

# Rail Safety Division



## Monthly Performance Report

November 2020

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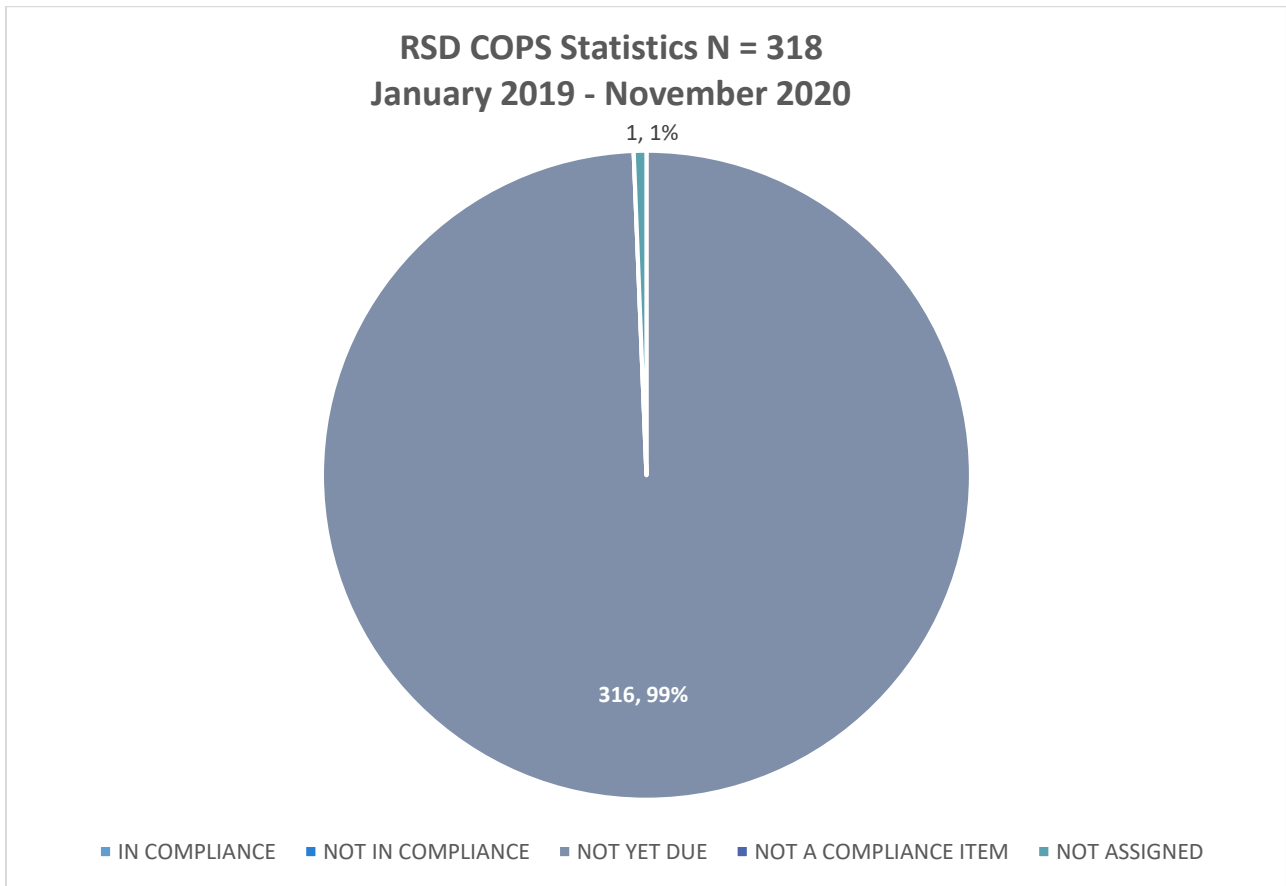
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## COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

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Through November 30, 2020, the Rail Safety Division (RSD) showed 318 total entries in the COPS system, with 0 reaching compliance, 316 (99%) not yet due for compliance, and 0 (0%) out of compliance. 317 (99%) of all Ordering Paragraphs (OP) are assigned to staff while one ordering paragraph is pending assignment to staff.

During November 2020, there were 6 new OPs recorded to the COPS database for the Rail Safety Division.

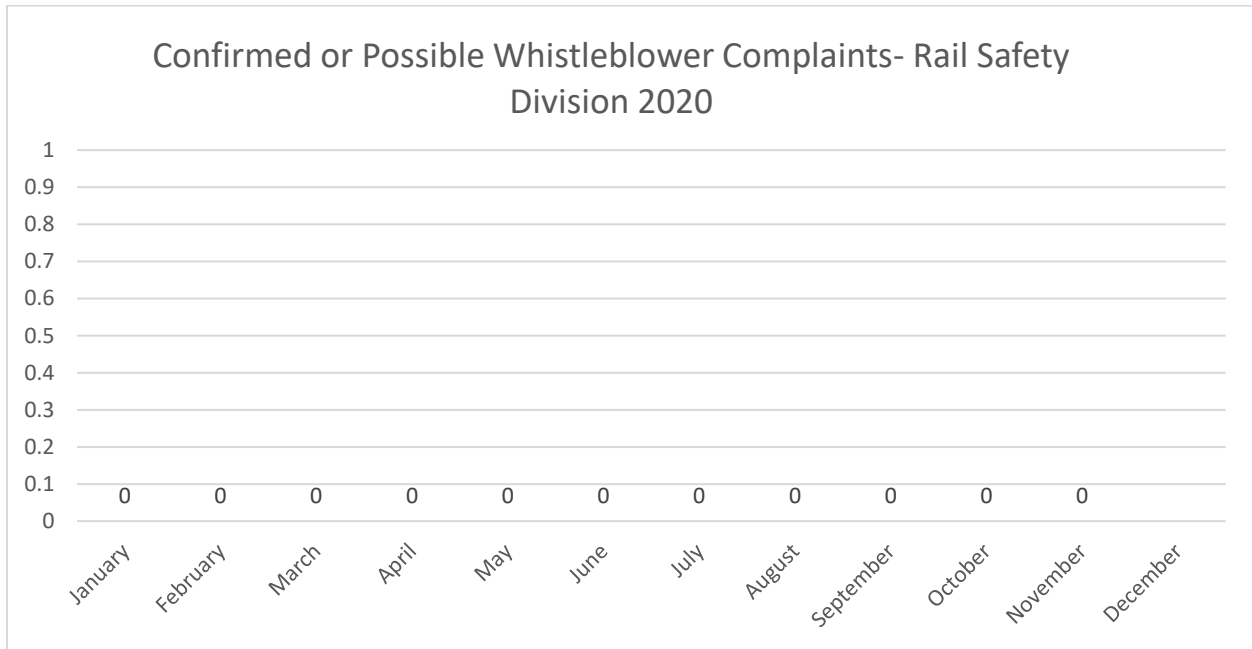


MONITORING THE WHISTLEBLOWER WEBSITE

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

STATISTICS - 1/01/20 – 11/30/20

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



**RAILROAD OPERATIONS SAFETY BRANCH – ROSB**

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

<b>Railroad Operations Safety Branch</b>	<b>Nov-2020</b>	<b>YTD 2020</b>
<b>New Incidents Investigated</b>	5	82
<b>Informal Complaints Investigated</b>	6	33
<b>Safety Assessments/Reviews</b>	10	122
<b>Compliance Actions</b>	693	11092
<b>Major Inspections Completed</b>	2	28
<b>Operation Lifesaver Presentations</b>	0	11

**ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES**

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**November 2, 2020:** A CPUC Rail Safety Inspector who specializes in Operating Practices performed a reinspection of Union Pacific’s (UP) City of El Centro Yard as a follow up to an initial inspection the previous month. During a previous inspection, staff had noted multiple occurrences of noncompliance with federal regulations as they apply to using effective locking devices on switches. The inspector issued an inspection report documenting the dangerous condition, notified the railroad manager of the noncompliance, and recommended a civil penalty be assessed. During the reinspection staff noted all previous defective conditions had been corrected and all locks were applied properly to the switches.

**November 12, 2020:** While conducting a routine inspection in the UP railyard located in Bakersfield, a CPUC Rail Safety Inspector who specializes in Hazardous Materials identified a rail car that did not meet the requirements of State General Order 26-D paragraph 2.3. which states: “Freight cars of a height exceeding 15’ 4”, but not greater than 15’ 6” shall be permanently marked, stenciled, or placarded as hereinafter required, and such markings maintained in a legible condition reading as follows: “This Car EXCESS HEIGHT.” The inspector notified the UP manager who placed the rail car on hold until repairs could be made and brought into regulatory compliance. On November 23<sup>rd</sup>, a reinspection of the rail car was

conducted to ensure that the car was marked in accordance with State GO 26-D paragraph 2.3. The rail car was observed to be in compliance and was subsequently released back into transportation for movement on a train.

**November 18, 2020:** CPUC Signal and Train Control Inspectors conducted highway-rail grade crossing inspections on the Santa Maria Valley Railroad (SMVR) main line, in Santa Maria. The CPUC inspectors requested that the SMV take the Broadway Highway rail grade crossing out of service for a complete examination of the crossing devices and signal control box. During the inspection, the inspectors discovered that the standby power was not of sufficient capacity and the crossing device processor/computer was failing while on standby mode. Two federal non-compliant defects were noted by the inspectors:

49 CFR § 234.215 Standby power system. A standby source of power shall be provided with sufficient capacity to operate the warning system for a reasonable length of time during a period of primary power interruption. The designated capacity shall be specified on the plans required by [§ 234.201](#) of this part.

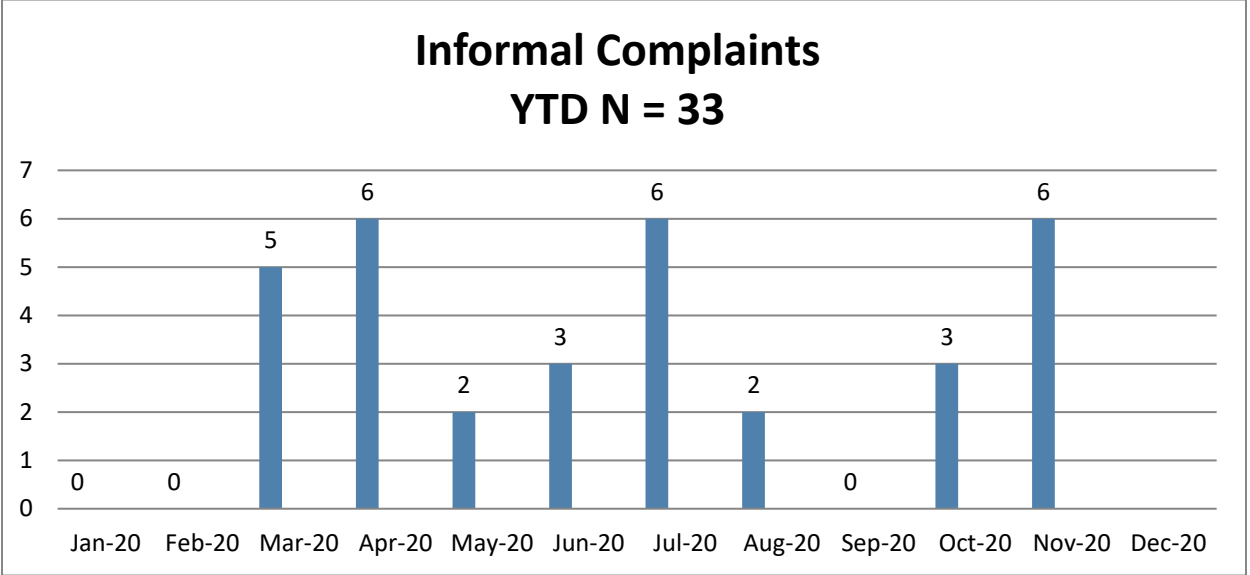
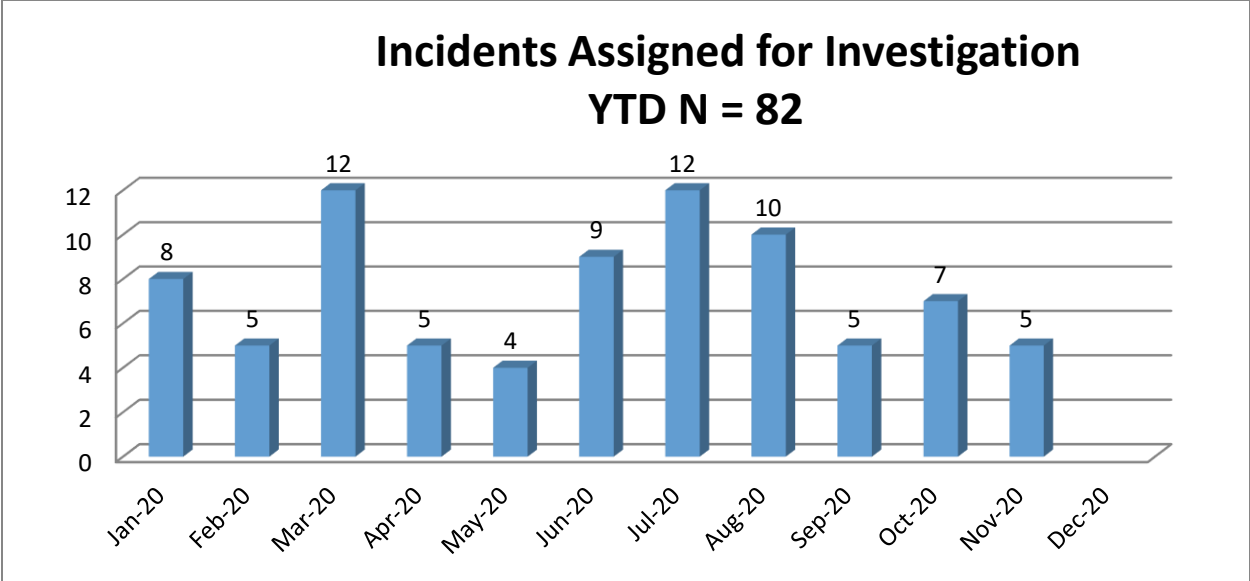
49 CFR § 234.205 Operating characteristics of warning system apparatus. Operating characteristics of electromagnetic, electronic, or electrical apparatus of each highway-rail crossing warning system shall be maintained in accordance with the limits within which the system is designed to operate.

