (SSCP) was originally Commission approved under resolution ST-83 on February 15, 2007, for the entire 16 miles extension but SCVTA Board divided the project into two phases. The BART's Silicon Valley Berryessa extension (phase I) was placed in revenue service on June 13, 2020. On June 16, 2021, Staff received the project SCP for 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 7/7/2033.

CPUC Staff reviewed and provided comments on the recent draft SSCP document that was submitted to the PMOC. Staff have also received signed copies of BSVII SSRC and FLSSC charters for review.

CP2 – Tunnel Boring Machine Procurement still under negotiations.

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

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

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.

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

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. All 98 Light Rail Vehicles have been equipped with EMTRAC installation. Sunnyvale Pilot Testing is still underway and city controller cabinets will be updated with new ones. Intersection installation Preliminary Hazard Analysis was shared with stakeholder for review.

GO88-B applications for San Jose, Milpitas, and Santa Clara cities approved by CPUC RCEB except 3 locations related to Caltrans encroachment permits will be submitted later for review.

San Francisco Municipal Transportation Agency – SFMTA

LRV4 Procurement to Expand and Replace the Rail Fleet:

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

On 9/7/2023, RTSB staff sent a letter to authorize SFMTA to place two more LRV4 cars (2112 & 2115) into revenue service upon receipt of the letter. Currently, SFMTA has 118 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 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. In order to minimize disruptions during construction and maximize flexibility, the project is split into two construction segments that will overlap. Segment A: San Francisco Zoo to Sunset Boulevard was completed in July 2021. Segment B: Sunset Boulevard to West Portal – Construction began in early 2022 and will continue through fall 2024.

In the coming weeks, track work continues with rail installation, and curb ramp work continues with demolition and grading areas in preparation for upgrading boarding ramps. Underground conduit work is being performed to power the streetlights and OCS poles. Water and sewer line work continues, adding conduits and connections. Construction teams will be excavating and jackhammering pavement, which may cause vibrations. Materials are being temporarily stored nearby. Dust control and housekeeping measures are in place at active construction and staging locations.

The L Taraval rail service is expected to be reactivated in the fall of 2024.

