

Rail Safety Division



Monthly Performance Report

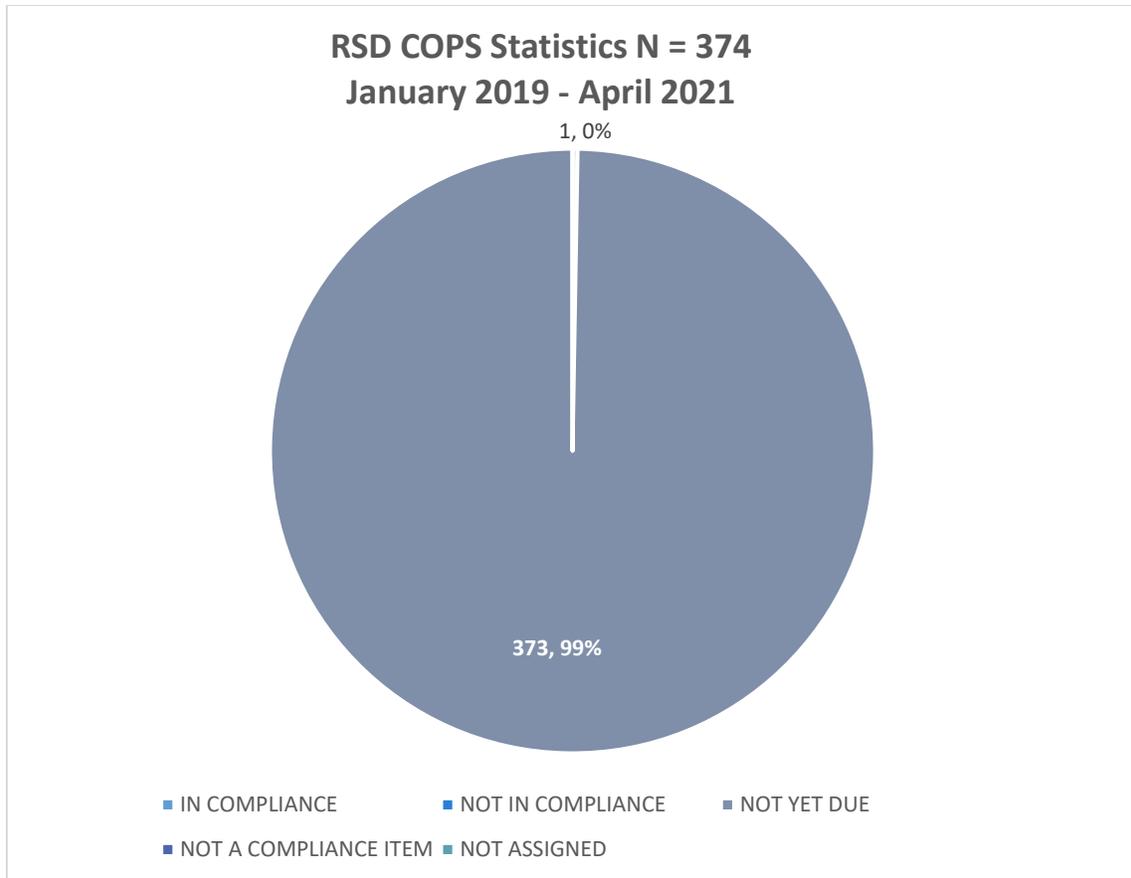
April 2021

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COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through April 30, 2021, the Rail Safety Division (RSD) showed 374 total entries in the COPS system, with 1 reaching compliance, 373 (99%) not yet due for compliance, and 0 (0%) out of compliance. 374 (100%) of all Ordering Paragraphs (OP) are assigned to staff. During April 2021, there were 0 new OPs recorded to the COPS database for the Rail Safety Division.

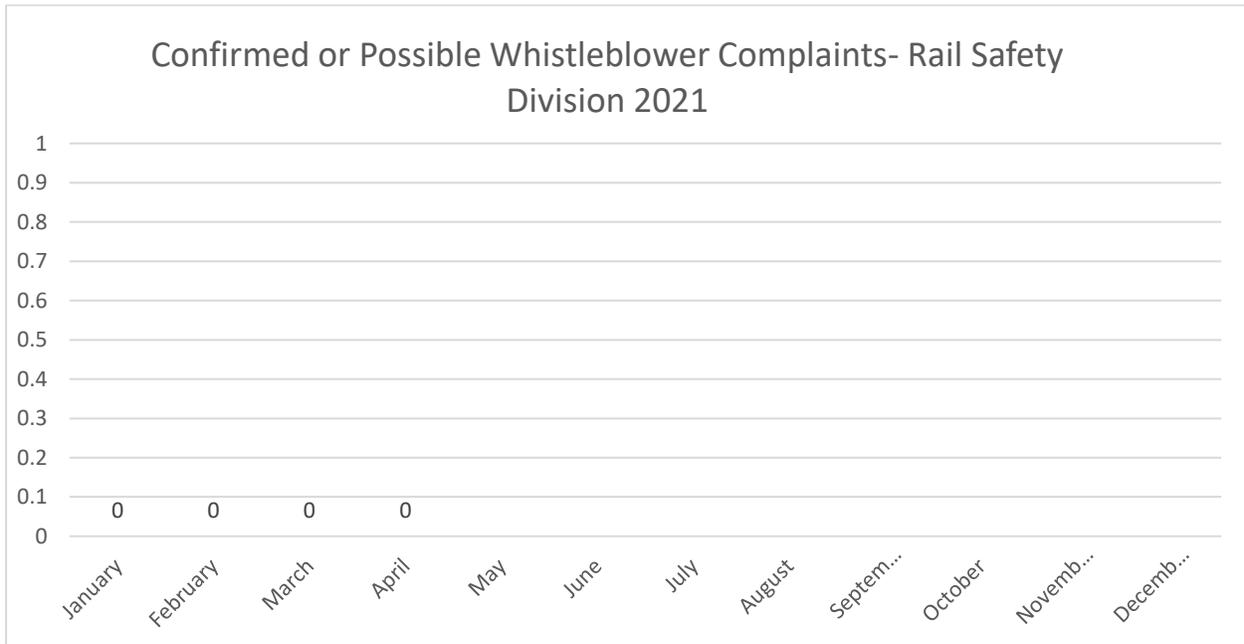


MONITORING THE WHISTLEBLOWER WEBSITE

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

STATISTICS - 1/1/21 – 4/30/21

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



RAILROAD OPERATIONS SAFETY BRANCH – ROSB

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

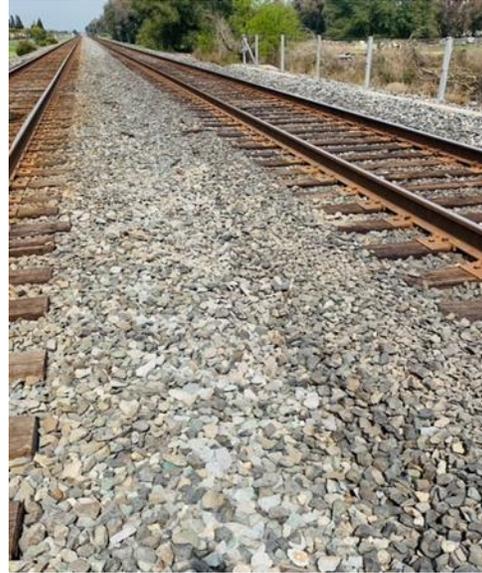
Railroad Operations Safety Branch	Apr-2021	YTD 2021
New Incidents Investigated	5	30
Informal Complaints Investigated	3	6
Safety Assessments/Reviews	5	34
Compliance Actions	1223	4686
Major Inspections Completed	3	9
Operation Lifesaver Presentations	0	0

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

April 1, 2021: A CPUC Railroad Safety Inspector conducted an inspection of a Union Pacific Railroad (UPRR) bridge in Stockton. The purpose of the inspection was to evaluate compliance with CPUC General Orders (GOs) and to perform a bridge evaluation. The inspector discovered a hole between two railroad bridges in the walkway that created a tripping hazard in violation of GO 118-A. UPRR was immediately notified of the defect and on April 2nd, the UPRR completed repairs to the defective walkway bringing it into compliance, which was confirmed by CPUC staff during a follow up inspection.



Hole found in walkway.



Walkway corrected by railroad.

April 7, 2021: CPUC and Federal Railroad Administration (FRA) Railroad Safety Inspectors participated in an inspection of a UPRR highway-rail grade crossing in Tracy. The inspection was conducted to determine compliance of CPUC General Orders, Code of Federal Regulations (CFR) and UPRR General Code of Operating Rules.

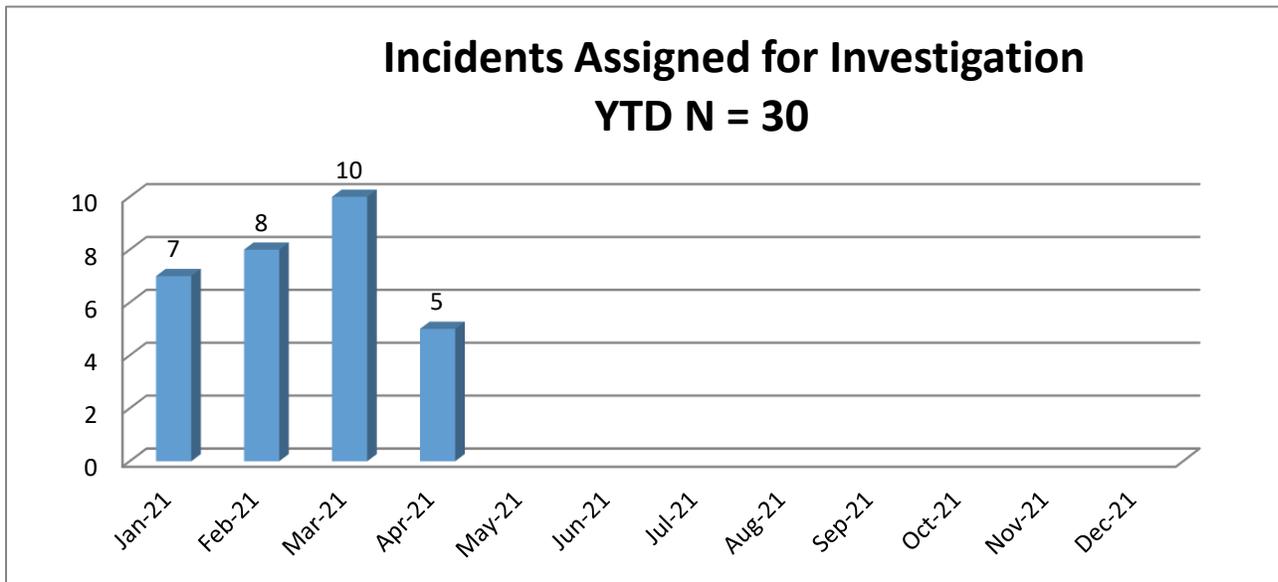
The inspectors noted a stop sign for train crews at the Grant Line Road crossing had faded and was not in compliance with GO 75-D. This sign is placed there so train crews will stop before entering the crossing and into oncoming traffic, to prevent a collision with a roadway user and the train. The inspectors notified the railroad manager of the GO violation and the stop sign was repaired and brought into regulatory compliance as verified by a follow up inspection by CPUC staff.

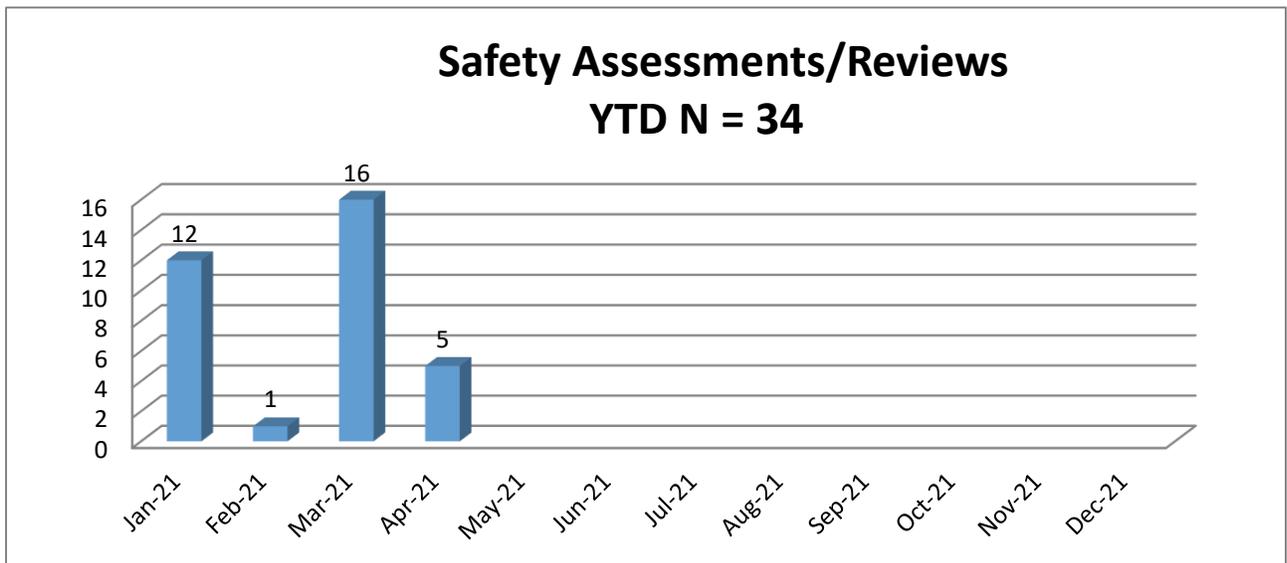
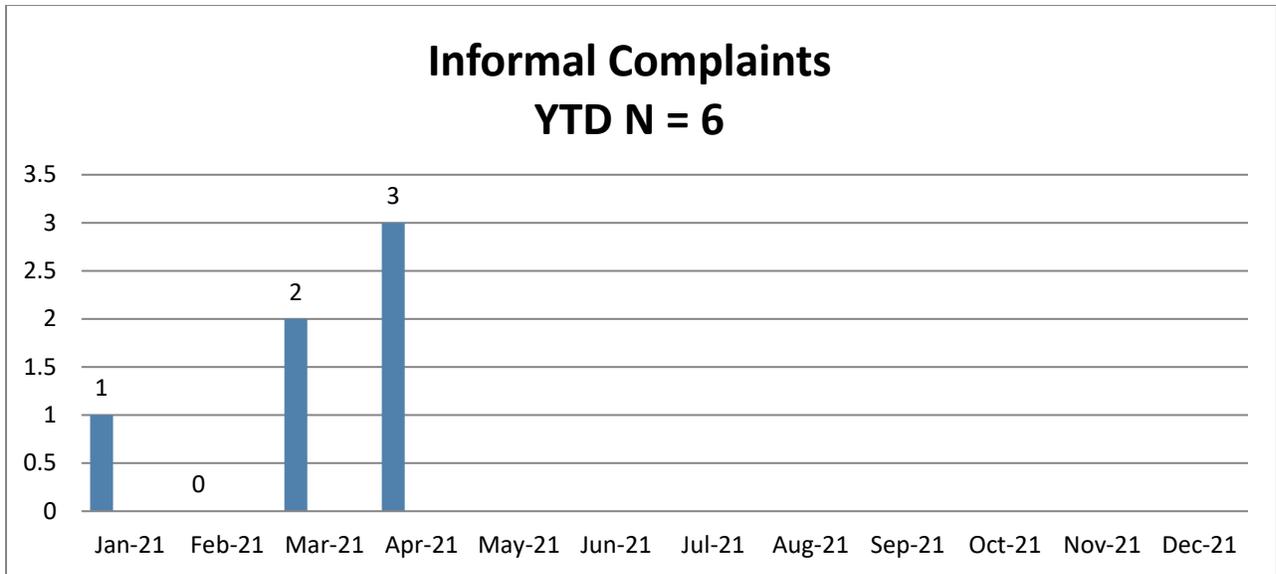
April 20, 2021: A CPUC Railroad Safety Inspector performed an inspection of an UPRR highway-rail grade crossings in Fontana. The purpose of this inspection was to focus on highway-rail grade crossing safety and compliance with CFR rail safety regulations.

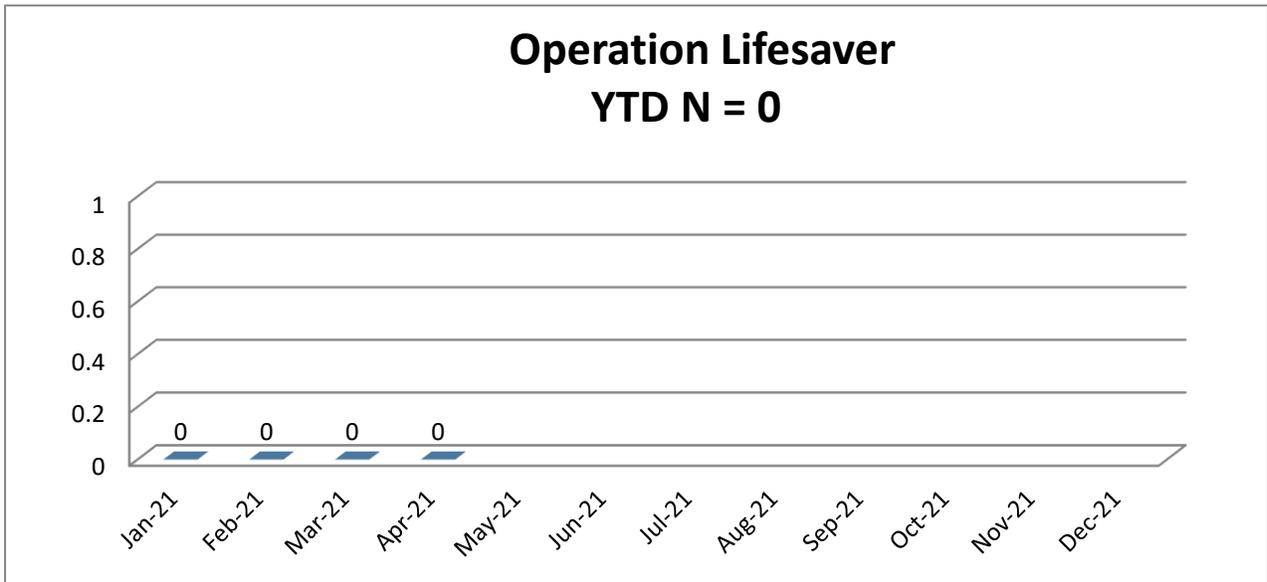
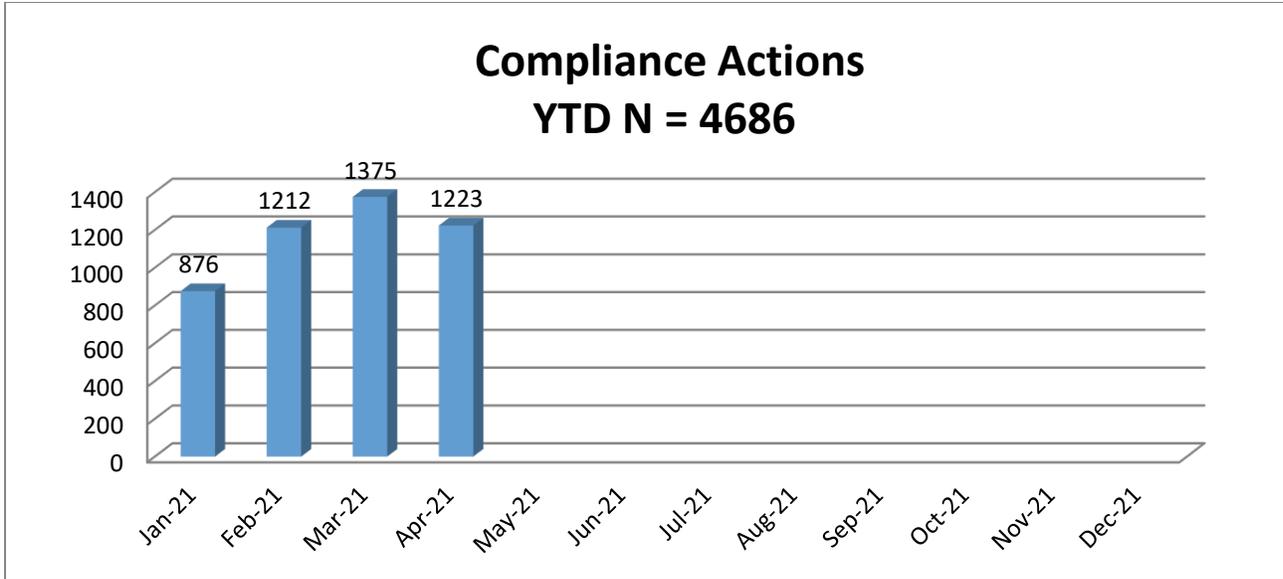
The CPUC inspector performed visual inspections and operational tests of highway-rail grade crossings on the UPRR. During the inspection, the inspector identified an unsecured main electrical service breaker box which was out of compliance with 49 CFR 234.211, which requires

highway-rail grade crossing warning system apparatus to be secured against unauthorized entry. This is a potential hazard because anyone could access the breaker and turn off the power to the crossing. If the railroad is unaware that power has been removed from the crossing, the crossings battery backup power will become depleted, and the crossing will stop functioning. The CPUC inspector notified the UPRR Signal Manager who sent a Signal Maintainer out to secure the breaker box with a padlock, which was verified by a follow up inspection. The inspector issued a defect citation to the railroad for non-compliance.

April 28, 2021: A CPUC Railroad Safety Inspector conducted a GO 118-A walkway inspection of a UPRR bridge in West Palm Springs. An excessive slope in the walkway created a tripping hazard and an unsafe walkway adjacent to the No. 1 & No. 2 Main tracks. The inspector notified the UPRR Track & Structures Team and UPRR responded by adding additional ballast to eliminate the tripping hazard, bringing the bridge into regulatory compliance which was verified by a follow up inspection by staff.







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

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tracks CORT activities, crude oil unit trains¹ entering California each month and the type of crude oil being transported.

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

Crude Oil Shipments in California							
Consignee²	Highly Volatile (Y/N)	# Unit Trains Received April	# Unit Trains Projected May	# Unit Trains FYTD (20-21)	# Cars Received April	# Cars Projected May	# Cars FYTD (20-21)
Plains All America	N	0	0	4	0	0	400
Kern Oil	N	1	1	14	100	100	1400
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received April	# Unit Trains Projected May	# Unit Trains FYTD (20-21)	# Cars Received April	# Cars Projected May	# Cars FYTD (20-21)
Kinder Morgan (Wilmington)		14	12	102	1400	1200	10048
NuStar Energy (Selby)		5	4	18	500	400	1800
Storage of Hazardous Material Cars							
Railroad	Loads	Empties	Commodity	County			
Arizona California RR	0	56	LPG	San Bernardino			
Fillmore and Western RR	0	122	LPG	Ventura			
Northwestern Pacific RR	17	88	LPG	Marin			
Santa Maria RR	0	128	LPG	Santa Barbara			
Sierra Northern Railway	54	103	LPG	Stanislaus			
West Oakland Pacific RR	0	69	LPG	Alameda			
Yreka Western RR	0	0		Siskiyou			

Audits/Inspections/Investigations

None

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.

Informal Complaints received by Railroad Employees or Representatives

None

RMSR Submittals

None

Rule/Regulation Defects/Violations

None

Additional Notes or Comments

Appendix A

Crude Oil Consignees

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

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

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

Ethanol Unit Train Consignees

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

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

Hazardous Material Car Storage Locations

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

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Fillmore and Western Railroad is a short line railroad that operates 31 miles track in Ventura County and interchanges with UPRR at Santa Paula.

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

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

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

West Oakland Pacific Railroad is a short line railroad that operates over 10 miles of industrial track in Oakland and interchanges with the UPRR.

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

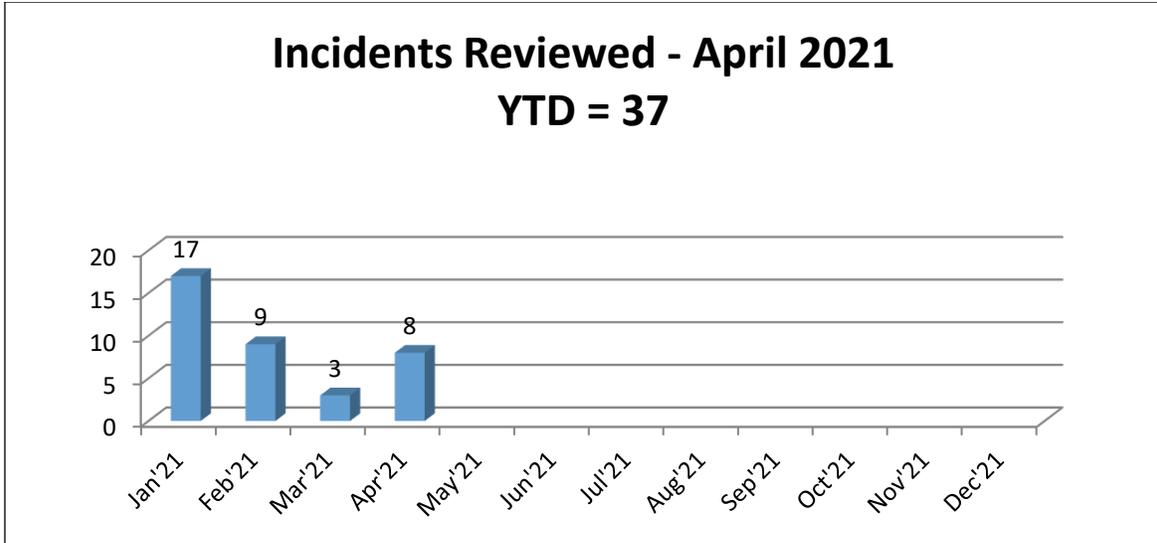
RAIL CROSSINGS AND ENGINEERING BRANCH – RCEB

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

	April Closed	Closed YTD
Crossing Incident Reviews	8	37
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	28	116
Proceedings, Resolutions and G.O. 88-B Reviews	3	25

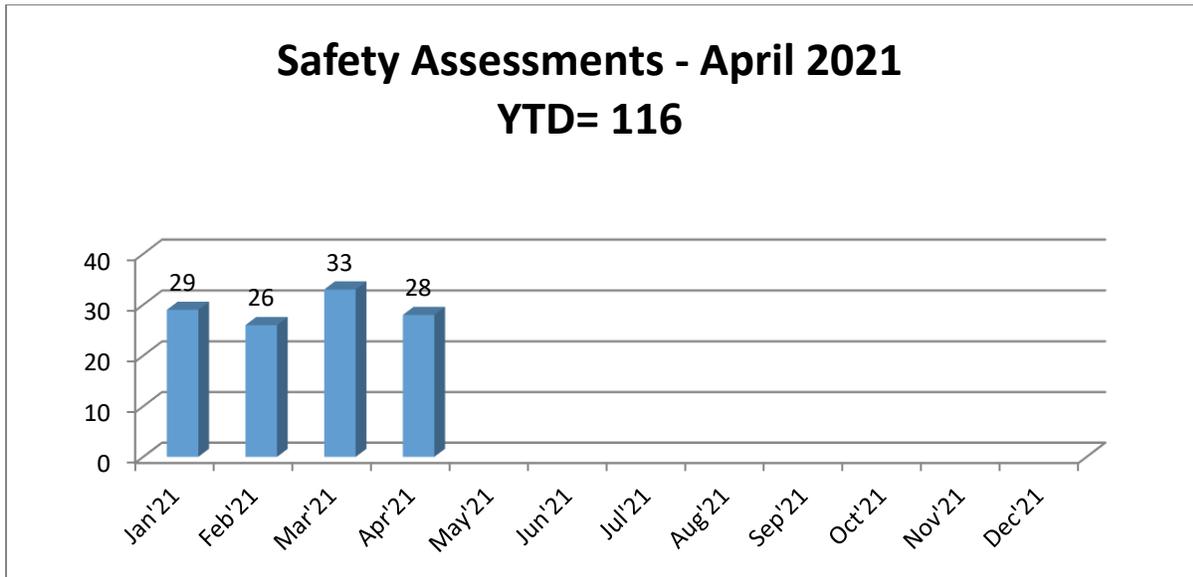
RAIL CROSSING INCIDENT INVESTIGATIONS

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



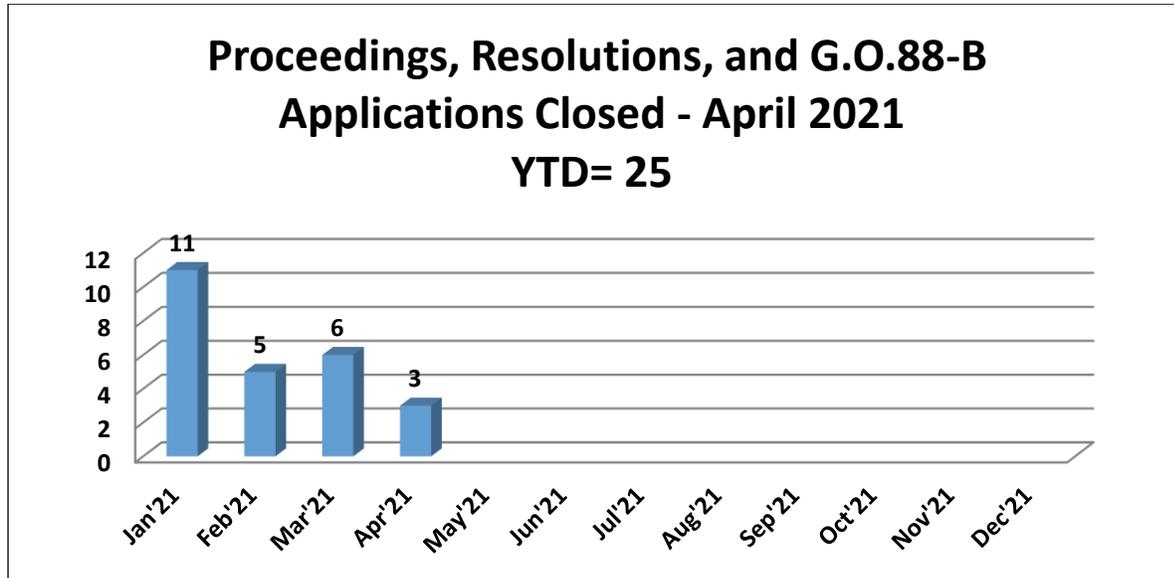
SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In April 2021, RCEB completed 28 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations 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 April 2021, RCEB approved one General Order 88-B application for changes to an existing crossing. Also, the Commission approved one Resolution and one Proceeding.



RAIL TRANSIT SAFETY BRANCH – RTSB

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

MAJOR AUDITS

- 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. ST 231 and ST 232 were issued March 18, 2021.

These triennial reports are completed, and the Corrective Action Plans are finalized, have been approved by staff, and are implemented.

- A Triennial Safety and Security Review of the San Francisco Airport AirTrain (AirTrain) Automated People Mover (APM) was conducted in June 2019. The agency's 30-day review comments were received, and Staff have prepared a draft that is under managerial review.
- A Los Angeles Metropolitan Transportation Authority (LACMTA) Triennial Safety and Security Review was conducted in September 2019. A draft of the security report and safety report that will be subject to 30-day RTA review is being finalized by Staff for management review.
- The Bay Area Rapid Transit (BART) Oakland Airport Connector (OAC) Triennial Safety and Security Review was conducted in June 2019. The agency's 30-day review comments were received, and Staff have prepared a draft that is under managerial review.

ADMINISTRATIVE ACCOMPLISHMENTS

Employee Changes: On April 1 Samuel Herroz joined RTSB as a Senior Utilities Engineer (Supervisor) for Southern California-based Utilities Engineers and Analyst. On April 9, 2021 Timothy Morehead, who was the Supervisor for Southern California based Rail Transit Operations Safety Section staff, left the CPUC, taking a position at Metrolink in Los Angeles.

Training: Staff completed the following courses offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI):

- Madeline Ocampo, Patrick Donnelly, and Samuel Herroz completed a three-day course titled "SMS (Safety Management System) Principles for Transit".
- Rupa Shitole and Matthew Ames completed a two-day course titled "Safety, Security, And Emergency Management Considerations for Federal Transit Administration (FTA) Capital Projects".
- Patrick Donnelly completed a four-day course titled "Overseeing the Safety Management Process for State Safety Oversight Agencies (SSOAs)".

- Nicholas Denny completed the virtual course titled “SMS Safety Assurance”.

Samuel Herroz completed the “Heat Illness Prevention” courses, and Ainsley Kung completed “Heat Illness Prevention for Supervisors” course.

Daren Gilbert, Stephen Artus, Michael Borer, Steven Espinal, Ainsley Kung, James Matus, and Varoujan Jinbachian completed the “Diversity in Recruiting” course.

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. On March 24 RTSB management had a virtual meeting with representatives from CPUC’s ITSD and California Department of Technology (CDT) to kick-off Stage 2 (Alternate Analysis) phase of the project. CDT’s Project Approval Lifecycle has four stages before issuing a contract.

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.” Proposed rule is largely completed, and Staff is finalizing the Staff Report (to support Staff’s proposed rule changes and to be part of the OIR filing to open the proceeding.)

AirTrain Extension Project: On August 10, 2017, Resolution ST-205 approved AirTrain's Extension Safety Certification Plan (SCP). The project expands the existing AirTrain system to include a new Long-term Parking Garage Station and an additional in-line Hotel Station serving a future hotel. Several additional upgrades to facilities and equipment are part of the project. The project will have three Safety and Security Certification Verification Reports (SSCVR) as it has three phases. RTSB management approved Hotel Station (Phase 2) to begin revenue service in October 2019. All 42 cars have been approved with line-of-sight communication upgrades. Lot DD Station Extension (Phase 3) was approved on April 23, 2021 to begin revenue service. The entire Project was concluded at completion of Phase 3.

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. Contractor Hitachi executed Notice to Proceed in November 2020. PHA and conformance checklists are developing.

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; construction may start in 2nd quarter of 2021. East Bay sites are in the engineering design phase. Staff attend the project's monthly Safety and Security Review Meetings. Staff reviewed West Bay sites design conformance checklists with addressed comments.

BART Irvington Station (IRV) Project: The Irvington Station Project includes construction of a new station halfway between the existing Fremont and Warm Springs / South Fremont stations. The estimated completion year is 2027. The Project is in the engineering design phase. The SCP was approved under Commission resolution proceeding (ST-240) in November 2020.

BART New Vehicle Procurement (NVP): BART is in the process of procuring 1,200 new rail vehicles. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator's cab while E-Cars do not. Upon submittal by BART, Staff reviews testing and certification documents for each group of cars prepared for service and verifies compliance with the testing and certification plan before authorizing the cars for revenue service. To date, RSTB management has certified and approved 287 vehicles for revenue service. Due to continuing intermittent communications loss with wayside equipment and resulting system reboot BART ceased accepting new vehicles until the vendor, Bombardier, resolves that issue. The project contractor was Bombardier Transportation, but Alstom completed its acquisition of Bombardier Transportation on January 29, 2021.

BART Hayward Maintenance Complex (HMC) Project: This project is comprised of two phases. On November 16, 2018, RTSB management approved an element of the first phase of this project, the Component Repair Shop, to commence operations. The Central Warehouse, also an element of Phase One, submitted SCVR on January 7, 2021, and RTSB management approved on January 29, 2021. Construction on the Hayward Maintenance Complex Phase II East Storage Yard began on March 1, 2019. This yard will provide a storage venue for BART revenue vehicles and provide egress to the BART A1 and A2 Mainline Tracks and the Hayward Test Track. Due to funding constraints, BART has sub-divided the HMC Phase II Project into three separate contracts. At the end of the Hayward Maintenance Project, BART will submit a final SSCVR that will cover both phases.

Central Subway Project (CSP): SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown. The modified substantial completion

timeframe is June 2021. Revenue service is projected to begin in early Summer 2022. There are two transit power substations to power the project alignment: one at Moscone Station and one at Chinatown station.

LACMTA P3010 New Vehicle Procurement Project: All 235 new P3010 Light Rail Vehicles (LRV) have been delivered to LACMTA, with the shipment of the final rail car occurring on January 7, 2021, at the new maintenance yard for the Crenshaw/LAX Transit Project (Division 16). 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. Overall, 50 LRVs remain to be accepted by LACMTA and officially approved by CPUC. Starting in April, LACMTA resumed the conditional acceptance process and sent CPUC LACMTA's conditional approval documentation for two out of the remaining fifty vehicles. As cars are prepared for service, Staff will recommend official approval to RTSB management after a successful review of the Car History Books (testing documentation) in person. To date, RTSB management has certified for revenue service 185 vehicles.

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 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. Because of COVID-19 the arrival of pilot cars will be postponed from December 2020 to December 31, 2021. Upon the arrival of the vehicles, LACMTA is anticipating vehicle level qualification testing to take 6-9 months at LACMTA's site, followed by the commissioning and conditional acceptance process. However, LACMTA anticipates reviewing the next safety certification checklists beginning in July 2021. The design checklist review has already been completed.

LACMTA Regional Connector Project: From the March 31, 2021 FTA Quarterly Meeting, the Project reported that construction is 75% complete. 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 has recently brought to the attention of CPUC that there will be a portion of Regional Connector that will have OCR heights below 14', which is non-compliant with General Order 95, in order to transition to the 13'9" height of the A (formerly Blue) Line. In April 2021, CPUC acquired more information about the issue and determined that a General Order variance request is needed. LACMTA formally requested a variance via email to CPUC Staff on May 13, 2021.

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 2024, 2025, and 2027. For Segment 1, original RSD was Fall 2023 but current substantial completion date is March 15, 2024. Construction Progress is 68%. Tunnel boring is nearing completion, but the project is dealing with anomalies that is affecting the schedule. For Segment 2, forecast RSD is Summer 2025. Construction progress is 42%. Tunnel boring is approximately 10% complete. Lastly, for Segment 3, the forecast RSD is Spring 2027. Design progress 81%, Construction progress 19%. Tunneling has recently commenced. Safety Certification Review Committee meetings have not commenced yet. Fire and Life Safety Certification Committees meet monthly.

LACMTA/MGLFECA Foothill Extension Phase 2B: LACMTA and Metro Gold Line Foothill Extension Construction Authority (MGLFECA) are working with staff to update and revise the project SCP which was originally approved via Resolution ST-194 on January 19, 2017. The Phase 2B alignment is from the current terminus of LACMTA Gold Line, Azusa Station, to the City of Montclair. It will traverse six cities with six new stations on 12.3 miles of light rail transit (LRT) at-grade track. In August 2019, the Foothill Gold Line Construction Authority awarded the

Design Build contract to the Kiewitt Parsons Joint Venture. Due to funding issues, the current terminus of the alignment will be changed to Pomona Station with a contract option to build to Montclair if the Foothill Construction Authority can secure additional funding by September 2021. Heavy construction of this project commenced in July 2020. Estimated completion of the Pomona segment is early 2026. The construction completion progress is approximately 20%. The contract option portion from Pomona to Montclair would be on a shared corridor with Metrolink. To date, 48 of 49 grade crossings submitted for the segment from Glendora to Montclair have been approved by the Commission.

LACMTA Crenshaw/LAX Corridor Project: LACMTA is constructing a new LRT line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The project construction progress is at 98%. Currently, the contractor Walsh Shea Corridor Constructors (WSCC) estimates that substantial completion will be in June 2021. However, from internal review LACMTA believes the substantial completion date will be later in 2021. Staff continue to attend pertinent System Integration Tests in the field, and meetings related to safety certification.

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 three open items of the project: 1) meeting minimum warning times instead of using Metro Rail Operations Bulletins (MROB), which CPUC Staff have no identified concerns with LACMTA’s proposed solution and is expected to be completed by December 31, 2021, 2) resuming tests for Division 11 Blue Line Yard Train Control Upgrades, and 3) proposing changes to the northern emergency crossing at the Willowbrook/Rosa Parks Station, which is expected to be completed by June 30, 2021.

LACMTA East San Fernando Valley Project: The East San Fernando Valley project is a new light rail transit (LRT) project that will start at the Van Nuys BRT Orange Line and go north for approximately 10 miles through the San Fernando Valley. The alignment will be mostly street running with about 3 miles on a shared corridor with Metrolink/Amtrak as well. Gannett Fleming submitted the 30%/60% design packages to Metro for the preparation of a Design build contract. Metro will begin the procurement process for the Design Build contract end of 2021. There have been some initial discussions and meetings on the draft Safety Certification Plan which has not been submitted yet. Currently Rail Crossings and Engineering Branch is working with the project on crossings design.

LACMTA West Santa Ana Branch Transit Corridor Project: LACMTA is evaluating a new light rail transit (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 undergoing an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) process to prepare the corridor for LRT. LACMTA is exploring delivery of this project via a PPP (Public-Private-Partnership) where a private entity would help fund construction for the incentive of operating the line as well once revenue service begins. Project submitted the second admin draft EIS/EIR for FTA review on March 16, 2021.

Los Angeles Streetcar: The Los Angeles Streetcar is a project that is advancing under the Los Angeles County Measure M funding. The preliminary design is proceeding despite the lack of LACMTA's identification for near term funding. Moving into 2021, Los Angeles Streetcar will continue to engage with the private sector to explore potential Public Private Partnership opportunities and collaborate with public sector partners like LA Metro and LADWP; the main goal is to secure the remaining funding needed. There are no recent project updates.

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. The APM train guideway is approximately 25% complete, and nine of 192 columns are left to be placed for the guideway structure. Station construction has started at the East CTA and Intermodal Transportation Facility-West (ITF-West) stations. Train car testing and assembly continues in Pittsburgh and the first two-car train is anticipated to arrive in June 2021. 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. The FTA Full Funding Grant Agreement revenue service date (RSD) is currently scheduled to commence on March 30, 2022, however, OCTA's forecast RSD is scheduled for October 2023. Staff continues to attend the SSRC, Construction Progress, Issues Resolutions, and Fire Life Safety Committee (FLSC) meetings. The rail facilities construction continues with construction at about 45% completion.

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

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

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 November 2021. To date, no construction delays are anticipated, and construction progress is at approximately 85% complete. Staff has been participating in the Bi-Weekly Virtual Rail Activation Committee Meetings and the weekly Start-up Integrated Test Procedure (SITPRO) meetings for the Mid-Coast Project throughout the month of March and April 2021. Station construction work continues, and tentative schedule is to complete systems work and turnover guideway to MTS in late June 2021. On May 25, 2021, the CPUC Inspection Team will be performing an on-site right-of-way inspection to verify general order compliance.

San Diego Light Rail Vehicle Procurement: SDTI procured 45 LRVs known as SD9 (Car Nos. 5001 to 5045) 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 delivered cars on-site at the SDTI Yard, they underwent commissioning and dynamics tests. Staff participated in the acceptance testing throughout the procurement process. To date, all 45 cars have been approved for revenue service and MTS is submitting the Final Safety Certification Verification Report (SCVR) to Commission staff for review and approval in mid-May 2021.

In June 2020, MTS sent a formal letter requesting Commission Staff to review and accept the revised Light Rail Vehicle Procurement Safety Certification Plan (SCP) which added 25 LRV's to the original procurement. The LRV procured will be called the SD10 cars just to identify this is a

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new procurement separate from the SD9. The SD10 (Car Nos. 5046 to 5071) and SD9 cars are the same and accepted the revised SCP.

SFMTA LRV4 Procurement to Expand and Replace the Rail Fleet: Delivery of the LRV4 vehicles for Phase 2 of the project will begin in Summer 2021.

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

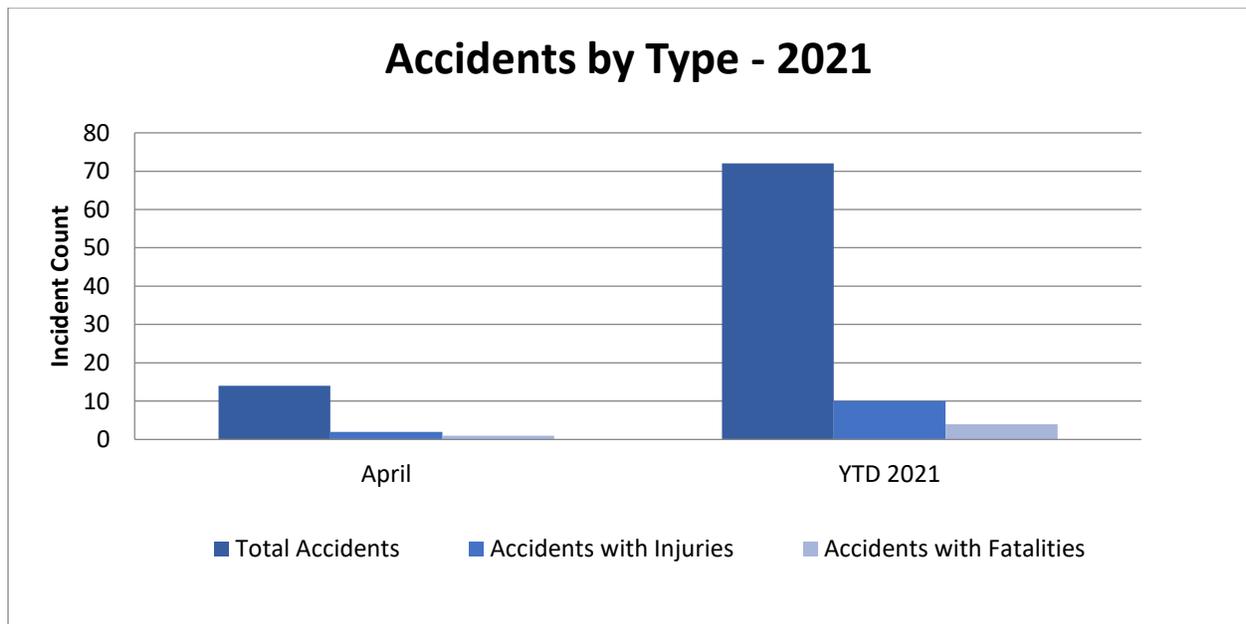
Per General Order 164-E, the Commission must be notified within 2 hours by rail transit agencies of accidents if they include one of the following: a fatality (occurring at the scene, or within 30 calendar days following the incident); one or more persons suffering “serious injury” (as defined in GO 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.