The SMV has ordered a new bank of batteries to bring the standby power up to capacity and a new module for the grade crossing processor to rectify these defects. Until the crossing is placed back in service and working as intended, all trains through the crossing shall stop and protect the crossing with the observation of a railroad employee, ensuring that all approaching traffic is stopped before the train occupies the crossing for the safety of the public and the train crew.

The inspectors will conduct future inspections on the SMV to ensure that all defects that were identified during the inspection are corrected and that the grade crossing devices are working properly and in full regulatory compliance.

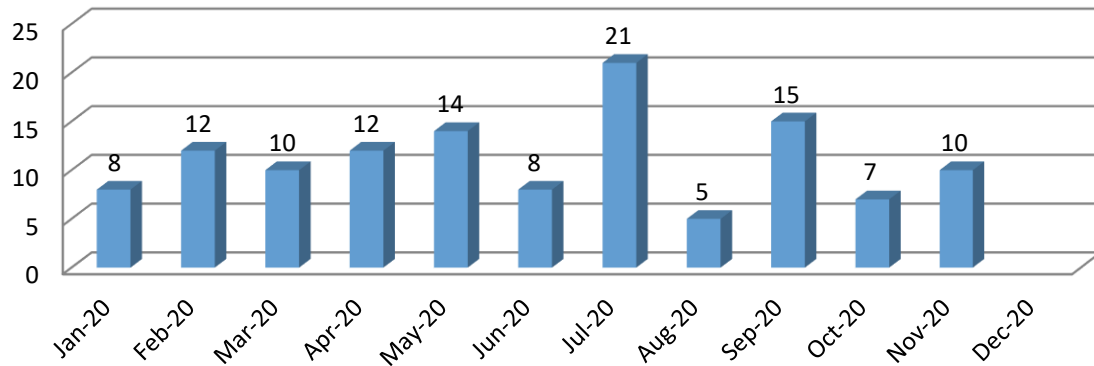
**November 25, 2020:** A CPUC Railroad Bridge Inspector conducted a walkway inspection of BNSF Railway Bridge No. 619.6 on the Needles Subdivision in Fenner. There was a missing grate/gap closure in the walkway that created a tripping hazard and an unsafe walkway condition adjacent to the main tracks. The inspector contacted the BNSF Track & Structures Team and BNSF responded by removing the debris, bringing the situation into regulatory compliance.

**November 25, 2020:** CPUC Rail Safety Inspectors performed a routine Train Control inspection on BNSF property in the city of San Bernardino. During the inspection, the inspectors tested an electric lock for proper operation. During the test, the inspectors observed a defective condition with the adjustment of the switch circuit controller contacts on the electric lock. The inspectors issued a defect citation for 49 CFR 236.6: Switch circuit controller on hand-operated facing-point switched not adjusted to shunt track circuit or open control circuits when switch point is open one-fourth inch or more. In response, the BNSF signal maintainer adjusted the contacts on the switch circuit controller bringing it into regulatory compliance.