Appendices

GENERAL DEFINITIONS

Corrective Actions Plans

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

Accident Investigations

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

Monthly RTSB Data

Statistics Summary

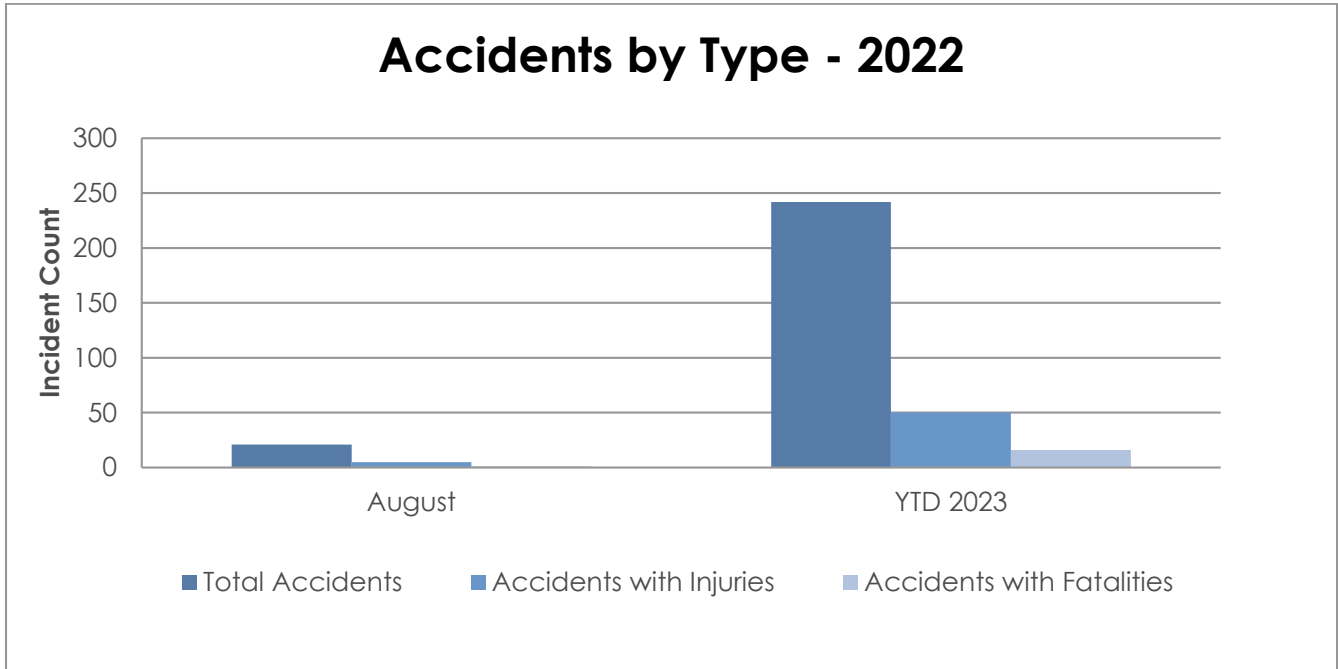
Table 1. Investigation & CAP Data

Investigations	August 2023	YTD 2023
Accidents Reported	21	242
Accident Investigations Closed	30	296
Complaints Investigated	0	2
Rail Transit Inspections	43	370
Corrective Action Plans	August 2023	YTD 2023
New Corrective Action Plans	29	348
From Triennial Review	0	2
From Incidents	17	85
From Internal Safety/Security Audits	0	75
From Rail Transit Inspections	12	184
From Hazard Management	0	2
Closed Corrective Action Plans	50	226
From Triennial Review	0	4
From Incidents	14	41
From Internal Safety/Security Audits	6	11
From Rail Transit Inspections	30	168
From Hazard Management	0	2