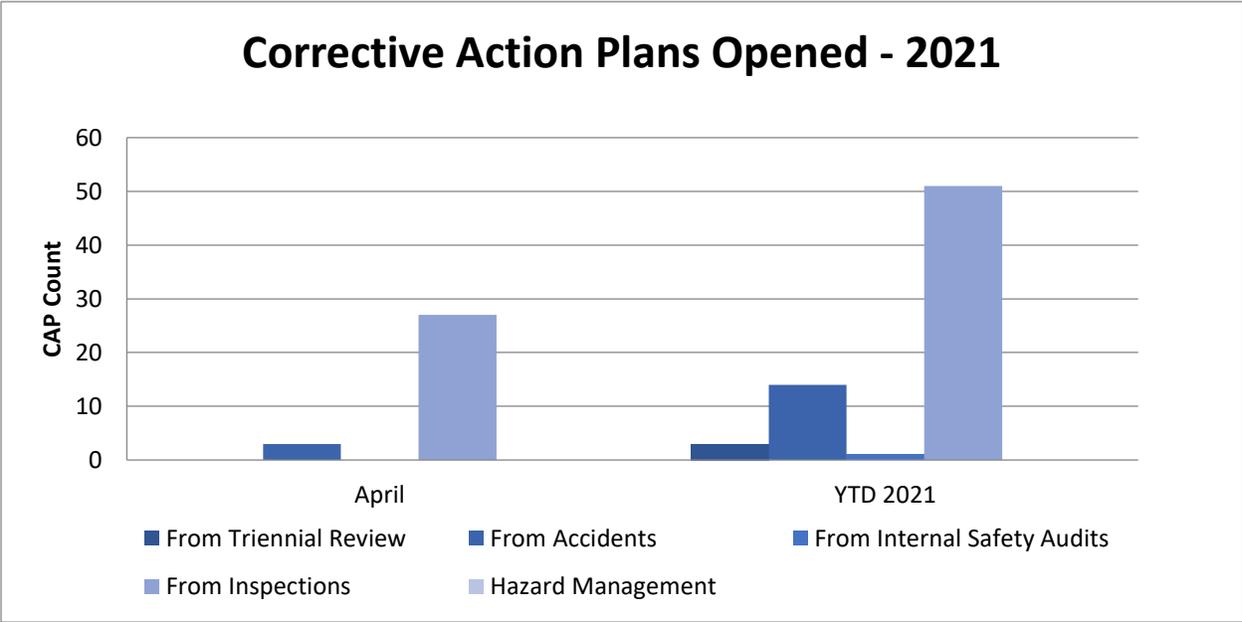
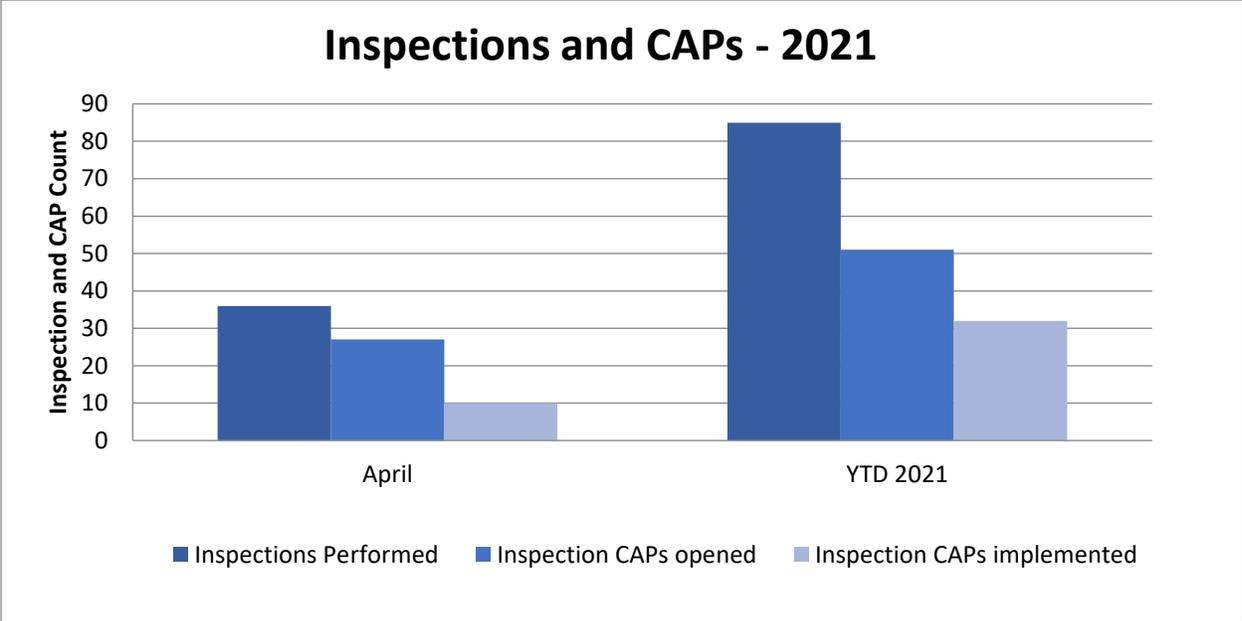
STATISTICS SUMMARY

Investigations	YTD 2021	
Accidents Reported	14	72
Accident Investigations Closed	11	72
Complaints Investigated	0	0
Rail Transit Inspections	36	85
Triennial Review	0	0

Corrective Action Plans		YTD 2021
New Corrective Action Plans	30	69
From Triennial Review	0	3
From Incidents	3	14
From Internal Safety/Security Audits	0	1
From Rail Transit Inspections	27	51
From Hazard Management	0	0
Closed Corrective Action Plans	16	47
From Triennial Review	3	3
From Incidents	1	8
From Internal Safety/Security Audits	2	4
From Rail Transit Inspections	10	32
From Hazard Management	0	0

ONGOING DATA / TRENDS





Corrective Action Plans Implemented - 2021