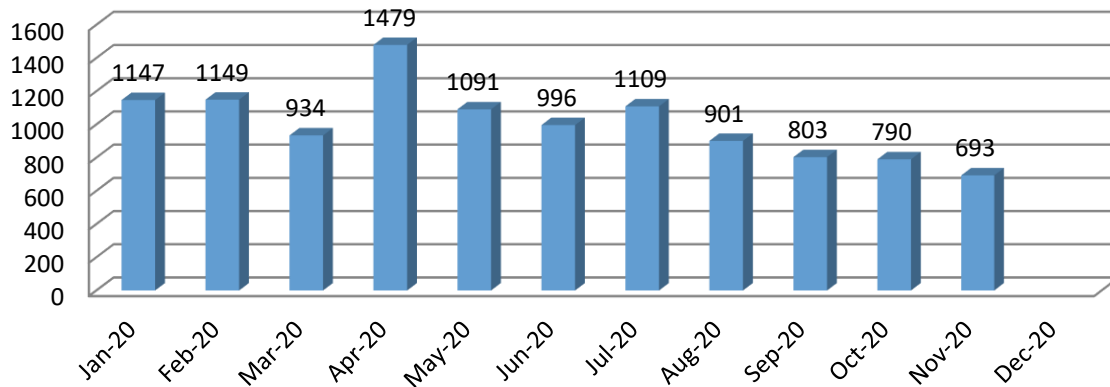


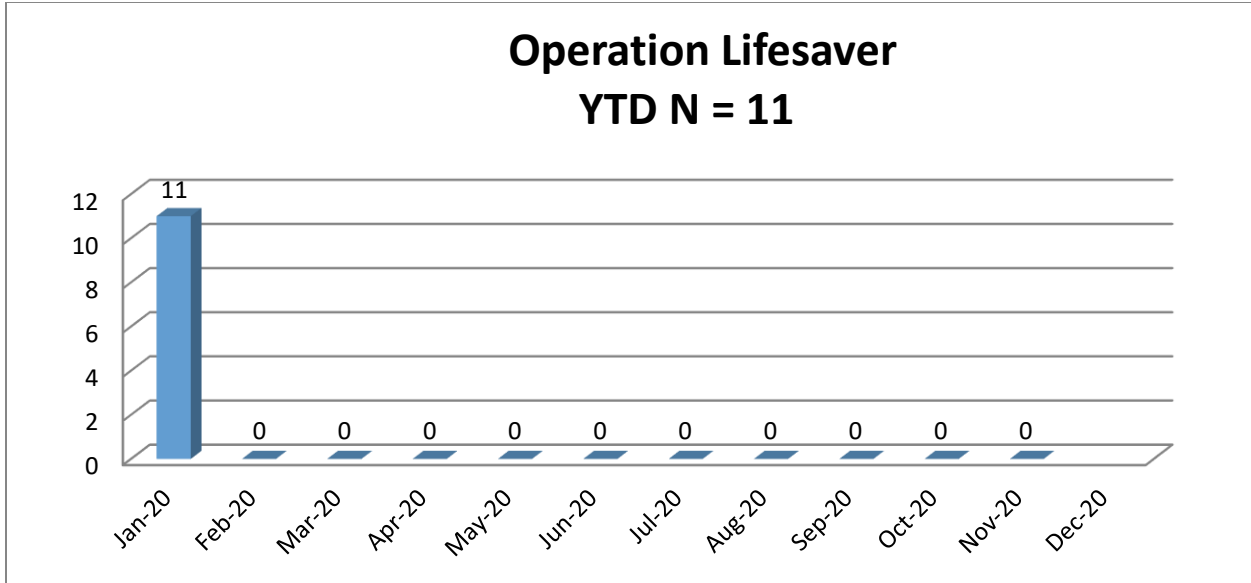


### Safety Assessments/Reviews YTD N = 122



### Compliance Actions YTD N = 11092





CRUDE OIL RECONNAISSANCE TEAM (CORT) MONTHLY REPORT

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In California during the month of November:

- The railroads moved 1 train with 100 crude oil cars.
- The railroads moved 11 trains with 1157 ethanol cars.

**Plains All America** in Taft received zero crude oil trains in November. The trains are delivered by the San Joaquin Valley Railroad (SJVR) originating from their yard in Bakersfield. For the month of December, no crude oil trains are expected.

The SJVR also spots unit trains for **Kern Oil** which is a refinery operating in Bakersfield. Kern received one 100 car train this month and are expecting one for December. **Delta Trading** is a trans-loading facility located in Bakersfield where California oil cars are moved by manifest train. Delta is still seeking a new customer.

**Ethanol Report**

**Kinder Morgan** is a pipeline and off-loading facility located in Wilmington, adjacent to BNSF Railway’s Watson Yard which provides them spot service. The unit trains they receive are 96 or 64 cars in length. The trains come from various suppliers and states but travel through

California on BNSF lines only on their way to Kinder Morgan. When the train is ahead of schedule and the facility is not ready to receive them, the cars are held in the ACTA 1 siding which is two miles away; they are not held more than 48 hours.

- During the month of November, they received 11 ethanol unit trains totaling 1157 cars, and have no trains holding in California.

**Nu Star Energy** is an energy provider in Selby, California that is currently receiving ethanol via unit-train delivered by the Union Pacific Railroad. In November, no trains were received. Forecast for December is for 2-unit trains.

### **Storage of Hazardous Material Cars**

**Arizona-California RR** is a short line railroad that was a subdivision of the Atchison, Topeka, and Santa Fe Railway. The ARZC began operations on May 9, 1991 and runs between Cadiz, California and Matthie, Arizona. A former branch line from Rice - Blythe - Ripley, CA. has been shortened as a spur for freight car storage. The tracks at Rice are owned by the Arizona-California RR but leased by PBF Energy. PBF currently has in storage at the site 86 empties and zero loads

**Santa Maria Railroad:** The Santa Maria Valley Railroad, serving the Santa Maria Valley's rail transportation needs since 1911 is located about 250 miles south of San Francisco and 175 miles north of Los Angeles on the Central Coast of California. The Santa Maria Railroad's system consists of 14 miles of main line track interchanging with the Union Pacific Railroad in Guadalupe. They currently have 31 loads and 54 empties. All storage cars are LPG (Liquefied Petroleum Gas) and the Santa Maria Railroad checks them for compliance prior to release.

**Sierra Northern Railway:** Sierra Northern Railway operates over 100 miles of track in Mendocino county, Tuolumne, Stanislaus counties, and Yolo county. Sierra Northern provides rail shipping to all of California through interchanges with the BNSF and UP. They are currently 85 loads and 216 empties at various locations on their railroad; all cars are LPG.

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

**Northwestern Pacific Railroad (NWP)** is a regional railroad that serves the North Coast of California. Its main line is 271 miles long and runs between Schellville and Eureka. An additional portion of the line runs from the Ignacio Wye to the edge of San Rafael. Currently, only the 62 mi stretch between Schellville and Windsor is in operation with freight and Sonoma–Marin Area Rail Transit (SMART) commuter trains. Sierra Northern and Northwestern work together to store their cars if Sierra Northern runs out of track capacity Northwestern stores the excess. Currently NWP has 2 loads and 90 empties; all stored cars are LPG.

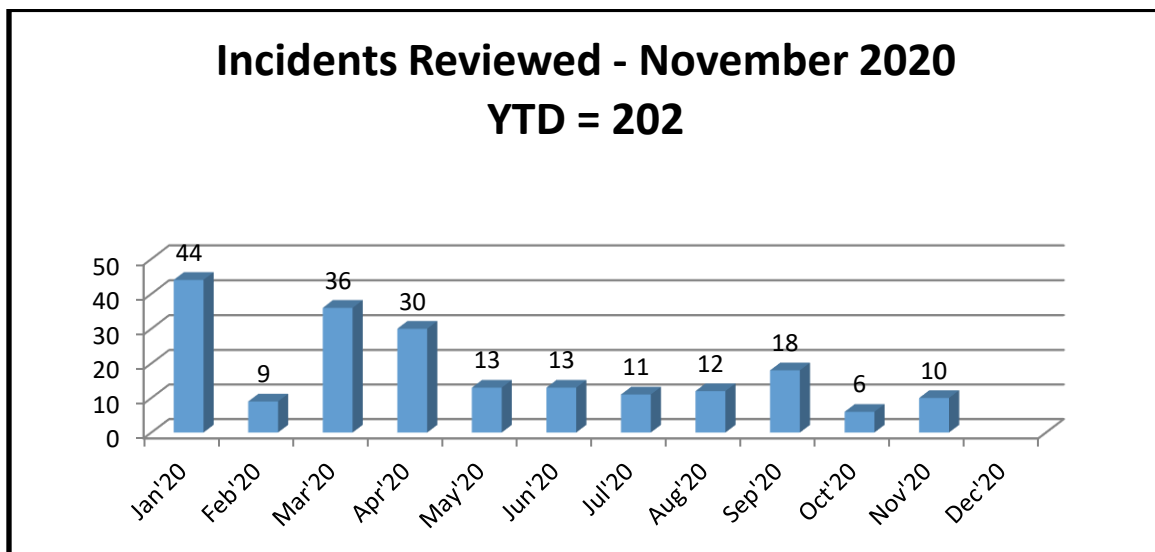
**RAIL CROSSINGS AND ENGINEERING BRANCH – RCEB**

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

	November Closed	Closed YTD
<b>Crossing Incident Reviews</b>	10	202
<b>Safety Assessments/Quiet Zones/Reviews/Training</b>	22	494
<b>Proceedings, Resolutions and G.O. 88-B Reviews</b>	6	108
<b>Operation LifeSaver Presentations</b>	1	17

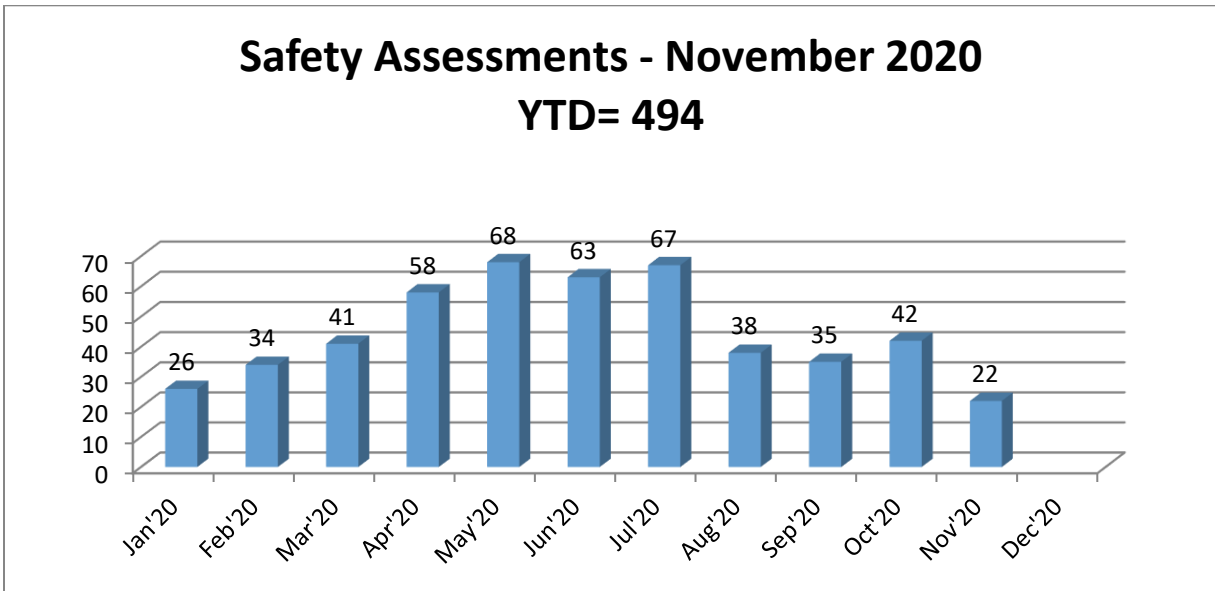
**RAIL CROSSING INCIDENT INVESTIGATIONS**

In November 2020, RCEB closed 10 incidents at highway-rail at-grade crossings (crossings). These 10 incidents resulted in one injury and two fatalities.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

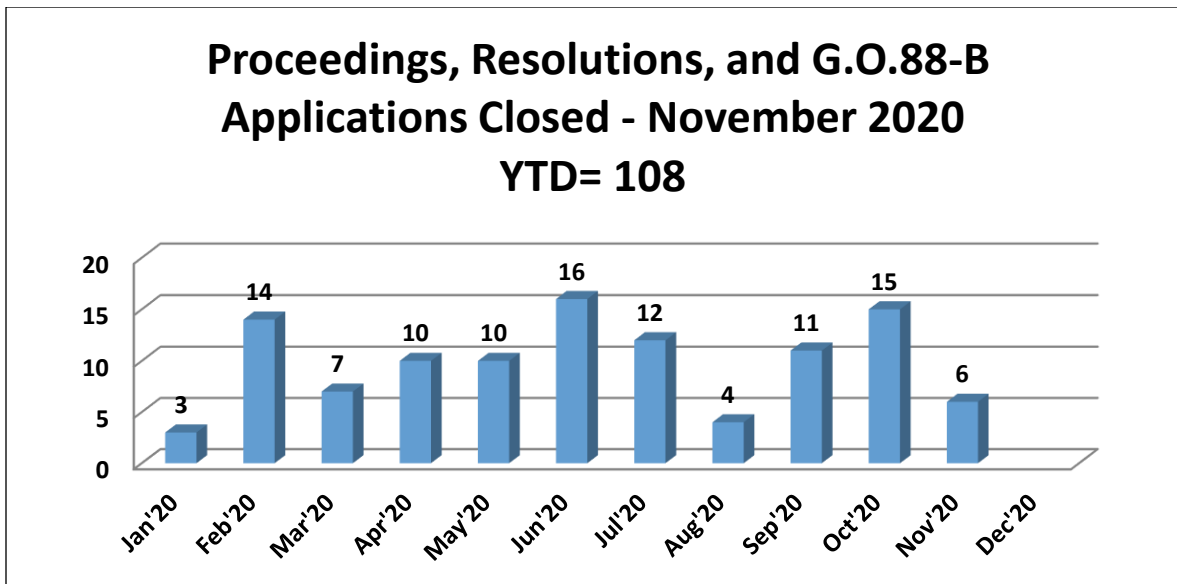
In November 2020, RCEB completed 22 rail-crossing safety assessments involving communications, field inspections, meetings, quiet zone reviews, staff training, and diagnostic reviews with railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In November 2020, RCEB approved four General Order 88-B applications for changes to existing crossings. Also, the Commission approved one Resolution (SX-140) and the RSD Director approved a Time Extension Decision Resolution (TED-270).

- **RESL-SX-140** - Recommendation to California Transportation Commission for increased funding amount of \$3,750,000 for FY 2021-2022 for maintaining automatic grade crossing protection devices under Public Utilities Code Section 1231.1.
- **RESL-TED-270** – On November 30, 2020, Decision 17-11-015 granted an extension of time required for construction of the San Joaquin River Viaduct in Fresno County.



**OPERATION LIFESAVER INC.**

On November 17, 2020, RCEB staff participated in an Operation Lifesaver Inc. (OLI) Zoom presentation by Moriah Whiteman, Manager of Education, Training and Volunteer Support (OLI). The purpose of the presentation was to provide participants with new online tools used for railroad safety presentations.

**RAIL TRANSIT SAFETY BRANCH – RTSB**

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

**CORRECTIVE ACTIONS PLANS**

- 19 Corrective Action Plans (CAPs)<sup>1</sup> were opened. **[Note – footnotes should be in the same font as text, just smaller. Here, they’re in a different font.]**
- 5 were closed.

<sup>1</sup> General Order 164-E defines Corrective Action Plan as a plan developed by a Rail Transit Agency that describes the actions the RTA will take to minimize, mitigate, control, correct, or eliminate risks and hazards, and the schedule for implementing those actions.

### ACCIDENT INVESTIGATIONS

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- 17 accidents were reported by Rail Transit Agencies (RTAs).<sup>2</sup>
- 24 accident investigations were closed.

### MAJOR AUDITS

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- A Triennial Safety and Security Review of North [San Diego] County Transit District (NCTD) was conducted in August 2018. The security report and resolution have been approved by management and legal staff. A draft resolution of the safety report is under managerial review.
- A Triennial Safety and Security Review of San Francisco Municipal Transit Agency (SFMTA) was conducted in October 2018. The agency's 30-day review comments were received, and Staff have prepared a draft that is under managerial review.
- A Triennial Safety and Security Review of Sacramento County Department of Airports (SCDOA) was conducted in May 2019. The agency's 30-day review comments were received, and Staff have prepared draft Reports and Resolutions, management has reviewed and approved, and the items were sent for Legal review.
- A Triennial Safety and Security Review of the San Francisco Airport AirTrain (AirTrain) Automated People Mover (APM) was conducted in June 2019. The agency's 30-day review comments were received, and Staff have prepared a draft that is under managerial review.

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<sup>2</sup> 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.



## California Public Utilities Commission | Rail Safety Division

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

### ADMINISTRATIVE ACCOMPLISHMENTS

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- **ROAR Meeting:** On November 20, RTSB management and staff participated in the semi-annual meeting of the Rail Operations & Regulatory Committee (ROAR) of the California Transit Association (CTA). ROAR serves as CTA's rail operations liaison with the CPUC, California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). ROAR provides a forum for the exchange of information concerning rail systems operation issues. ROAR also coordinates and monitors regulatory matters with the CPUC
- **RSSIMS Replacement Project:** The three rail branches (RCEB, ROSB, and RTSB) share a database called the Rail Safety and Security Information Management System (RSSIMS). RTSB is participating in activities to identify upgrades for the next version of the database.

- **Rail Inspection & Corrective Action Plan System (RICAPS):** RTSB is working with CPUC's Information Technology Services Division (ITSD) on developing a new on-line platform to automate the process for routing and tracking Inspection Reports and CAPs. The proposed system will allow both CPUC staff and RTA employees to submit, retrieve and manage the information in a centralized database, thereby greatly enhancing efficiency, speed, and accuracy of tracking CAPs to minimize, mitigate, control, correct, or eliminate safety risks and hazards.

### GENERAL ORDER AND RESOLUTION ACTIVITY

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- **Proposed Revision to GO 143-B:** RTSB management is continuing its work on drafting proposed changes to General Order 143-B "Safety Rules and Regulations Governing Light-Rail Transit." Proposed rule is largely completed, and Staff is finalizing the Staff Report to support Staff's proposed rule changes and to be part of the OIR filing to open the proceeding.
- **Resolution ST-240:** This Resolution grants the request of the BART for approval of the Safety and Security Certification Plan for their Irvington Station Project. It was approved at the November 5 Commission meeting.
- **Resolution ST-241:** This Resolution grants the request of Staff for granting the Rail Safety Division Director temporary ministerial authority to extend timeframes for triennial safety and security reviews of California rail transit agencies, required by Commission General Order 164-E, because of the novel Coronavirus Disease 2019 pandemic. Also allows the Rail Safety Division Director to extend compliance dates when a rail transit agency may demonstrate that it is unable to comply with certain safety regulations pertaining to retraining and recertification of employees within the required timeframe because of the novel Coronavirus Disease 2019 pandemic. The temporary authority granted by the Resolution expires 24 months after its effective date. It is on the December 17, 2020, Commission meeting agenda.

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

### SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

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

sites are Civic Center Station and Montgomery Street Station and have estimated completion dates by 2022. The three East Bay sites are in Oakland at Thirty Fourth Street, Concord at David Avenue and Minert Road and Richmond at Yard East, with completion dates not yet estimated. An SCP was approved via Commission resolution proceeding (ST-239) in July 2020. Construction contract for West Bay sites was issued Notice to Proceed in October 2020. East Bay sites are in the engineering design phase. Staff attend the project's monthly Safety and Security Review Meetings. Staff reviewed West Bay sites design conformance checklists with addressed comments.

- **BART Irvington Station (IRV) Project:** The Irvington Station Project includes construction of a new station halfway between the existing Fremont and Warm Springs / South Fremont stations. The estimated completion year is 2027. The Project is in the engineering design phase. The SCP was approved under Commission resolution proceeding (ST-240) in November 2020.
- **BART New Vehicle Procurement:** BART is in the process of procuring 1,200 new rail vehicles. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator's cab while E-Cars do not. Upon submittal by BART, Staff reviews testing and certification documents for each group of cars prepared for service and verifies compliance with the testing and certification plan before authorizing the cars for revenue service. To date, RSTB management has certified and approved 267 vehicles for revenue service.
- **BART Hayward Maintenance Complex (HMC) Project:** This project is comprised of two phases. On November 16, 2018, RTSB management approved an element of the first phase of this project, the Component Repair Shop, to commence operations. The Central Warehouse is a second element of Phase One. An SSC meeting and walk-through of that element was conducted on June 25. BART plans to submit Certificates of Conformance, Design Criteria Checklists and supporting documents for the Certifiable Element of Central Warehouse of the HMC Project as approved by the Commission under Resolution ST-181 in October or November 2020. This will be an interim SSCVR for Phase One. Construction

on the Hayward Maintenance Complex Phase II East Storage Yard began on March 1, 2019. This yard will provide a storage venue for BART revenue vehicles and provide egress to the BART A1 and A2 Mainline Tracks and the Hayward Test Track. Due to funding constraints, BART has sub-divided the HMC Phase II Project into three separate contracts. At the end of the Hayward Maintenance Project, BART will submit a final SSCVR that will cover both phases. The project is nearing completion, and the SCVR is projected to be submitted during 1st quarter 2021.

- **Central Subway Project (CSP):** SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown. SFMTA expects the construction to be finished by the end of March 2021 and to start revenue service the following year in the Spring of 2022. The main reasons for this delay: **[What delay? The reasons listed below concern construction, not revenue service. For “delay” to be meaningful, the March date has to be compared with some earlier date.]**
  - Moving to remote work and instituting necessary safety measures and procedures during COVID-19
  - Quarantining multiple contractor crews when, despite safety measures, some of the team tested positive for COVID-19
  - Difficulties and delays in getting materials from suppliers during COVID-19
  - Ongoing design changes throughout the project due to the differing site conditions discovered deep underground

These delays will likely have impacts on the overall project budget, and SFMTA is working closely with their construction contractors to get the project completed as safely and prudently as possible. With most of the project now complete crews are focused on final items such as: automatic train control cabling, traction power, communications, and the installation of art and other aesthetic additions. Staff participates in Safety and Security Certification Review Committee meetings monthly. The primary focus of topics discussed are construction progress and project schedule, construction specification conformance

checklists, and quality assurance and control audit reports. On 11/18/2020 CSP responded to Staff's comments for several Ball in Court (BIC) Safety & Security checklist items. Staff is satisfied with the responses and has given approval for SFMTA to close these.

- **LACMTA P3010 New Vehicle Procurement Project:** LACMTA is in the process of procuring as many as 235 new rail vehicles. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future LAX/Crenshaw line currently under construction. As cars are prepared for service, Staff will recommend official approval to RTSB management after a successful review of the Car History Books (testing documentation) in person. To date, RTSB management has certified 185 vehicles for revenue service. 47 vehicles are in revenue service in the J Line (formerly Gold Line) and 138 vehicles are in revenue service in E, A, and C Lines (formerly Expo, Blue, and Green Line, respectively). LACMTA is anticipating Kinkisharyo, the vehicle manufacturer, to complete a required 4,000 miles Operational Reliability test in December 2020, with the resumption of the final 50 light rail vehicle (LRV) shipments in January 2021.
- **LACMTA HR4000 Heavy Rail Vehicle Procurement:** LACMTA is in the process of procuring a base order of 64, with options for up to 282 new heavy rail vehicles (HRV) to provide for the future expansions of Regional Connector and Purple Line Extensions, and to replace the aging HRV fleet operating on the Red Line subway. Resolution ST-185 approved the procurement option. Because of COVID-19 the arrival of pilot cars will be postponed from December 2020 to June 2021. As a result, the specification conformance checklist review, a major component of the safety certification process, will also be postponed. The design checklist review has been completed, but since it will be a long period before the specification checklist is ready for review, Metro will send project updates every 3 months to RTSB Staff. Based on the last update in the FTA Quarterly Review Meeting on December 2, 2020, the arrival of cars in Los Angeles is still expected to be June 2021 and China, US, and European based suppliers are back online.

- **LACMTA Regional Connector Project:** Project construction is 70% complete with roof decks being placed on the excavated underground stations. Trackwork installation is well underway. The wye junction that will connect the Blue/Expo and Gold Lines is nearing the end of the concrete phase. The existing Little Tokyo station was closed in October 2020 and will be demolished and rebuilt in a process that will take approximately 22 months. Bus bridges have been implemented to take passengers around this major construction work zone. Staff regularly attends LACMTA's monthly Fire Life Safety & Security and Safety & Security Certification Review Committee meetings.
- **LACMTA D (formerly Purple) Line (Westside) Extension Project:** LACMTA is currently extending the Purple Line. The Westside D Line Extension, previously named the Westside Subway Extension, extends service from the terminus at Wilshire/Western Station to Westwood (UCLA and Veteran's Administration Hospital). This extension will consist of nearly nine miles of heavy rail subway and seven stations. The planned revenue service years for D Line Segments 1, 2, and 3 are 2023, 2025, and 2027. For Segment 1, the Tunnel Boring Machines (TBMs) have completed three out of four miles and the three underground stations are fifty-percent complete. A TBM for Segment 2 launched from Century City/Constellation Station on April 30, 2020 and will continue eastbound for approximately 2 years before meeting with Segment 1. TBM 1 for Segment 3 began mining into the headwall on October 23, 2020. Staff is currently working with project teams on all 3 segments to develop and audit completion of the safety certification design conformance checklists.
- **LACMTA/MGLFECA Foothill Extension Phase 2B:** LACMTA and Metro Gold Line Foothill Extension Construction Authority (MGLFECA) is working with staff to update and revise the project SCP which was originally approved via Resolution ST-194 on January 19, 2017. The Phase 2B alignment is from the current terminus of LACMTA Gold Line, Azusa Station, to the City of Montclair. It will traverse six cities with six new stations on 12.3 miles of light rail transit (LRT) at-grade track. In August 2019, the Foothill Gold Line Construction Authority awarded the Design Build contract to the Kiewitt Parsons Joint Venture. Due to

funding issues, the current terminus of the alignment will be changed to Pomona Station with a contract option to build to Montclair if the Foothill Construction Authority can secure additional funding by September 2021. Heavy construction of this project commenced in July 2020. Estimated completion of the Pomona segment is 2025. The contract option portion from Pomona to Montclair would be on a shared corridor with Metrolink. To date, 48 of 49 grade crossings submitted for the segment from Glendora to Montclair have been approved by the CPUC.

- **LACMTA Crenshaw/LAX Corridor Project:** LACMTA is constructing a new LRT line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The expected substantial completion date is December 2020 or January 2021. Revenue service is expected to commence in 2021. LACMTA sent a letter requesting a waiver of GO-95 requirements for installation of their underground overhead contact rail in certain locations where insufficient clearance in the tunnel was identified. The Proposed Resolution ST-242, which would grant LACMTA the waiver, will appear in the Commission Voting Meeting on December 17, 2020.
- **LACMTA New A (formerly Blue) Line Project:** LACMTA is making improvements to its A Line that runs from Downtown Los Angeles to Long Beach. The Blue Line was renamed the “A Line” prior to opening. The “A Line” re-opened to the public on November 2, 2019. Staff continue to monitor the project as there remains one pedestrian crossing under construction at the Willowbrook/Rosa Parks Station. On April 22, 2020 CPUC issued a GO-88 authorization for modifications to warning devices on the eastern half of the southern pedestrian crossing. On the western half, UPRR has constructed their crossing equipment, and Metro will interconnect their equipment with the UPRR system. The crossing was subject to system integration testing and for routes that did not meet minimum warning times, a positive stop is required via Metro Rail Operations Bulletins (MROB). Test results were sent to RTSB and RCEB Staff for review and Staff performed an inspection of the



crossing on October 6, 2020. RTSB and RCEB Staff requested Metro to determine a permanent solution to meet minimum warning times at the southern pedestrian crossing, instead of continuing the MROBs. Metro is in the process of determining a solution. As of December 3, 2020, there have been delays to the resolution process because of resource limitations due to COVID-19, but Metro will send CPUC a pros and cons list of all the options they evaluate. Additionally, tests for Division 11 Blue Line Yard Train Control Upgrades, the last phase of New Blue, were scheduled to begin on October 24, 2020. The new start date for testing is to be determined. Metro will notify RTSB Staff once the final schedule is determined. Metro will provide Staff with Division 11 test report submittals and Staff will be invited to witness the testing.

- **Los Angeles Streetcar:** The Los Angeles Streetcar is a project that is advancing under the Los Angeles County Measure M funding. The preliminary design is proceeding despite the lack of LACMTA's identification for near term funding.
- **LAWA Automatic People Mover Project:** Los Angeles World Airports (LAWA), the governing body of Los Angeles International (LAX) and Van Nuys airports, is developing a multi-billion-dollar upgrade to the ground transportation system at LAX. Of the six new stations, three will connect new rental car, airport parking and Metro facilities to the airline terminals. Those in the Central Terminal Area will provide fast and easy connections to nine airline terminals with a pedestrian walkway system. The Project's Design Criteria Conformance Checklist (DCCC) and Subsystem Hazard Analyses (SSHA) will be finalized in the coming months and will be reviewed in the Safety Certification Review Committee (SCRC), a subcommittee of the Safety and Security Review Committee (SSRC). Staff continue to participate in regularly scheduled safety certification meetings and contingency planning meetings.
- **Orange County Transportation Authority (OCTA) OC Streetcar Project:** The OC Streetcar (OCSC) project consists of 4.15 miles of track between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster

Avenue intersection in the City of Garden Grove. The project includes the procurement of 8 Siemens S700 LRVs. Delivery of the first LRV is scheduled for January 2021. Revenue service is currently scheduled to commence in October 2022. Staff continues to attend the SSRC, Construction Progress, and Fire Life Safety Committee (FLSC) meetings. The rail facilities construction is about to begin; first track will be laid during November 2020. **[This is identical wording from last month. This Report is supposed to cover November, therefore it should be known whether track was indeed laid.]**

- **Sacramento Riverfront Streetcar (SacRT):** Due to funding constraints, the project will proceed following concurrence from all parties involved (City of Sacramento, City of West Sacramento and SACOG). SacRT is updating the “Small Starts” application to reflect the revised scope of the project plans that were submitted in February. The application will also provide a project rating. The “Small Starts” application consists of an updated cost (SCC Workbook), an updated Travel Forecast, an updated Land-Use and Economic Development Plan and an updated Financing Plan. SacRT Design and Environmental Consultants are ready to proceed once the funding constraints are resolved. The required contract amendments are expected to be approved by SacRT Board in August, followed in approximately six months by updated Design and Environmental Documents. If all goes according to plan, SacRT and the FTA intend to execute the Small Starts Grant Agreement by the Summer of 2021 and commence construction in the Fall of 2021. The parties anticipate submittal of a Safety Certification Plan to RTSB by January 2021.
- **Sacramento Regional Transit District (SRTD) LRV (Light Rail Vehicle) Procurement Project:** The first LRV is scheduled to be delivered to SRTD late November 2022. RTSB expects a Safety Certification Plan to be submitted by January 2021.
- **Sacramento Regional Transit District (SRTD) Operations Control Center (OCC):** This project will relocate the OCC from Metro to downtown. RTSB expects a Safety Certification Plan to be submitted by December 2020.

- **Sacramento Regional Transit District (SRTD) SCADA:** SRTD's Information Technology group has hired a Project Manager to seek grants and work with SRTD Engineering to complete a full assessment of their system.
- **San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:** The San Diego Metropolitan Transit System's (MTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line that begins at the Old Town Transit Center in San Diego. The project will provide future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego (UC San Diego) and the University City areas. Construction started in 2016 and revenue service is planned to begin late 2021. To date, no construction delays are anticipated. Staff has been participating in the Bi-Weekly Virtual Rail Activation Committee Meetings and the weekly Start-up Integrated Test Procedure (SITPRO) meetings (11/5, 11/12, 11/19) for the Mid-Coast Project.
- **San Diego Light Rail Vehicle Procurement:** SDTI is procuring 45 LRVs for the Mid-Coast Corridor Project. The procurement process began January 2018 with an expected schedule completion and acceptance of all 45 LRVs by June 2021. As Siemens delivers cars on-site at the SDTI Yard, they are undergoing commissioning and dynamics tests. Staff is participating in the acceptance testing throughout the procurement process. To date, 44 cars have been approved for revenue service.
- **SFMTA LRV4 Procurement to Expand and Replace the Rail Fleet:** SFMTA requested approval, in a letter dated June 2, for the utilization of three-car Siemens LRV4 consists in revenue operations or that additional field visits and ride-checks would be arranged to facilitate the requested approval in advance of July 17. During the LRV4 Safety Certification Audit Subcommittee Meeting on July 10, SFMTA addressed concerns that had been related in an e-mail from RTSB management on July 3. Among the topics addressed were the following: additional stress on components (a new shear pin has been designed and tested for this application); existing platform accommodation of longer consists; and onboard monitor visibility of third cars. The three-car configuration, planned for use beginning in

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September, is intended to facilitate social distancing for riders. A Staff ride-along will be planned of the three-car 'roll-out.' On July 16, 2020, Staff authorized the 67th car for revenue service. On August 20, 2020, RTSB staff sent a letter to authorize SFMTA to place the final LRV4 car (2033) of the Phase 1 procurement into revenue service upon receipt of the letter. Currently, they have 68 LRV4's accepted and revenue service ready. On October 13, 2020, SFMTA provided an update on the coupler shear pins to RTSB as follows. The new shear pin design has successfully passed all the analysis and bench testing. A set of the new shear pins has been instrumented and sent to San Francisco for field verification. SFMTA conducted testing on the alignment to verify that the performance in the field is as predicted and eliminates the excessive forces measured earlier this year. SFMTA will provide a follow-up once the testing is complete.

### STATISTICS SUMMARY

Investigations for Month		YTD 2020
Accidents Reported	17	210
Accident Investigations Closed	24	317
Complaints Investigated	0	2
Rail Transit Inspections	13	199
Triennial Review	0	0

Corrective Action Plans for Month		YTD 2020
New Corrective Action Plans	19	162
From Triennial Review	0	0
From Incidents	8	35
From Internal Safety/Security Audits	0	8

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From Rail Transit Inspections	11	116
From Hazard Management	0	3
<b>Closed Corrective Action Plans</b>	<b>5</b>	<b>220</b>
From Triennial Review	0	46
From Incidents	2	36
From Internal Safety/Security Audits	1	13
From Rail Transit Inspections	2	122
From Hazard Management	0	3

### ONGOING DATA / TRENDS