Data collected from RSSIMS

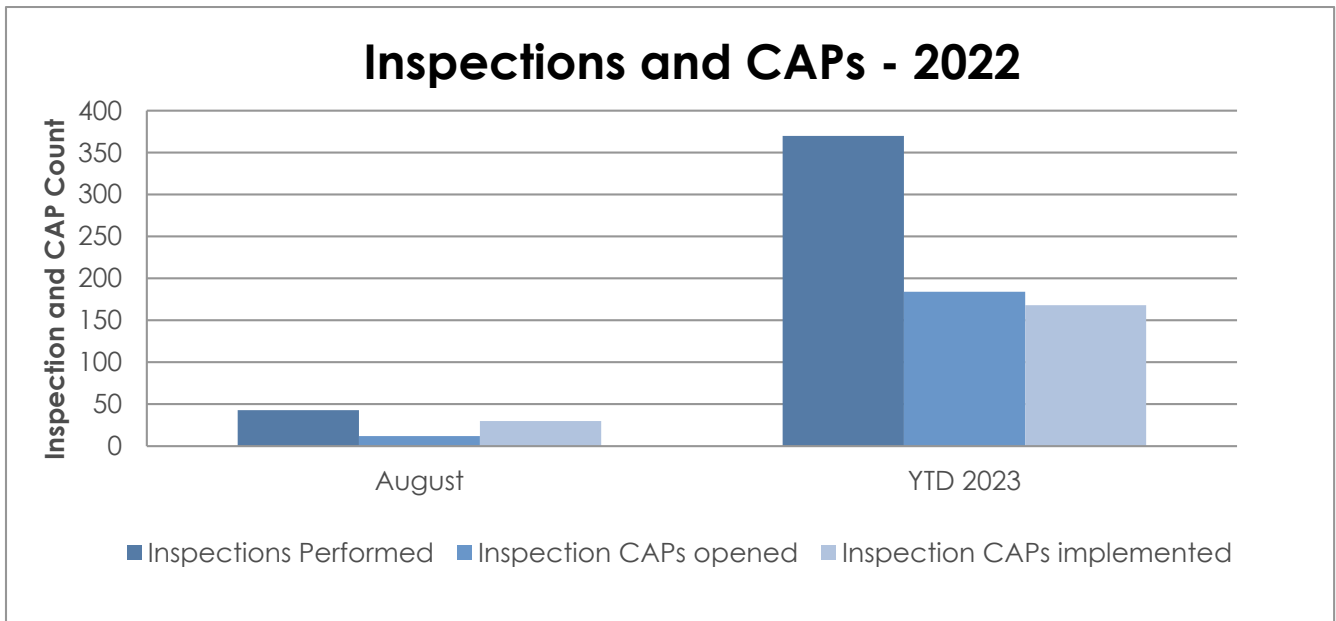
Ongoing Data / Trends

Table 2. Accidents by Type



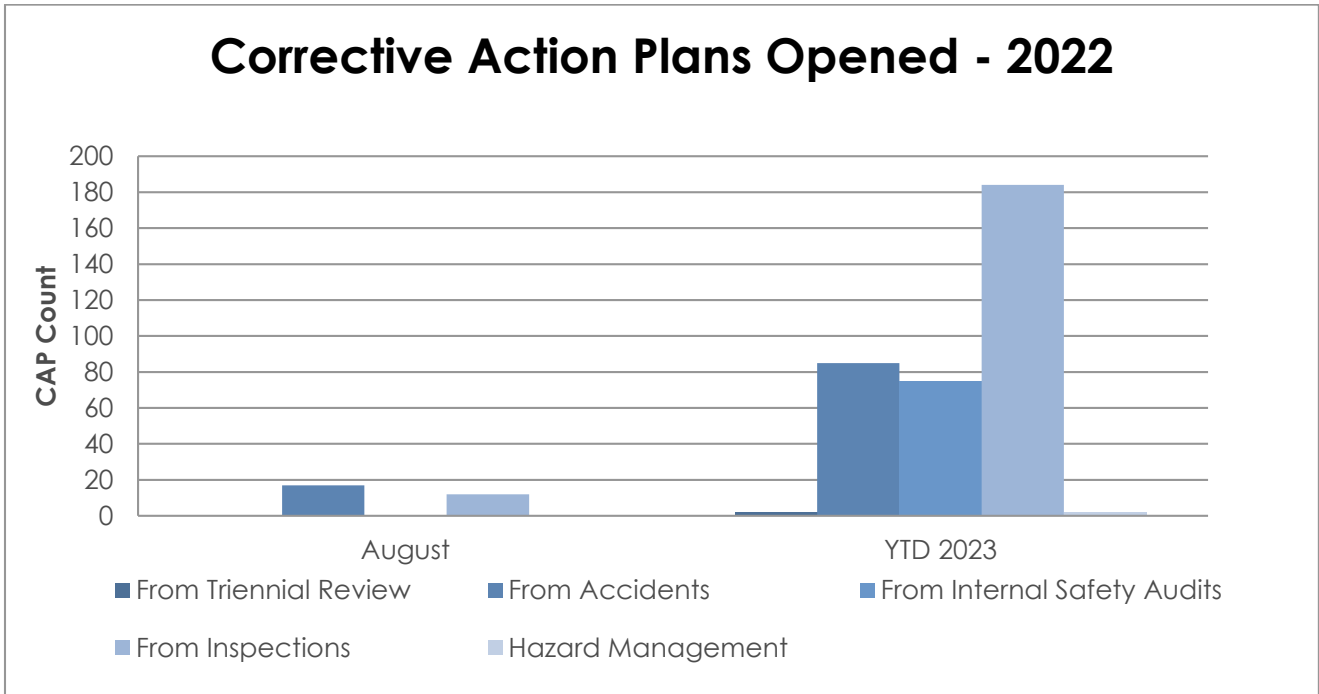
Data collected from RSSIMS

Table 3. Inspections & CAPs



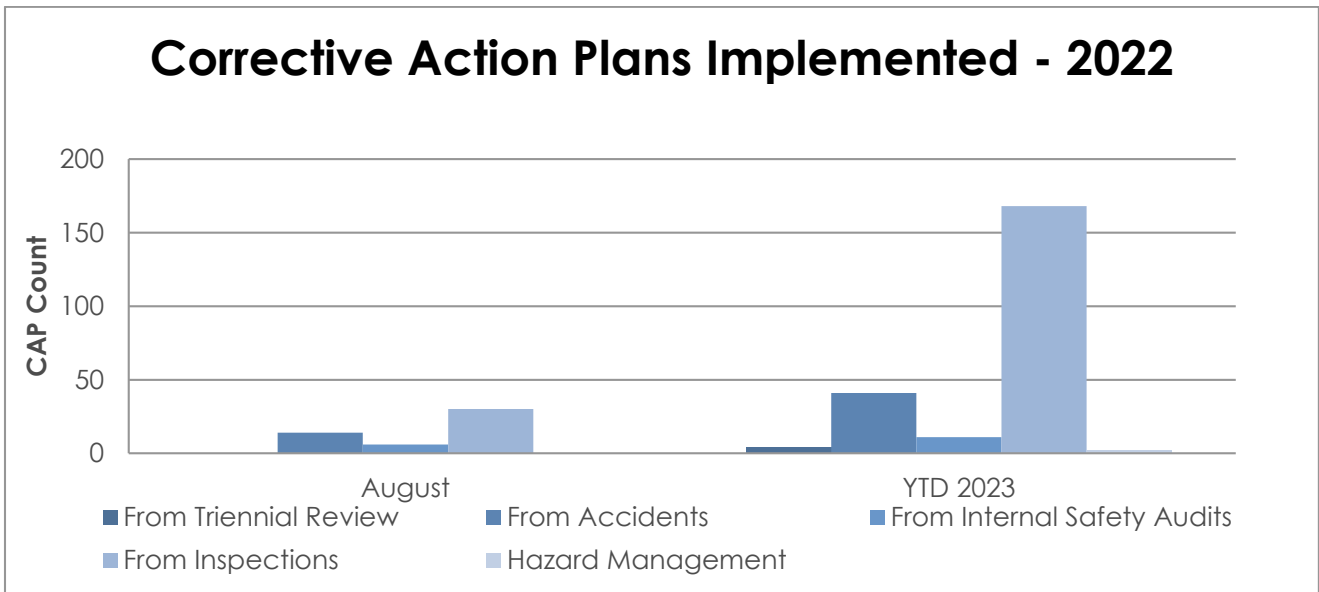
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS