

Monthly Performance Report – January 2023

RAIL SAFETY DIVISION

February 21, 2023



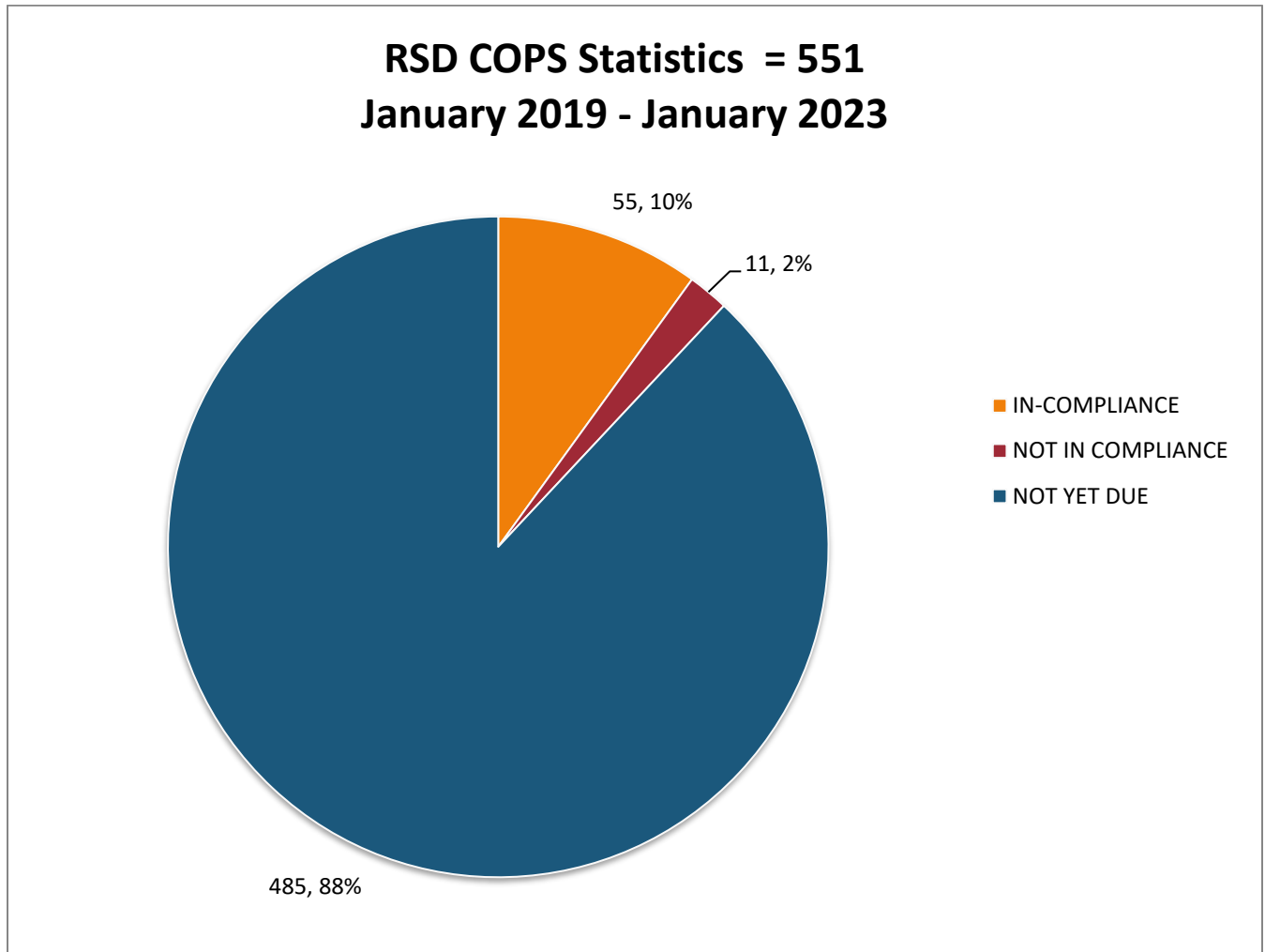
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through January 31, 2023, the Rail Safety Division (RSD) showed 551 total entries in the COPS system, with 55 (10%) reaching compliance, 485 (88%) not yet due for compliance, and 11 (2%) out of compliance. 551 (100%) of all ordering paragraphs (OPs) are assigned to RSD staff.

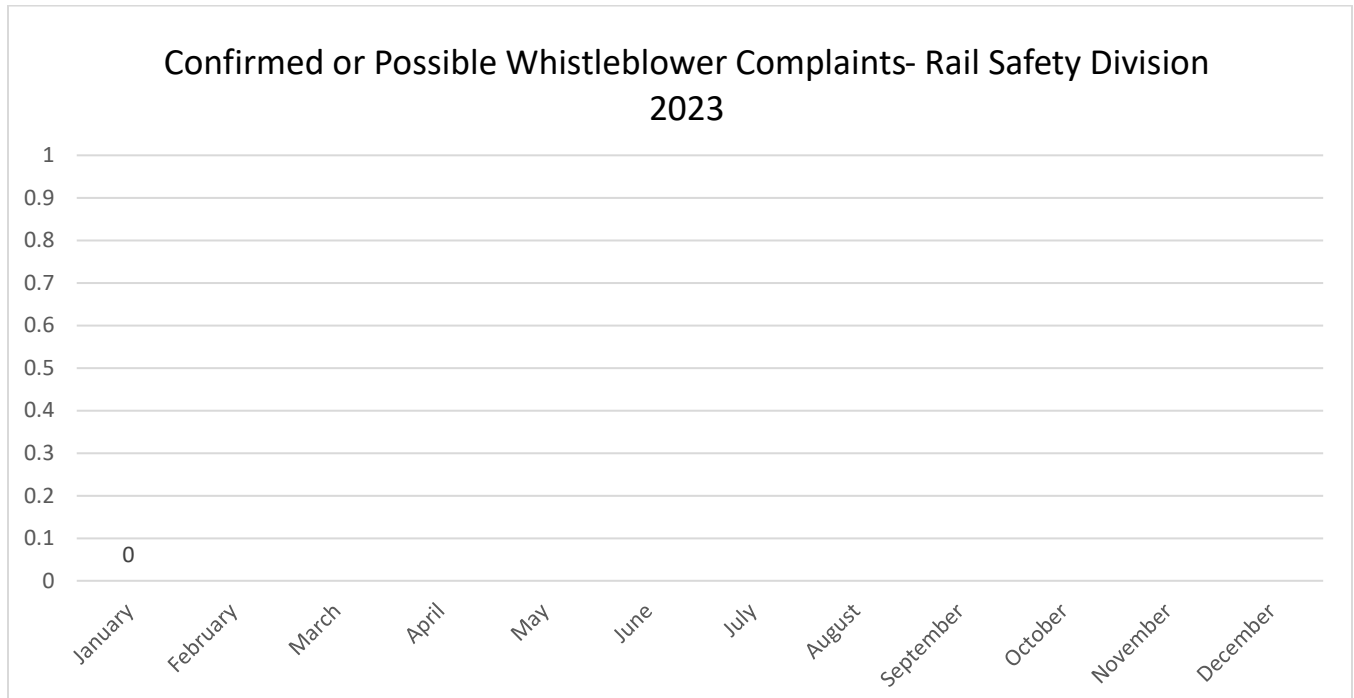


Monitoring the Whistleblower Website

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 – 1/31/2023

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



Railroad Operations and Safety Branch - ROSB

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

Railroad Operations and Safety Branch	Jan-2023	YTD 2023
New Incidents Investigated	10	10
Informal Complaints Investigated	0	0
Railroad Bridge Observations	16	16
Railroad Safety Inspections	275	275
Non-compliant conditions identified/corrected	987	987
Operation Lifesaver Presentations	0	0

ROSB Inspection, Investigation & Field Activities

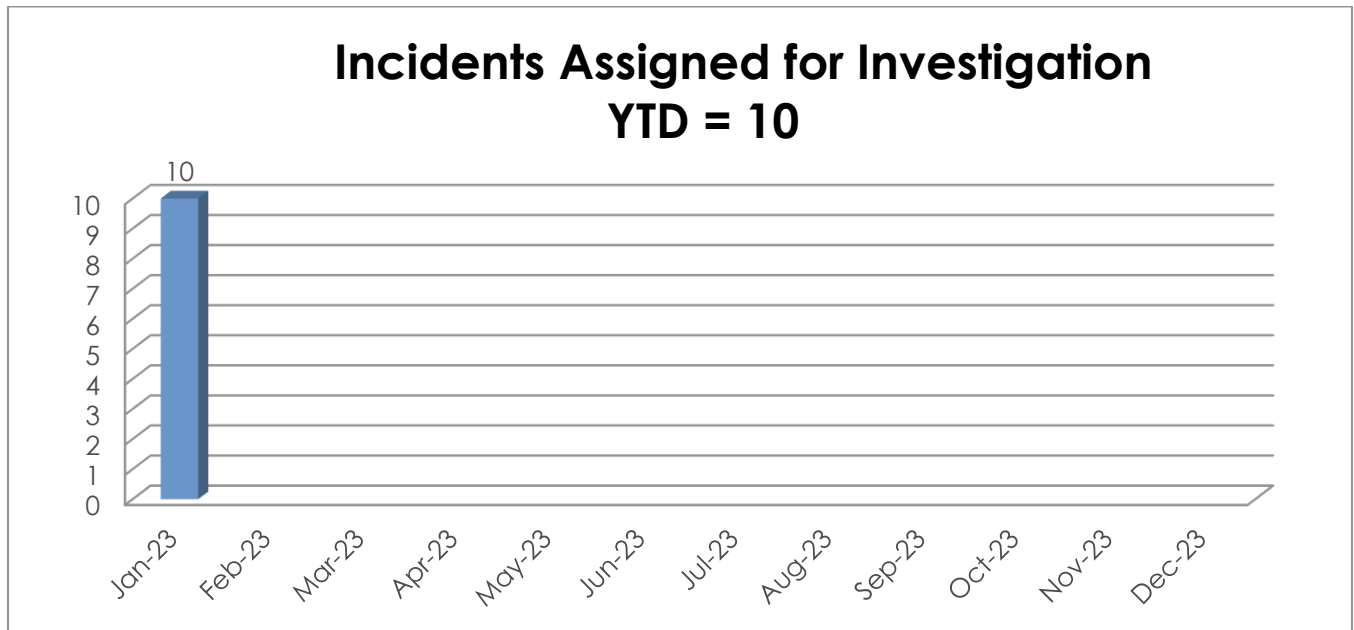
January 11, 2023: An RSD Railroad Safety Inspector conducted an inspection of CPUC General Orders (GOs) on the California Northern Railroad (CFNR), in Suisun. During the inspection it was discovered that a bridge walkway had excessive slopes creating a hazard for railroad employees. This did not comply with GO 118-A, which provides standards for walkway clearances adjacent to railroad tracks to provide a safe area for railroad employees to work. Walkway clearance on straight track must be at a minimum of 8 foot 6 inches from track center. The regulation also requires a gradual slope not to exceed approximately 1 inch to 8 inches. CFNR staff were notified of the non-compliant condition and a follow up inspection performed on January 27th verified that repairs had been completed bringing the walkway into regulatory compliance.

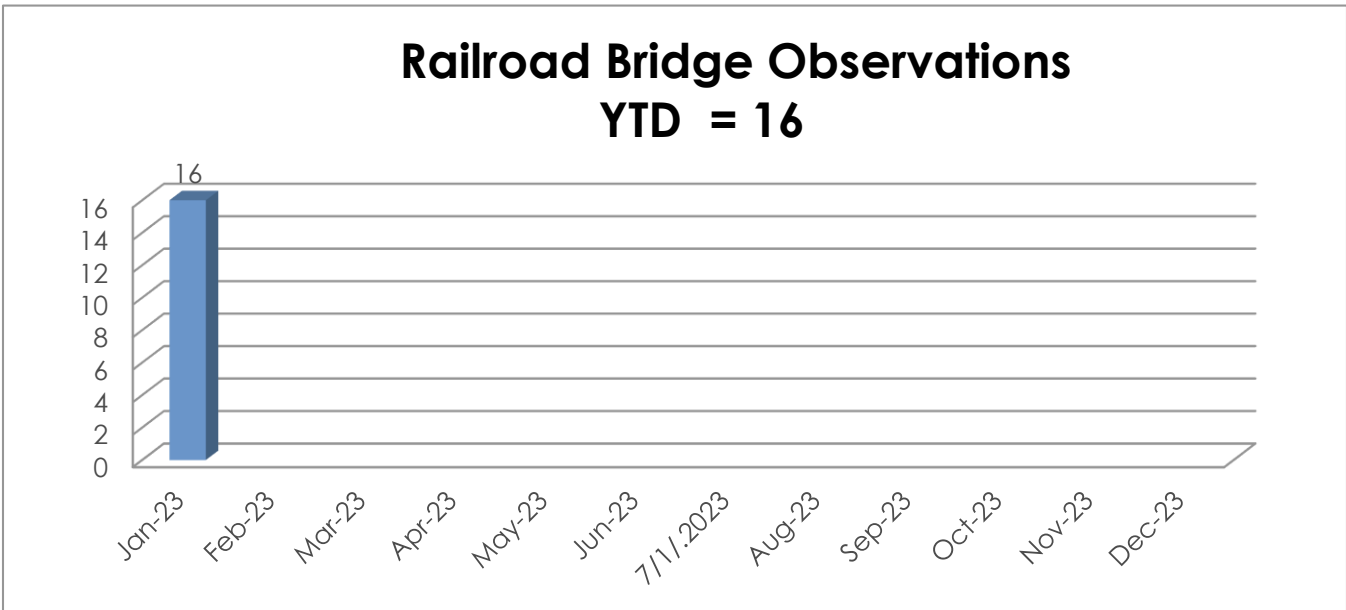
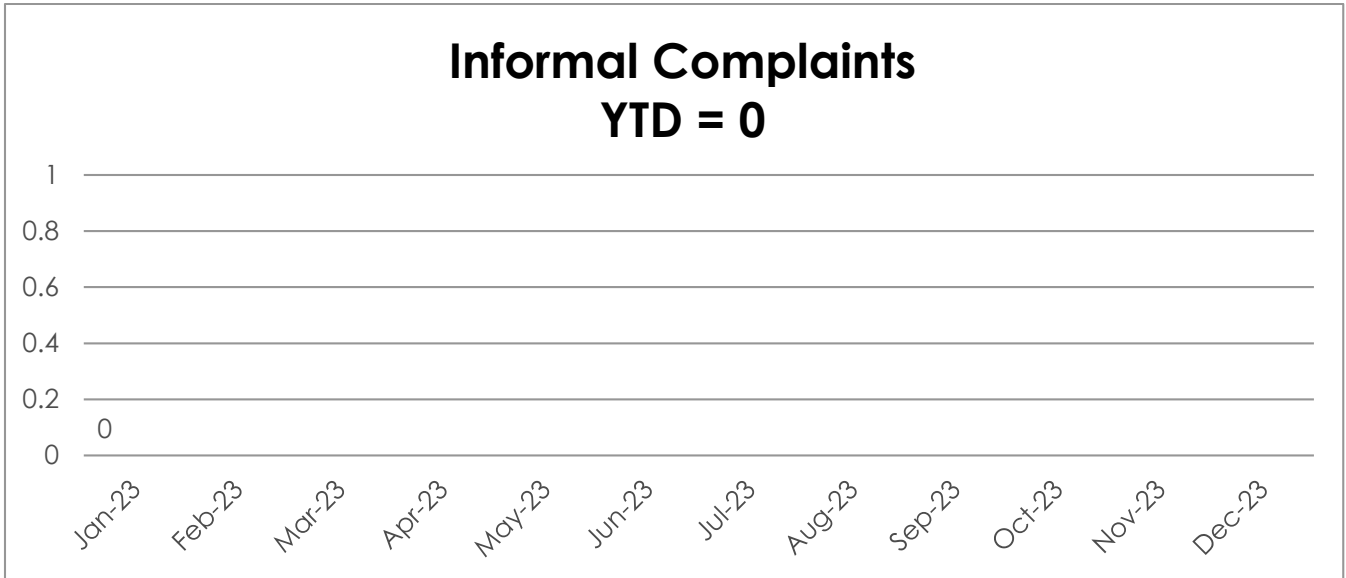
January 13, 2023: During an inspection of Union Pacific (UP) track and facilities in Escalon, an RSD Railroad Safety Inspector noted a private railroad crossing’s signage had been damaged and knocked down. This is not in compliance with GO 75-D which requires all crossing signage to be in good condition and visible. UP management was notified of the non-compliant condition and a follow up inspection conducted on January 25th confirmed that all repairs to the crossing signage had been completed bringing it into regulatory compliance.

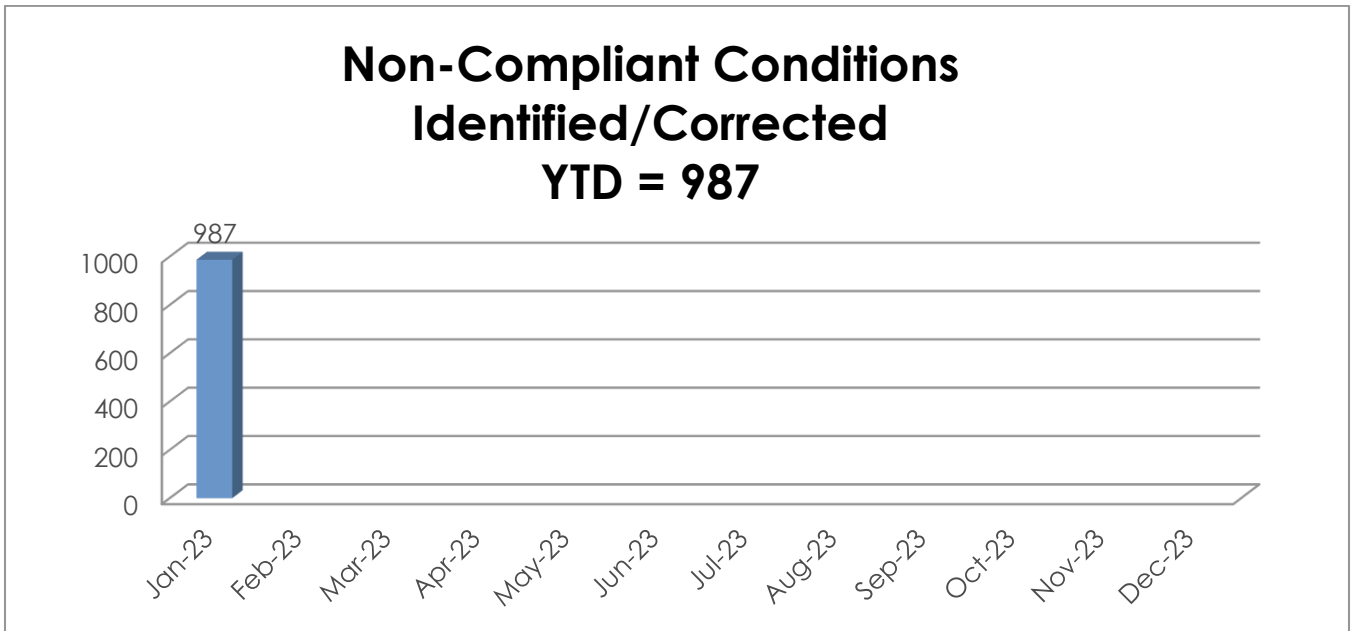
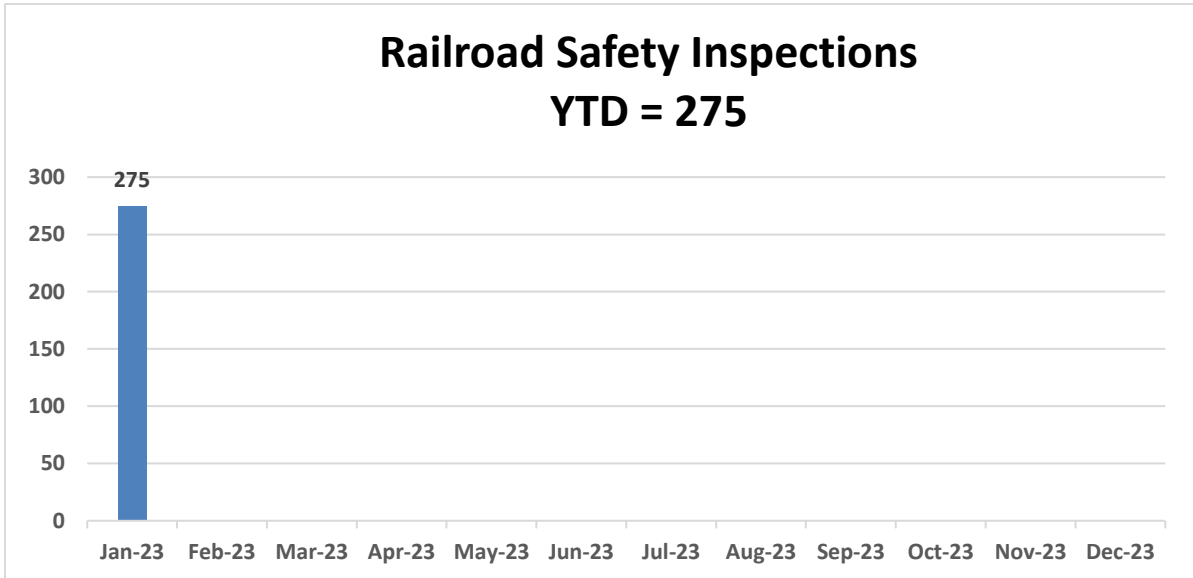
January 18, 2023: An RSD Railroad Safety Inspector performing an inspection of the UP LATC yard in Los Angeles discovered debris of various sizes in the walkway where mechanical employees and train crews perform work. This created a tripping hazard for railroad employees and is in violation of GO 118-A which

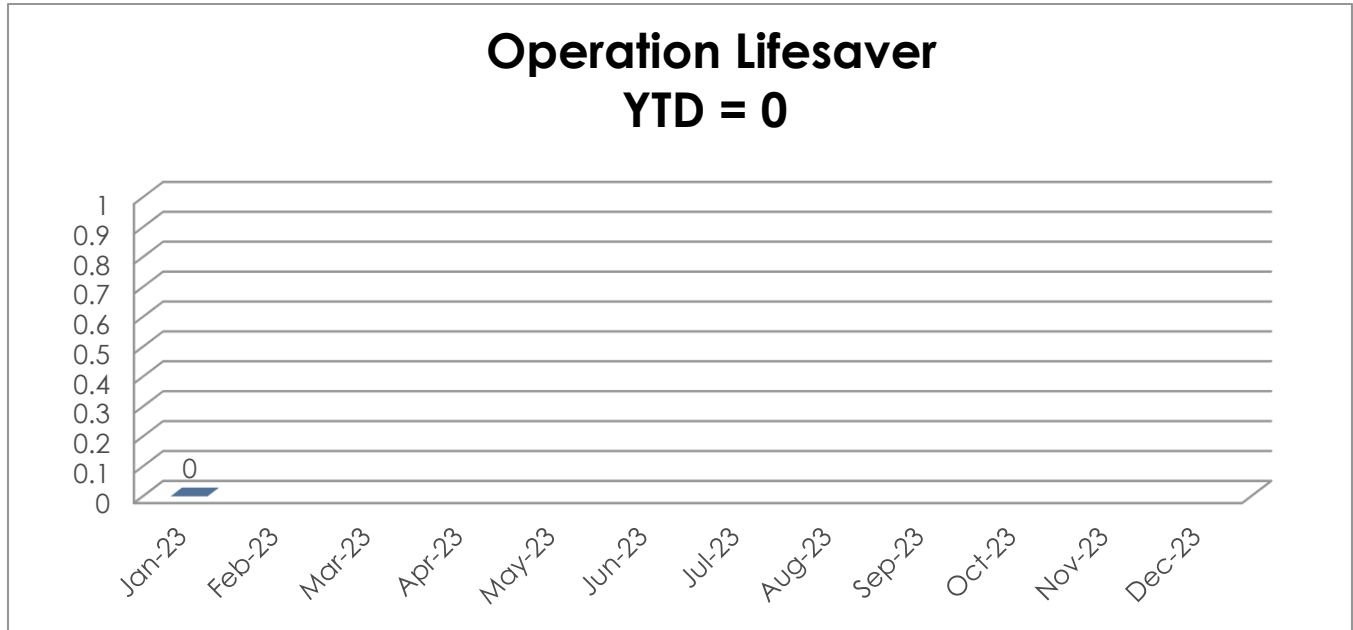
requires walkways to be free of obstructions. UP personnel were notified of the non-compliant situation and removed the debris from the walkway as verified by the inspector.

January 19, 2023: An RSD Railroad Safety Inspector performed an inspection at the BNSF Mormon Yard in Stockton. During the inspection, a tripping hazard was found in the form of a discarded telemetry device lying within the walkway of track 135. This discarded piece of equipment presented a tripping hazard for crews working in and around this location and was in violation of GO 118-A which requires all walkways to be clear of obstructions. The non-compliant condition was brought to the attention of BNSF management who removed the telemetry device bringing it into regulatory compliance as verified by the inspector.









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 January	# Unit Trains Projected February	# Unit Trains FYTD (22-23)	# Cars Received January	# Cars Projected February	# Cars FYTD (22-23)
Plains All America	N	0	0	0	0	0	0

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.

Kern Oil	N	1	1	8	95	95	754
Ethanol Unit Train Shipments in California							
Consignee	# Unit Trains Received January	# Unit Trains Projected February	# Unit Trains FYTD (22-23)	# Cars Received January	# Cars Projected February	# Cars FYTD (22-23)	
Kinder Morgan (Wilmington)	14	18	105	1341	1728	10110	
Eco-Energy (Stockton)	3	4	14	314	468	1387	
Pelican Renewables (Stockton)	1	1	15	108	108	1561	
Storage of Hazardous Material Cars							
Railroad	Loads	Empties	Commodity	County			
Arizona California RR	191	0	LPG	San Bernardino			
Santa Maria RR	26	91	LPG	Santa Barbara			
Sierra Northern Railway	69	219	LPG	Stanislaus			
Oakland Global Rail Enterprise	0	89	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.

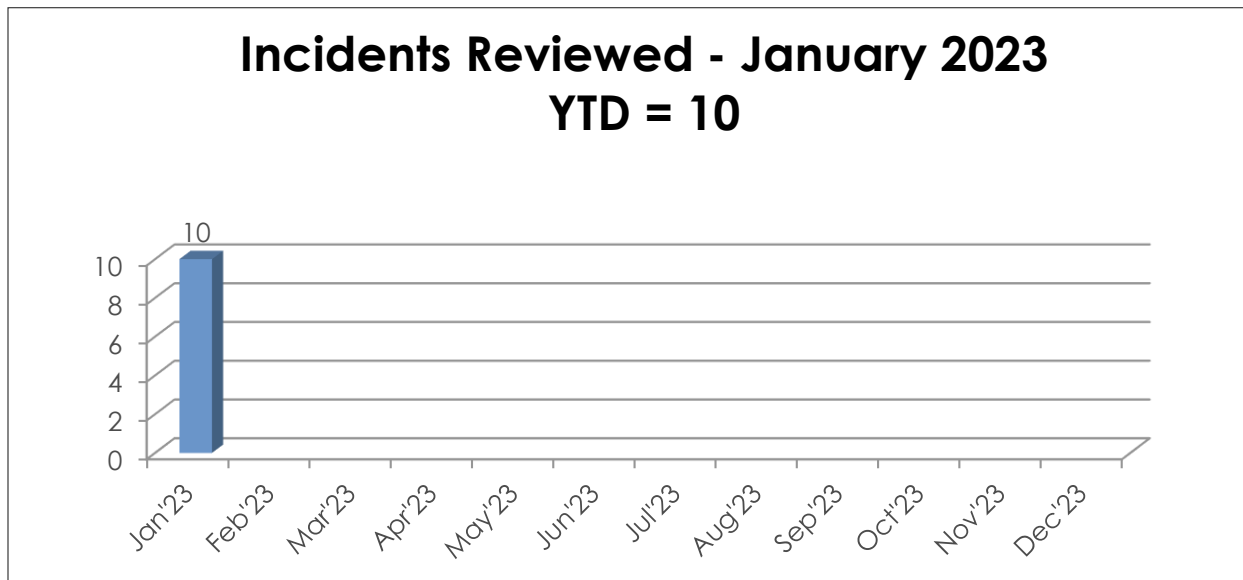
Rail Crossings and Engineering Branch - RCEB

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

	January Closed	Closed YTD
Crossing Incident Reviews	10	10
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	49	49
Proceedings, Resolutions and G.O. 88-B Reviews	10	10

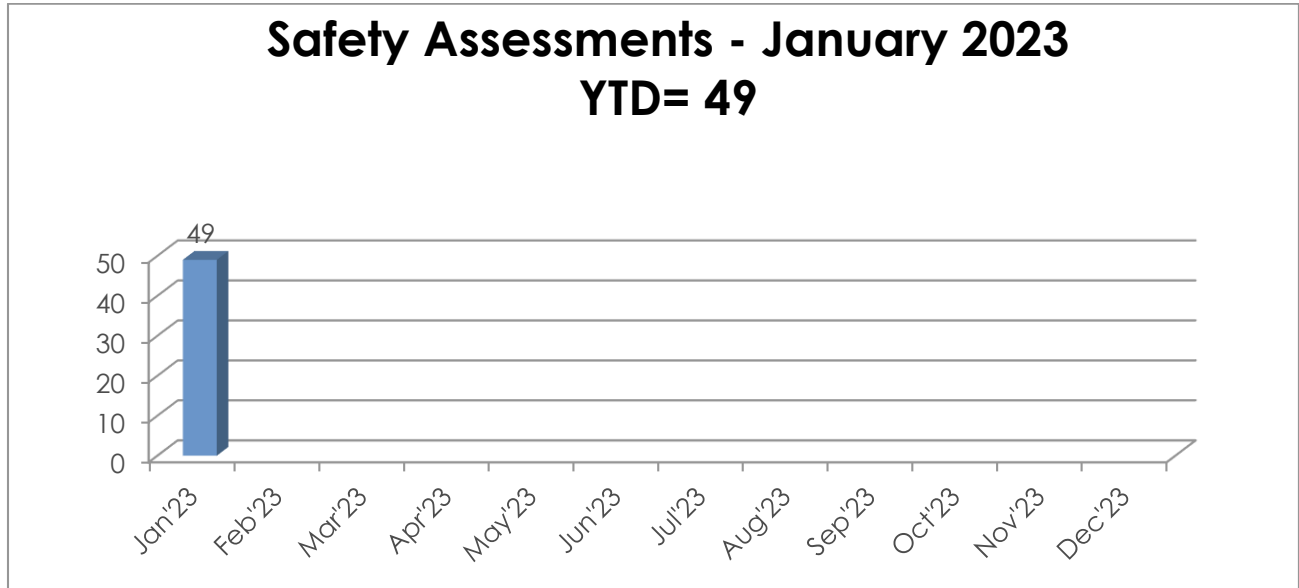
Rail Crossing Incident Investigations

In January 2023, RCEB closed 10 incidents at highway-rail at-grade crossings (crossings). These 10 incidents resulted in five injuries and one fatality.



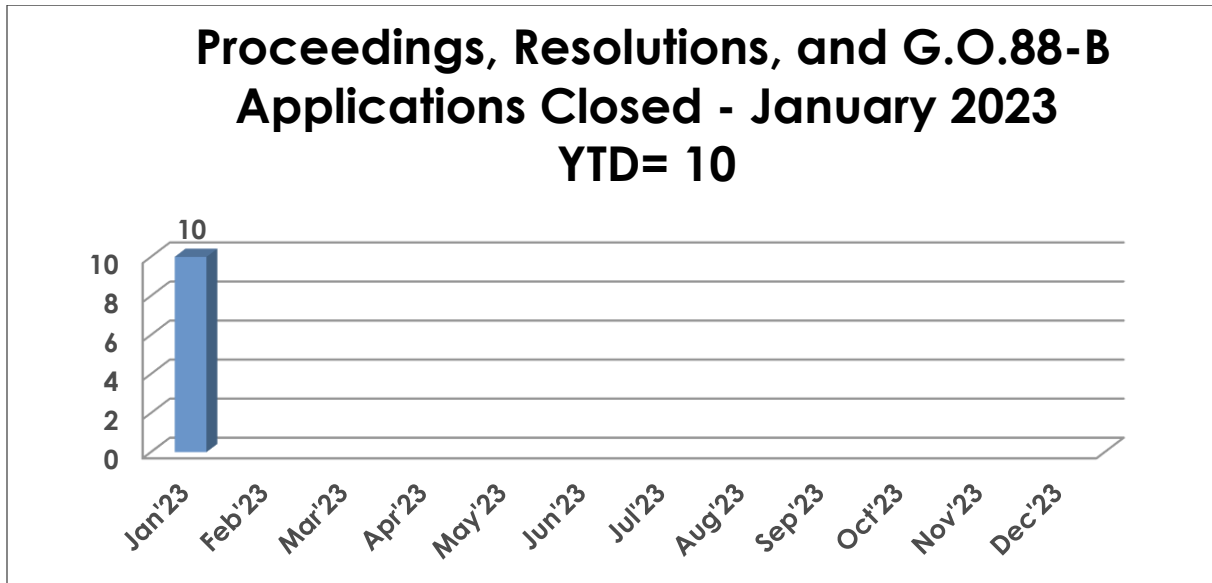
Safety Assessments, Quiet ZONES, and Reviews

In January 2023, RCEB completed 49 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 January 2023, RCEB approved 10 General Order 88-B requests for authority for alteration to existing crossings.



Rail Transit Safety Branch - RTSB

In January 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.

On June 6 - 17 RTSB Staff conducted the North [San Diego] County Transit District (NCTD) Triennial Safety and Security Review.

Administrative Accomplishments

RCEB-RTSB Coordination Meeting:

On January 19, RTSB and RCEB staff met to review and coordinate action on transit crossing accidents.

Training:

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

- On January 12, Nicholas Denny, who is RTSB's Mechanical Equipment inspector for Southern California, provided an overview of mechanical equipment inspection process to RTSB and RCEB staff at Los Angeles County Metropolitan Transportation Authority's (LACMTA) Monrovia maintenance facility. LACMTA maintenance staff also participated in providing the overview.
- On January 24, RTSB and RCEB staff participated in a training on Procurement and Contracting Process provided by the Admin Services Division.
- On January 24, RTSB and RCEB staff participated in a training on Public Records Act presented by the Legal Division.
- Ainsley Kung, Varoujan Jinbachian, Madeline Ocampo, Samuel Herroz, and Patrick Donnelly completed the "Transit Safety and Security Audit" course offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Michael Borer and Michael Rose completed the "Ethics Training for State Officials" training.
- Michael Rose completed the "Harassment Prevention with Diversity and Bias Awareness for Staff" training provided by CPUC's Equal Employment Opportunity Office.

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. SSRC quarterly meetings started in June 2022. Project completed preliminary design for Phase 1 – ATS upgrade at OCC; Final Design Review has begun.

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 has 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 has the East Vehicle Storage Yard re-design at 90% completion and is undergoing BART and 3rd Party review. HMC Phase II anticipates having 100% design by March 2023.

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. Project completed design conformance in August 2022. Project is reviewing construction issue-for-bid contract for East Bay sites.

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 and is going through internal comment review.

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 458 new cars were approved as of today.

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, 9 LRVs remain to be accepted by LACMTA and approved by RTSB management. To date, RTSB management has certified for revenue service 226 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 January, RTSB staff conditionally approved 1 more vehicle.

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 shipped to LACMTA in February 2023, while two other married pairs will be shipped to LACMTA in June 2023. It has been delayed to due several reasons. First, COVID-19 has affected the international supply chain. The shipment of the first set of married pair (MP) has been delayed because open items were identified in the Springfield assembly site that have high risk to LACMTA operations. The shipment of 2 MPs from Changchun, China, is delayed because CRRC is awaiting replacement parts from a new vendor. A new vendor had to be selected because the Uyghur Forced Labor Prevention Act (UFLPA) restricted the original supplier.

No Updates.

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. The guideway has been turned over to Metro the weekend of June 25-26, which means that guideway access will be handled through Metro Track Allocation process instead of through the contractor. The project is still experiencing material delays and testing delays. As a result, LACMTA is targeting to open RCTC in Quarter 1 of 2023. Five Emergency drills are scheduled and will span November 2022 to January 2023.

The project has achieved sufficient progress such that RCTC began limited pre-revenue service on the alignment the week of 1/2/23. Trains run between the 3 stations during the 3rd working shift at night, and platform construction work is restricted from occurring at the same time. In addition, RCTC held a full-scale exercise with first responder agencies on 1/3/2023 with the scenario “Train vs Pedestrian at Grand Ave/Bunker Hill Station”, 1/6/2023 with the scenario “Chemical Release on a Train @ Little Tokyo/Arts

District Station”, and 1/11/2023 with the scenario “Train Fire at Historic Broadway Station”. RTSB staff were available to attend the exercises on 1/3/2023 and 1/6/2023. There was a CPUC inspection of the alignment on 1/30/2023. Staff has communicated to LACMTA the inspection findings to be addressed. There was an end-to-end LRV Clearance Test on 2/3/2023 held with CPUC staff, which resulted in 2 discrepancies that are being tracked. The project has encountered issues with a concrete ceiling slab above the Historic Broadway crossover and a solution is in progress. There has not been a public announcement of an opening date yet.

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. As of January 2023, construction progress for Section 1 is at 82% and all 3 stations are under construction. Construction progress for Section 2 is at 56% with eastbound tunneling completed and westbound tunneling near completion. Construction progress for Section 3 is at 45% with eastbound tunneling at 86% and westbound tunneling at 83%.

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. TBM tunneling was allowed to resume on November 18, 2022.

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 January 2023, Safety related design conformance verification by the Safety Certification Review Team is nearly completed. Construction progress for the project to Pomona has reached the 63% milestone and the project continues to seek funding for the contract option to build to Montclair. The freight track has been fully relocated to its new position within the shared corridor and light rail track installation is more than 60% complete. The long-term reconstruction of 20 out of 21 grade crossings has been completed, and work on 18 out of 19 new or renovated bridges has been completed.

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 future LAX APM. To avoid the AMC construction zone but allow revenue service, the Crenshaw/LAX project 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.

AMC construction is on schedule for Crenshaw/LAX trains to run through the station to connect to the C Line (formerly Green Line) by the end of 2023.

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. On 5/16/22 there was a virtual meeting between LACMTA and CPUC Staff to discuss this proposal and a field diagnostic meeting occurred on 7/12/22. A crossing application will have to be submitted to the CPUC for the reopening of the north crossing at the Willowbrook/Rosa Parks Station. The test results for the yard train control upgrades were acceptable and staff training on the new system is complete. CPUC Staff is currently reviewing the test reports. Yard operations is still, however, using the older system since transfer to the new train control system is pending closure of the punch-list.

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 groundbreaking for advanced utility work for this project worth approximately 9 million dollars. LACMTA plans to award the main construction contract in early 2023 once the project is fully funded.

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).

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. This project is slated to open for service in 2041; however, it is included in a list of projects with the potential to be accelerated.

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 1/18/2023, station construction progress is at 73.2%, guideway construction/installation finishes are at 59.7%, and there are 10 APM cars on site. On 1/17/2023, CPUC Staff witnessed a test titled “Vehicle Receiving Site Acceptance Test” for Cars 1 and 2.

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. 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 proposed mitigation method. Currently, RTSB is reviewing the variance request and working on a draft resolution for Commission approval.

Construction at about 81% completion. Track has been completed through Sasser Park. All of Fourth Street is open to vehicle traffic. Station canopies installed at French EB, Harbor and Raitt. Along the PE ROW, final compaction of the ballast beneath the tracks was completed, including grading of the maintenance access road.

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 11/2023. 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 8/2023. 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.

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 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 July for two additional SD10's to enter revenue service. To date, 14 out of 47 cars are in revenue service operation.

No Updates.

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.

FTA issues and concerns and VTA actions underway to address:

- Finalize contract packaging and delivery methods for remaining scope of work (facilities and systems)
- Re-baseline project cost/schedule and perform a risk assessment update prior to requesting entry to New Starts Engineering
- Update Project Management Plan (PMP) and sub-plans prior to requesting entry to New Starts Engineering

- Finalize Construction Management RFP, update Construction Management Plan, and mobilize interim PMT CM staff prior to CP2 Early Work construction as required.

Contract packaging review, scope transfer analysis between Contract Packages (CPs) is underway. Project based New Program Organization flowchart (BART, VTA and Contractors) was shared and discussed.

Contract Package 1 (CP1) Systems – RFP Draft C released on 4/15/2022. Procurement on hold pending re-evaluation of contract packaging and delivery methods. Design development to support CP2 interfaces ongoing. Continue to develop technical requirements for CBTC. Considering Design-Bid-Build. Design underway.

Contract Package 2 (CP2) Tunnel & Trackwork – NTP1 issued 9/7/2022 for Programing Services. Continue task force meeting with KST Innovations conceptual design package in review for approval with BART executive management. Technical support for Early Work Design Packages including tunnel space proofing and EVS. Coordination with the CP2 contractor ongoing Design and schedule interfaces.

Contract Package 3 (CP3) Newhall Yard and Santa Clara Station – RFP Revision B (pre-final/draft) released 5/20/2022. RFP Revision 0 (final) release date 9/30/2022. Procurement on hold pending re-evaluation of contract packaging and delivery methods. Design development to support CP2 interfaces ongoing.

Contract Package 4 (CP4) Stations – Reissue RFQ tentative date January 2023. Issue RFP Revision 0 tentative date August 2023. Procurement on hold pending re-evaluation of contract packaging and delivery methods. Design development to support CP2 interfaces ongoing.

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. 96 Light Rail Vehicles have been equipped with EMTRAC installation. Sunnyvale Pilot Testing still underway. GO88-B application still in progress and under Caltrans and City review.

GO88-B applications for San Jose, Milpitas, and Santa Clara have been submitted to the CPUC for review.

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 South of Market, downtown San Francisco, and Chinatown.

On 1/5/23, RTSB sent the letter from Rail Safety Division Director Roger Clugston to SFMTA providing authority for SFMTA to initiate full revenue service on the Central Subway line as requested in their December 16 letter, on January 7, 2023. The attachment to this letter contains several pending requests regarding the submitted SSCVR and other project information CPUC staff requested from SFMTA project team. RTSB requested SFMTA to provide responses to those items within 60 days of receipt of the letter.

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 12/19/2022, RTSB staff sent a letter to authorize SFMTA to place two more LRV4 cars (2091 & 2093) into revenue service upon receipt of the letter. Currently, SFMTA has 92 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. 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. L Taraval segment B construction has reached a phase where the rail tracks west of the intersection of Ulloa St and Madrone Ave have been taken offline to complete construction work. Work needs to be performed during construction to facilitate the reconstruction of the water and sewer mains as well as replace the tracks and overhead lines. OCS work will be performed sequentially along the L Taraval line from West Portal to Sunset Blvd.

Currently, work continues on water and sewer lines, as well as on the overhead contact system (OCS) that powers the trains. OCS work is now focused on foundation work and installation of new poles. Construction teams will be excavating and jackhammering pavement, which may cause vibrations. Materials are also being staged 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

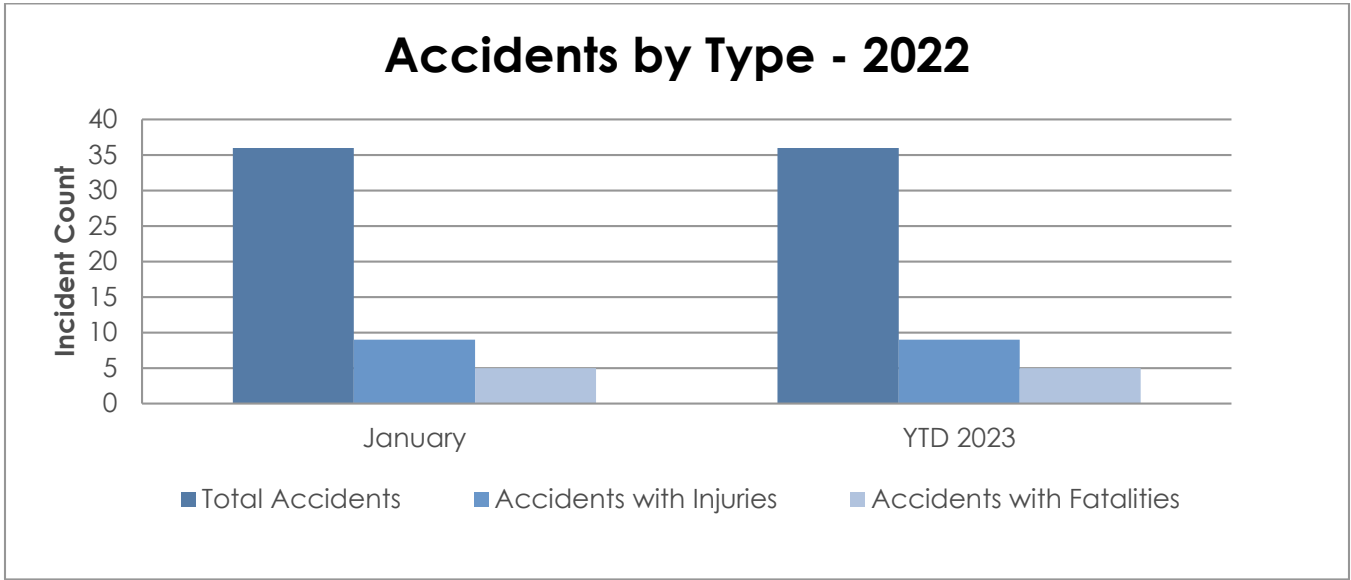
Table 1. Investigation & CAP Data

Investigations	January 2023	YTD 2023
Accidents Reported	36	36
Accident Investigations Closed	25	25
Complaints Investigated	0	0
Rail Transit Inspections	27	27
Triennial Review	0	0
Corrective Action Plans	January 2023	YTD 2023
New Corrective Action Plans	17	17
From Triennial Review	0	0
From Incidents	2	2
From Internal Safety/Security Audits	5	5
From Rail Transit Inspections	10	10
From Hazard Management	0	0
Closed Corrective Action Plans	27	27
From Triennial Review	0	0
From Incidents	1	1
From Internal Safety/Security Audits	0	0
From Rail Transit Inspections	26	26
From Hazard Management	0	0

Data collected from RSSIMS

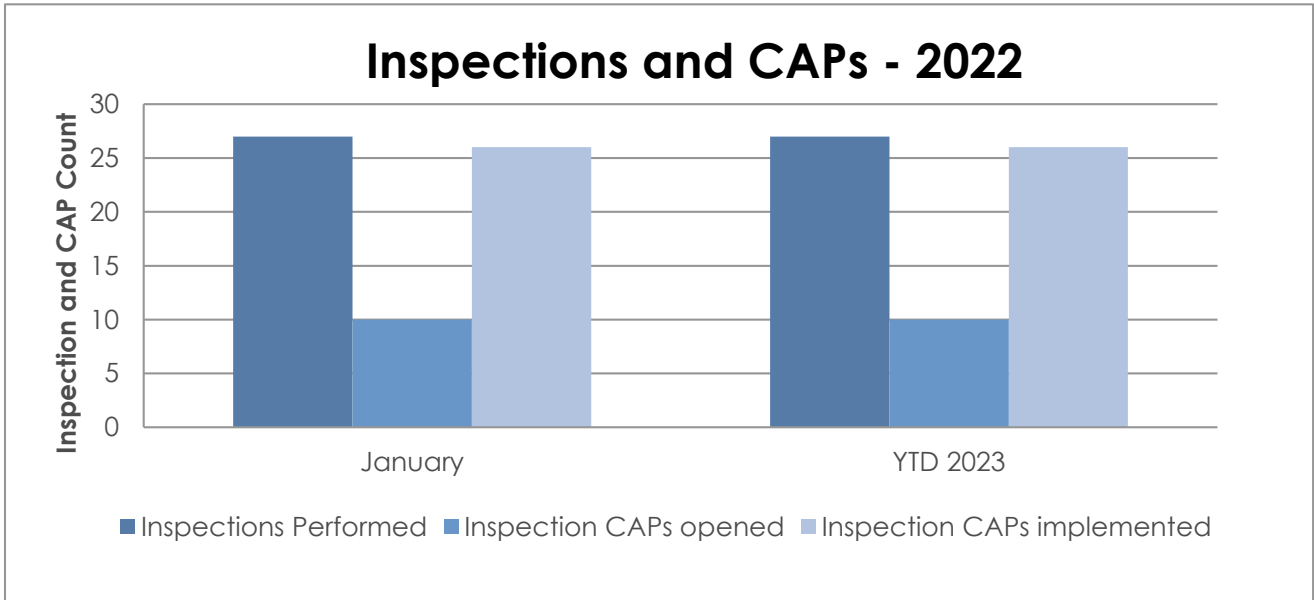
Ongoing Data / Trends

Table 2. Accidents by Type



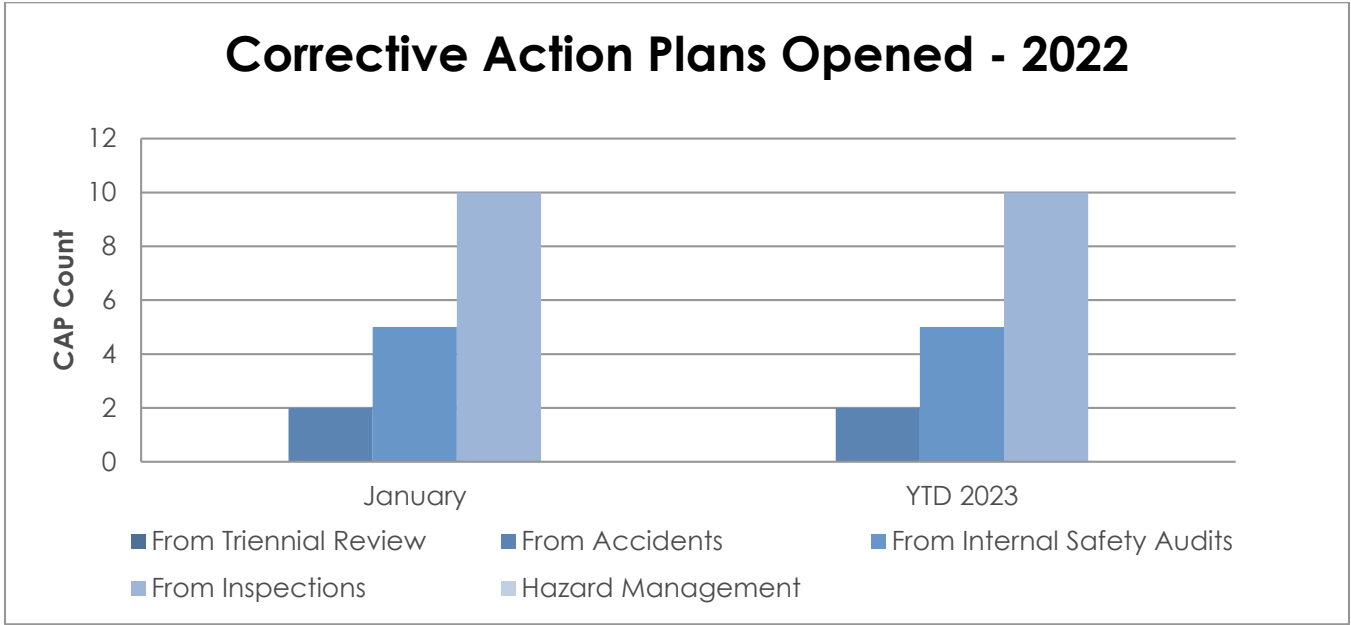
Data collected from RSSIMS

Table 3. Inspections & CAPs



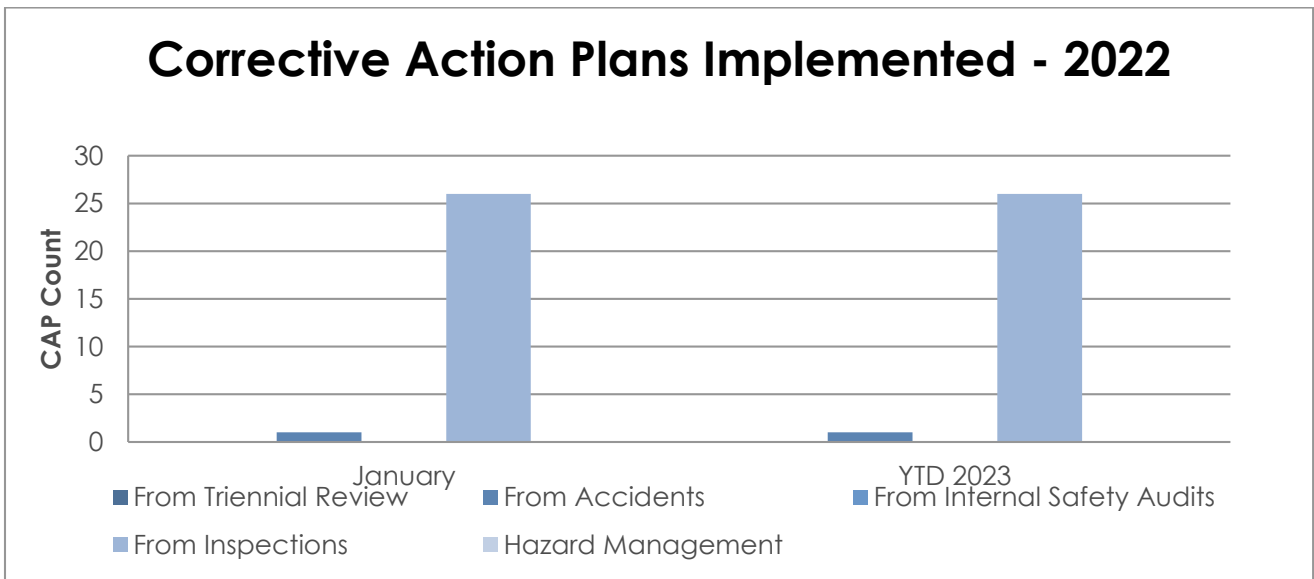
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS