

Monthly Performance Report – August 2021

RAIL SAFETY DIVISION

September 28, 2021



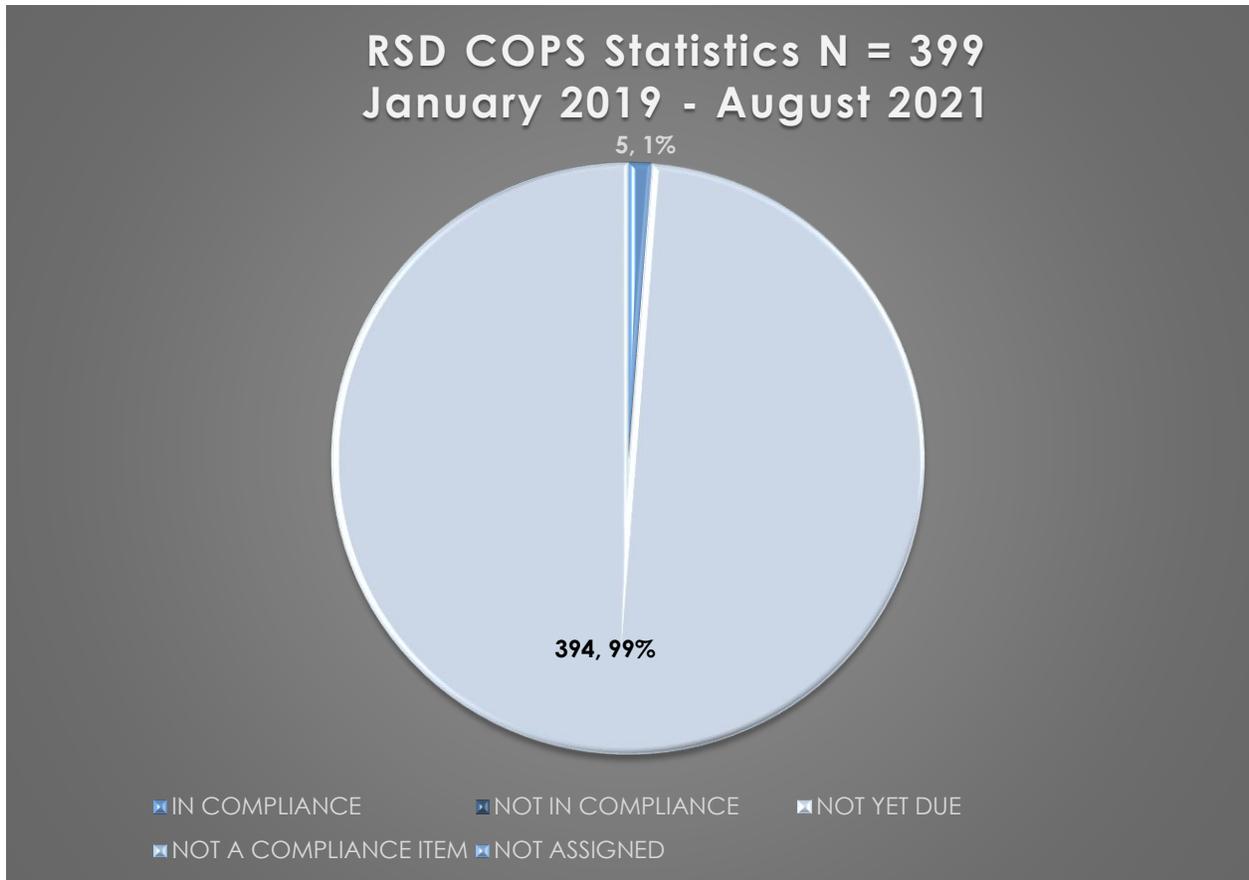
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through August 31, 2021, the Rail Safety Division (RSD) showed 399 total entries in the COPS system, with 5 reaching compliance, 394 (99%) not yet due for compliance, and 0 (0%) out of compliance. 399 (100%) of all Ordering Paragraphs (OP) are assigned to staff. During August 2021, there were 0 new OPs recorded to the COPS database for the Rail Safety Division.

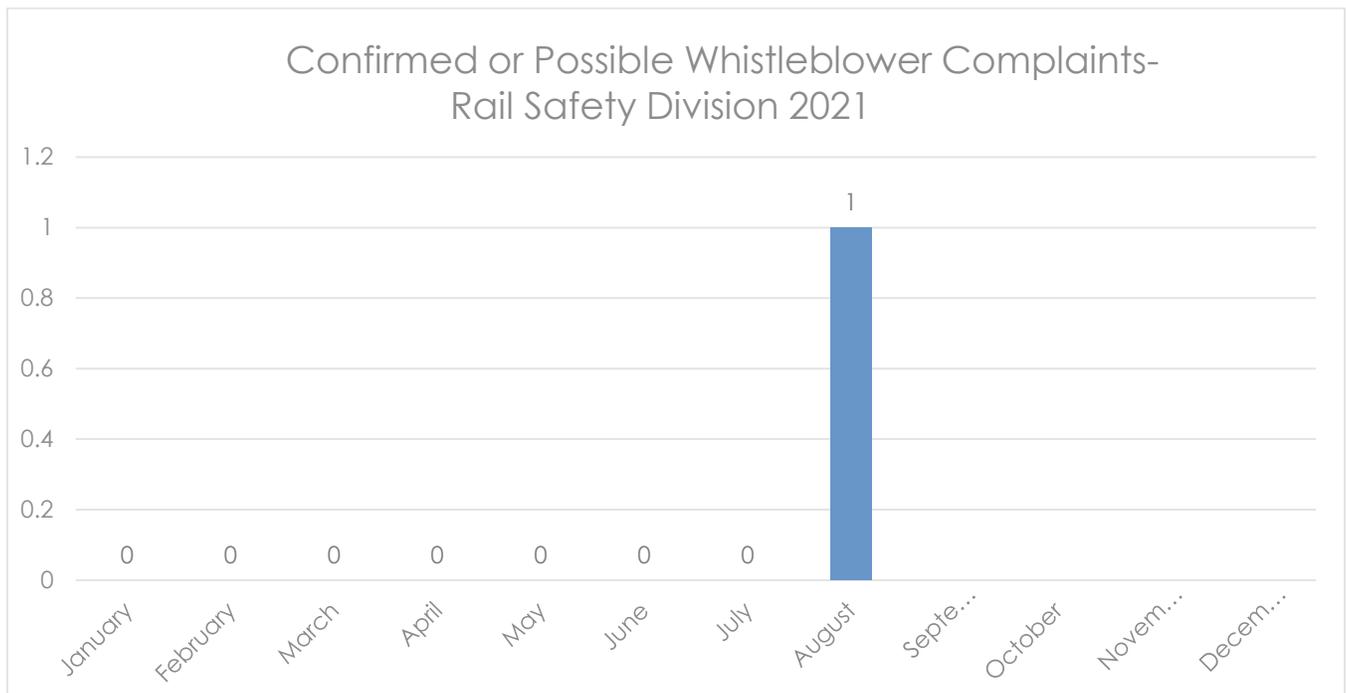


Monitoring the Whistleblower Website

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 – 8/31/2021

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



Railroad Operations Safety Branch - ROSB

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

Railroad Operations Safety Branch	Aug-2021	YTD 2021
New Incidents Investigated	8	64
Informal Complaints Investigated	1	22
Railroad Bridge Observations	18	81
Railroad Safety Inspections	237	2073
Non-Compliant Conditions Identified/Corrected	867	5592
Operation Lifesaver Presentations	0	4

ROSB Inspection, Investigation & Field Activities

August 1, 2021: A CPUC Railroad Safety Inspector participated in a joint safety audit with the Federal Railroad Administration (FRA) on the Union Pacific (UP) West Colton Railyard in Bloomington to inspect freight cars on an outbound train. The inspector identified a total of 15 freight cars that did not comply with federal rail safety standards.

The non-compliant conditions included:

- Couplers that were lower than the required regulatory minimum to the top of the rail. The range varied from 1 and ½ inches too low, to 1 and ¼ inches.
- Missing knuckle pins resulting in no securement of the knuckle.
- Brake levers that had no more clearance and were therefore binding, affecting pressure between the brake shoe and the tread of the wheel.
- Handholds with less than the required 2 inches minimum regulatory clearance
- A Hand brake chain that showed wear from riding on the wheel axle.

The inspector reported his findings to UP management. The railroad responded by dispatching personnel to perform repairs and bring the cars into regulatory compliance prior to departure which was verified by the CPUC inspector and documented on his report.

August 9, 2021: CPUC Railroad Safety Inspectors conducted a follow-up inspection on the Sierra Railroad in Oakdale, Stanislaus County to an initial inspection performed on July 20th where a tree growing in the walkway created a tripping hazard for train crews which violates CPUC General Order (GO) 118-A that requires that walkways be kept free of debris of various types in the walkway. The follow-up inspection confirmed that the tree had been removed bringing the walkway into regulatory compliance.

August 10, 2021: A CPUC Railroad Safety Inspector conducted an inspection of the UP railroad in the City of Merced. The purpose of the inspection was to determine compliance with CPUC General Orders.

The inspector observed that a plank in the middle of a public railroad crossing in Merced had deteriorated and was coming apart which does not comply with GO 72-B. Rebar from the plank had started to come out and was in the path of vehicles passing through the crossing. UP management was notified by the inspector and a follow-up inspection was conducted on August 11th that determined that the plank had been repaired and brought into regulatory compliance.

August 17, 2021: A CPUC Railroad Safety Inspector performed an inspection of a UP grade crossing in Santa Clara. The purpose of the inspection was to verify that the grade crossing complied with CPUC GO 75-D standards requiring that the light signals and gate arms worked properly.

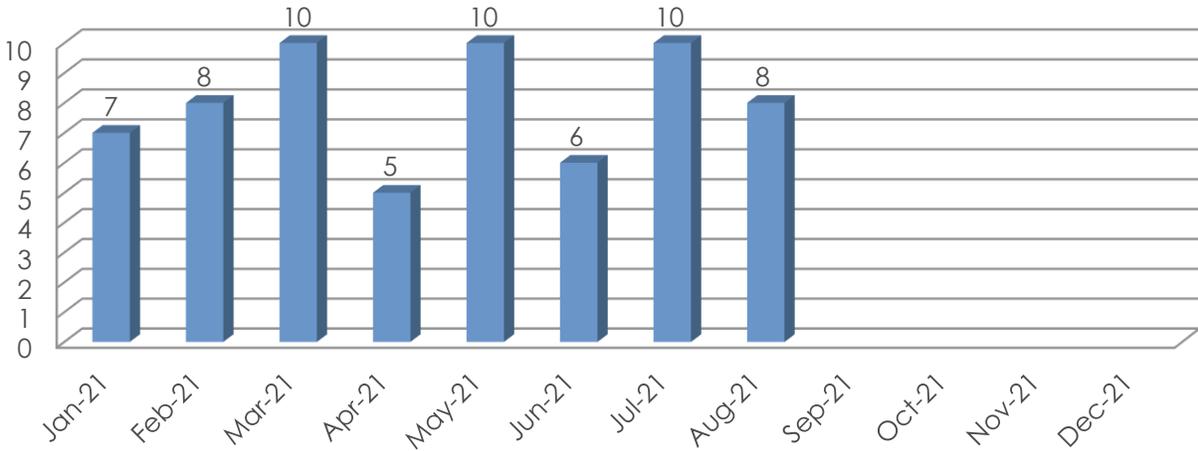
During the inspection the inspector observed that the flashing light signal assemblies for the southbound right turn lane were no longer facing the traffic lane to provide warning for right turning southbound traffic. After documenting the non-compliance, the inspector contacted the UP Manager of Signal Maintenance who sent a railroad signal maintainer out to adjust the lights towards the traffic lane as verified by the inspector.

August 24, 2021: CPUC Railroad Safety Inspectors performed an inspection at the CEMEX rail facility in Apple Valley.

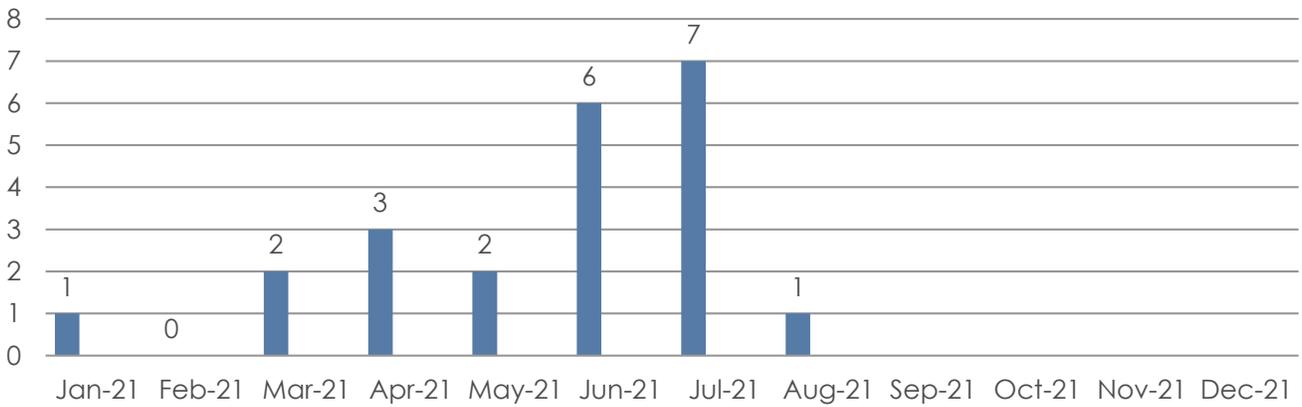
During the inspection, the inspectors observed a CEMEX train moving over the allowed track speed which creates an unsafe condition of the normal function of the highway rail grade crossing device warning time. This can result in possible injuries or fatalities due to the train potentially entering the road crossing before the crossing gates are in a lowered position to stop traffic.

The CPUC Inspectors met with CEMEX management and disclosed their findings and issued a report identifying the non-compliant condition. CEMEX management acted and addressed their employees regarding required speeds while operating trains. CPUC inspectors will continue to monitor CEMEX to assure regulatory compliance.

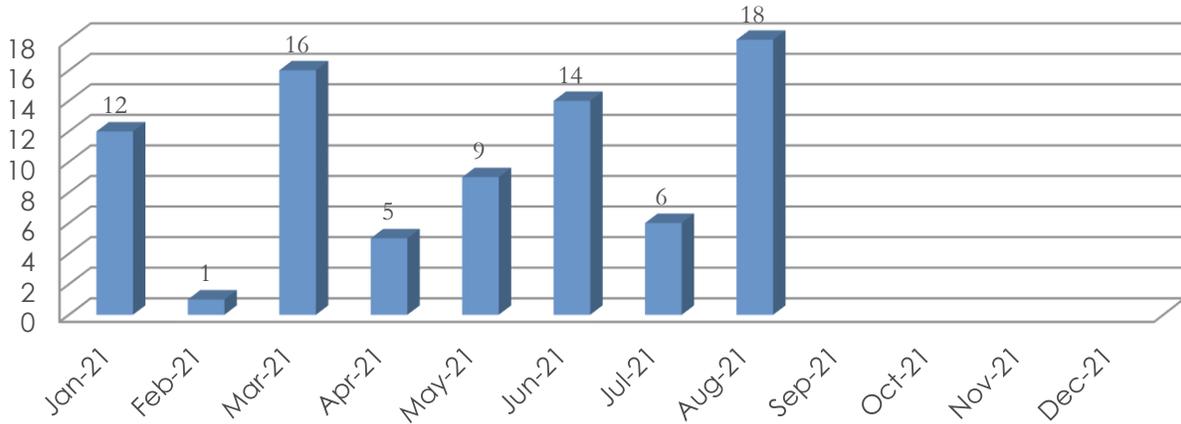
Incidents Assigned for Investigation YTD N = 64



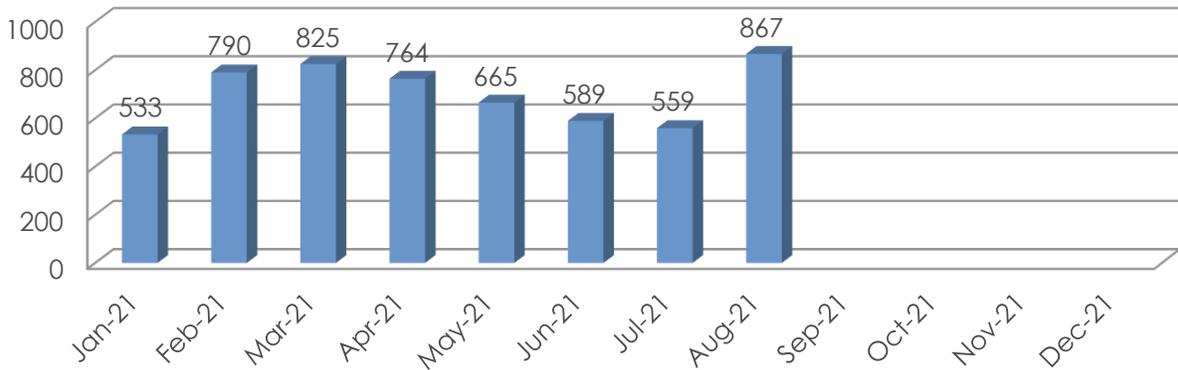
Informal Complaints YTD N = 22

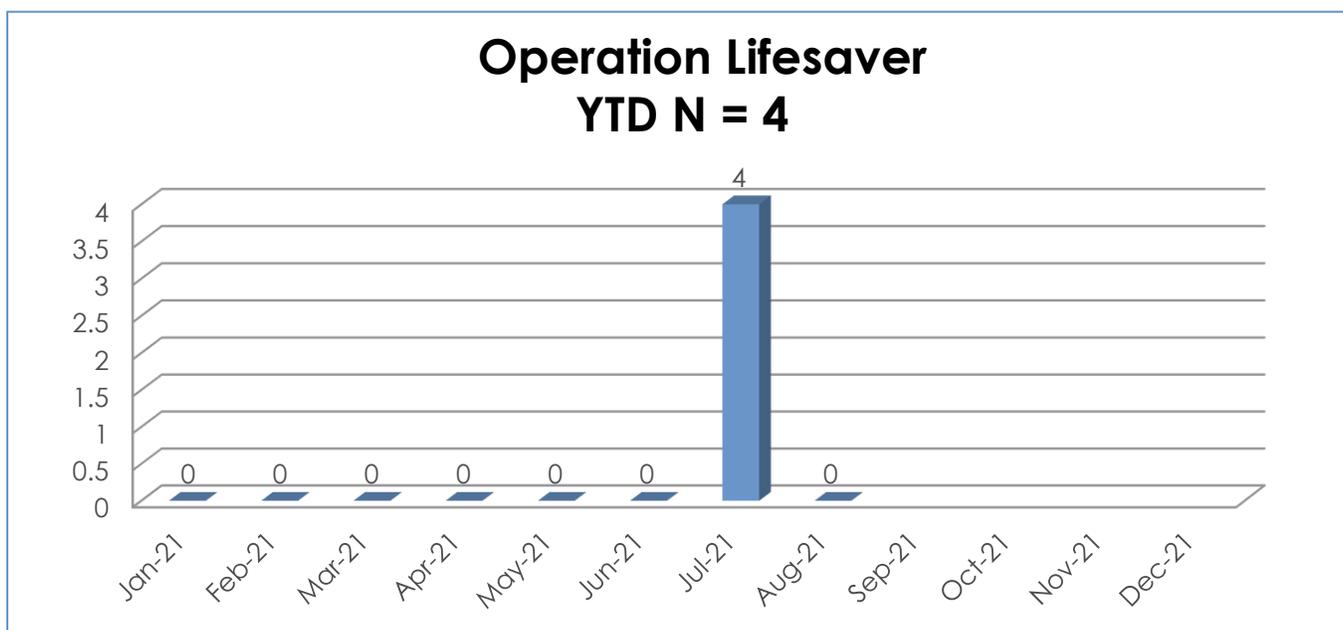
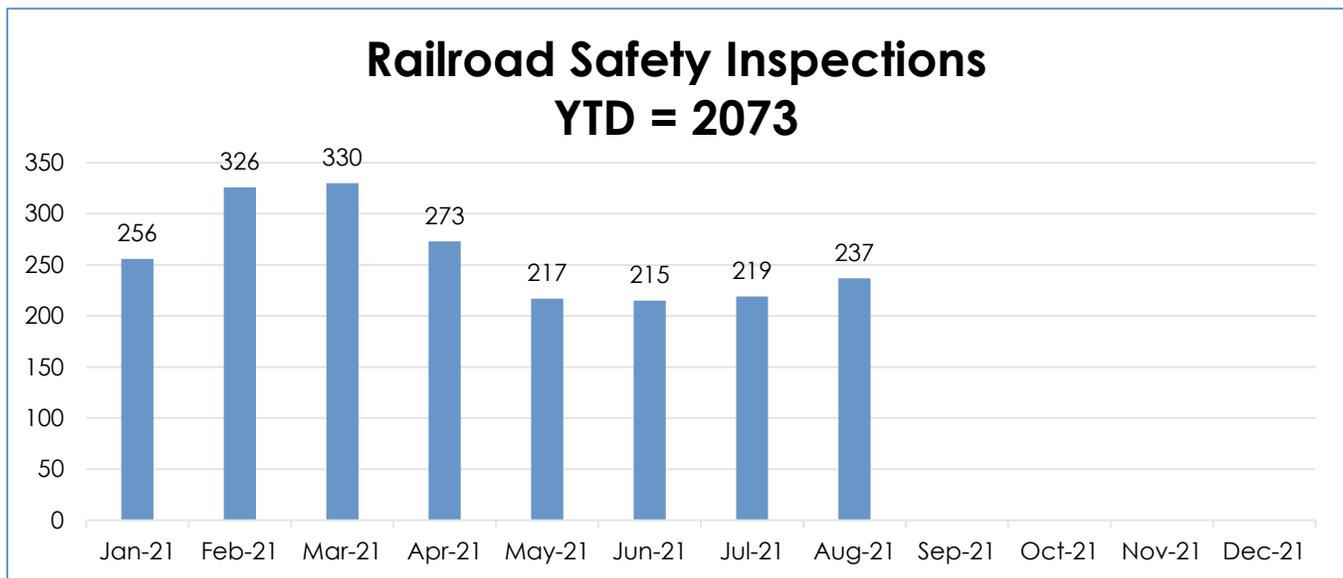


Railroad Bridge Observations YTD N = 81



Non-Compliant Conditions Identified/Corrected YTD N = 5592





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.

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.

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

Crude Oil Shipments in California							
Consignee²	Highly Volatile (Y/N)	# Unit Trains Received August	# Unit Trains Projected September	# Unit Trains FYTD (21-22)	# Cars Received August	# Cars Projected September	# Cars FYTD (21-22)
Plains All America	N	0	0	0	0	0	0
Kern Oil	N	1	1	1	100	100	100
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received August	# Unit Trains Projected September	# Unit Trains FYTD (21-22)	# Cars Received August	# Cars Projected September	# Cars FYTD (21-22)
Kinder Morgan (Wilmington)		13	13	29	1348	1300	2915
NuStar Energy (Selby)		0	0	0	0	0	0
Storage of Hazardous Material Cars							
Railroad		Loads	Empties	Commodity	County		
Arizona California RR		1	85	LPG	San Bernardino		
Fillmore and Western RR		0	0	N/A	Ventura		
Northwestern Pacific RR		52	49	LPG	Marin		
Santa Maria RR		11	123	LPG	Santa Barbara		
Sierra Northern Railway		124	183	LPG	Stanislaus		
Oakland Global Rail Enterprise		12	32	LPG	Alameda		
Yreka Western RR		0	0	N/A	Siskiyou		

² See Appendix A for descriptions of Consignees and Railroads.

Appendix A

Crude Oil Consignees

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

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

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

Ethanol Unit Train Consignees

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

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

Hazardous Material Car Storage Locations

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

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

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

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

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

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

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

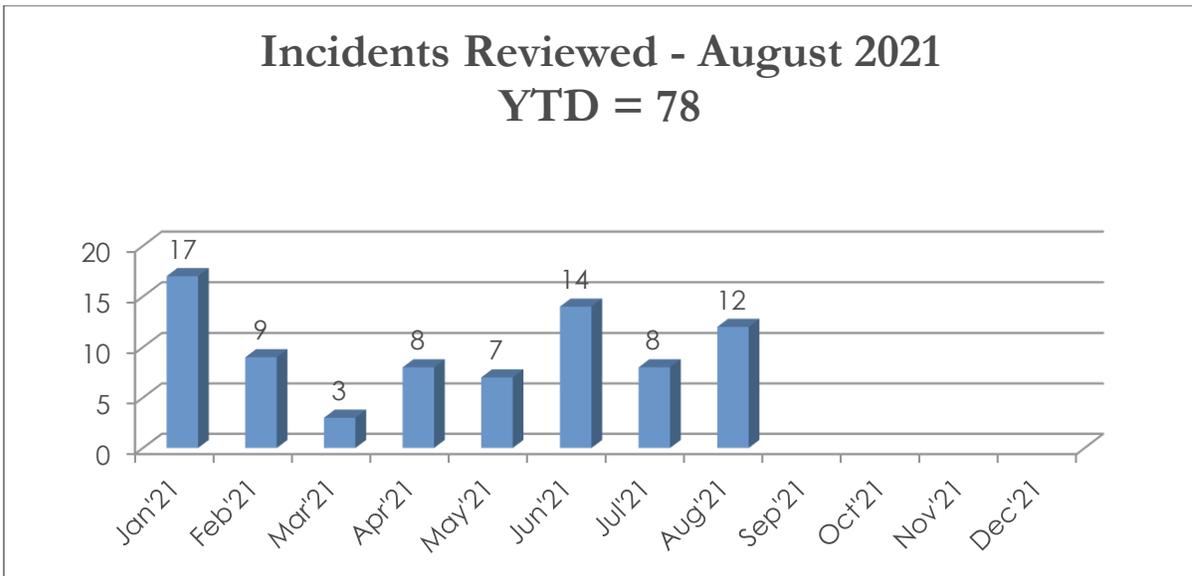
Rail Crossings and Engineering Branch - RCEB

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

	August Closed	Closed YTD
Crossing Incident Reviews	12	78
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	65	271
Proceedings, Resolutions and G.O. 88-B Reviews	13	75

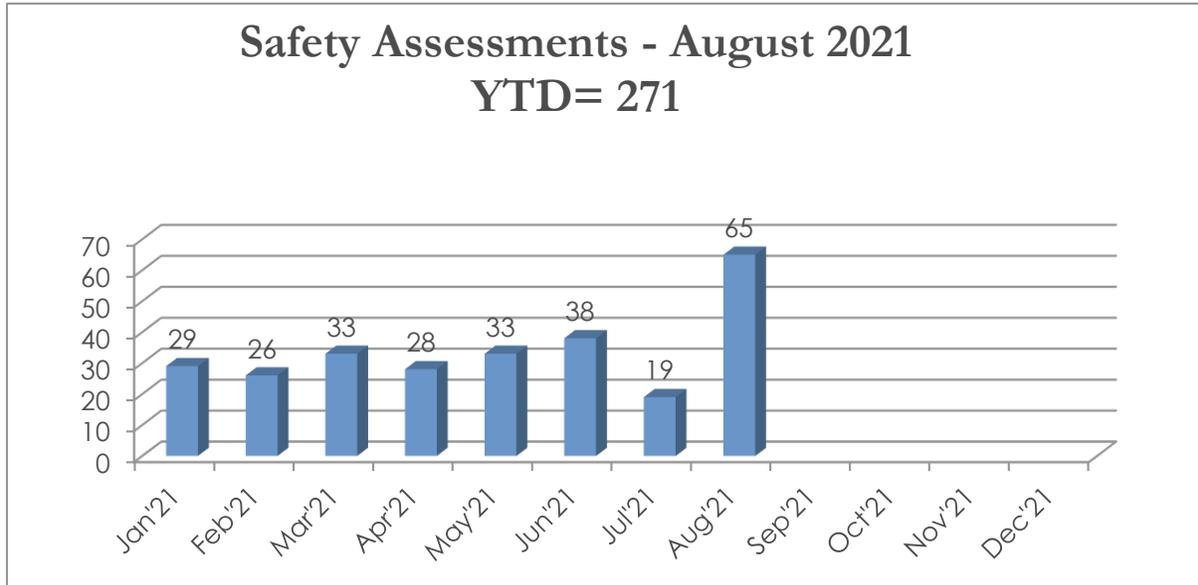
Rail Crossing Incident Investigations

In August 2021, RCEB closed 12 incidents at highway-rail at-grade crossings (crossings). These 12 incidents resulted in one injury and two fatalities.



Safety Assessments, Quiet Zones and Reviews

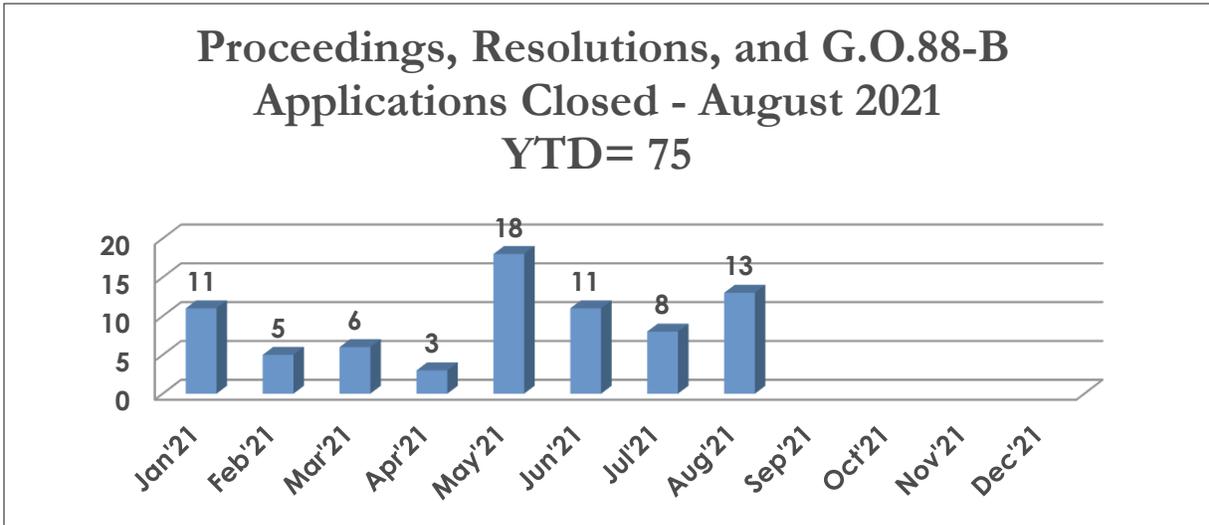
In August 2021, RCEB completed 65 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations with railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In August 2021, RCEB approved 11 General Order 88-B applications for changes to existing crossings. Also, the Commission approved two Proceedings.

1. PROC-A2009006 - Decision 21-08-008 granting approval of the California High-Speed Rail Authority to construct one new grade separated crossing at Corcoran Highway, over two proposed high-speed rail tracks in the County of Kings.
2. PROC-A2010005 - Decision 21-08-004 granting approval for San Diego Association of Government to construct a Vehicular-rail grade-separated underpass crossing in San Diego County.



Rail Transit Safety Branch - RTSB

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

Major Audits

North [San Diego] County Transit District (NCTD) Triennial Safety and Security Review was last conducted in August 2018.

San Francisco Municipal Transit Agency (SFMTA) Triennial Safety and Security Review was last conducted in October 2018.

San Francisco Airport AirTrain (AirTrain) Automated People Mover (APM) Triennial Safety and Security Review was last conducted in June 2019.

Los Angeles Metropolitan Transportation Authority (LACMTA) Triennial Safety and Security Review was last conducted in September 2019.

Bay Area Rapid Transit (BART) Oakland Airport Connector (OAC) Triennial Safety and Security Review was last conducted in June 2019.

Administrative Accomplishments

FTA-SSOA Quarterly Virtual Meeting: RTSB management participated in the quarterly virtual meeting the FTA holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.

Training

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

“2021 Security Awareness Training – RSD” for cybersecurity.

“COVID Prevention Plan” training for Rank & File employees.

“Defensive Driver” refresher training.

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

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.)

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 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. Project is in preliminary design.

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. East Bay sites are in the engineering design phase. West Bay sites completed engineering design. Staff reviewed West Bay sites design conformance checklists with addressed comments. Construction contract for West Bay sites was issued Notice to Proceed in October 2020; demolition work started in Civic Center in May 2021. Staff attend the project’s monthly Safety and Security Review Meetings.

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. Project submitted a crossing application with Rail Crossing Branch for a proposed pedestrian bridge crossing over an existing UPRR track. The SCP was approved under Commission resolution proceeding (ST-240) in November 2020.

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 286 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.

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.

Los Angeles County Metropolitan Transit Authority – 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 2021, LACMTA resumed the conditional acceptance process and sent CPUC LACMTA's conditional approval documentation for two out of the remaining fifty vehicles. The remaining 48 vehicles have the latest approved redesigned Communication System fully installed, which is not compatible with the other 187 LRVs. As a result, the project will complete communication system retrofits so that all LRVs are compatible. This effort is estimated to begin in September 2021. In addition, the remaining 48 LRVs require updates to the Automatic Passenger Counter (APC) system. LACMTA and Kinkisharyo agreed to pause conditional acceptance of the 48 LRVs until this issue is fixed, so conditional acceptance is anticipated to begin in October 2021. 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.

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 of 2022. The design checklist review has already been completed.

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. Rail Activation Team Meetings began on July 28, 2021 and have continued regularly to track and coordinate for upcoming Systems Integration Testing. In early 2021, LACMTA 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, and Staff created Resolution ST-243 for the variance request. The Resolution was sent Electric Safety and Reliability Branch (ESRB) in August 2021 for their review. ESRB has responded with no concerns/comments to Resolution ST-243, and it is currently under RTSB Management review.

D Line (Westside) Extension Project

LACMTA is currently extending 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 RSD is Fall 2024. Construction Progress is 70%. Both Tunnel Boring Machines (TBMs) have reached the final Segment 1 Wilshire/La Cienega Station and the project is currently performing TBM demobilization activities. For Segment 2, forecast RSD is Summer 2025. Construction progress is 44%. Tunnel boring is approximately 17% complete. Excavation of the Wilshire/Rodeo Station box and entrance has been completed. Excavation of the Century City / Constellation Station box is 23% completed. Lastly, for Segment 3, the forecast RSD is Spring 2027. Design progress 87%, Construction progress 23%. Tunneling has recently commenced. Safety Certification Review Committee meetings have not commenced yet for Segment 3. Fire and Life Safety Certification Committees meet monthly.

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 Kiewit 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 33%. 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. Staff participates in bi-weekly SSCRT meetings to review and audit the project design conformance of safety relevant requirements and standards.

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%. LACMTA estimates that substantial completion will be in late 2021. A problem arose with the Overhead Catenary System (OCS) around June 2021 that led the project to pause train movement, which has delayed some project testing. WSCC is implementing a temporary fix while they determine a permanent fix. Staff continue to monitor the OCS issue. The Crenshaw/LAX Safety Certification Plan (SCP) requires updates to the project schedule and safety certification timeline, but LACMTA is waiting for project information to be finalized before updating the SCP. Staff will monitor the SCP progress and continues to attend fire life safety and safety certification meetings, and pertinent System Integration Tests in the field.

New A 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), and CPUC Staff have no identified concerns with LACMTA’s proposed solution which is expected to be completed by December 31, 2021, 2) resuming tests for Division 11 Blue Line Yard Train Control Upgrades, which is estimated to resume in November 2021 after a safer redesign of the switch controller is implemented at the yard, and 3) proposing changes to the northern emergency crossing at the Willowbrook/Rosa Parks (WRP) Station, which was completed. The CPUC inspection of the northern emergency crossing at WRP Station was planned for July 15, 2021 but has been postponed due to covid-related procurement issues and construction delays on the project.

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. Resolution ST-244 has been created for the approval of East San Fernando Valley LRT Project Safety Certification Plan. The draft Safety Certification Plan was submitted for Staff review; however, it has since been returned to LACMTA with comments. LACMTA concurs with Staff comments and is currently working on addressing them.

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. The WSAB Project Team released the Draft Environmental Impact Statement/Environmental Impact Report for public comment on July 30, 2021. The public comment period is open till September 28, 2021. RTSB and RCEB Staff are currently reviewing the DEIS/DEIR and will provide a joint comment letter, if necessary, to LACMTA WSAB Project Team.

Los Angeles Streetcar Project

The Los Angeles Streetcar is a project that is advancing under the Los Angeles County Measure M funding. The preliminary design is proceeding despite the lack of LACMTA's identification for near term funding. 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.

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. The APM train guideway is approximately 68.2% complete. Train car testing and assembly continues in Pittsburgh and the first two-car train was anticipated to arrive in September 2021. Staff continue to participate in regularly scheduled safety certification meetings and contingency planning meetings. Staff

plan to attend LAWA Safety Orientation Training followed by a site walk with LAWA Staff in late September 2021.

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, QA/QC, Construction Progress, Issues Resolutions, and Fire Life Safety Committee (FLSC) meetings. The rail facilities construction continues with construction at about 45% completion. LRVs are currently going through water leak testing.

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.

Morrison Creek Station Project

The Morrison Creek Project Safety and Security Certification Verification Report was submitted and approved by Staff in August 2021. The Station was placed into service on August 31, 2021.

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.

San Diego Metropolitan Transit System – SDMTS

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 with nine (9) new stations. 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 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 August. Station construction work continues, tentative schedule is to complete systems work, and the north segment guideway was released to MTS on August 16, 2021.

On August 17, 2021, Staff witnessed the overhead catenary system (OCS) live wire SITPRO Test 330 on the north segment from the undercut area north of Gilman Drive to the University Town Center Station. Staff verified the OCS wires can provide adequate current to the train when the train accelerates, and the train is returning the current back to the OCS system without producing a “fault” to the substations.

On August 17, 2021, Staff witnessed the static sign visibility (north) SITPRO Test 440 on the north segment from the undercut area north of Gilman Drive to the University Town Center Station. The Train Operator’s point of view, on approach to speed signs, milepost markers, signal numbers, etc. is checked to confirm there are no sight obstructions. A minimum of 300 feet sight distance is required, and this is verified by usage of a ranger finder sight scope to confirm the minimum sight is met and secondary check with a rolling wheel measurement.

On August 28, 2021, Staff witnessed/observed operations during the MTS Community Public Event for the Mid-Coast Extension from Old Town Transit Center Station to the Balboa Station (south segment). The event promoted public safety, orientation of each station, and booths were set-up to answer questions about the upcoming revenue service to this area.

On August 30, 2021, Staff witnessed the pedestrian crossing SITPRO Test 440 at the Executive Drive Station and the University Town Center Station. The pedestrian warning devices installed at these two stations, were required as part of the Commission hearing settlement and staff verified devices functioned as intended. Staff verified the pedestrian devices activate in accordance with GO75-D requirements, and audible warning & flashing lights activate upon approach of train to the station in either station and both tracks.

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 Staff sent a formal letter on June 2, 2021, accepting MTS Final Safety Certification Verification Report (SCVR) to Commission staff for review and approval on May 17, 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 LRVs procured will be called the SD10 cars just to identify this is a new procurement separate from the SD9. The SD10 (Car Nos. 5046 to 5071) and SD9 cars are the same and Staff accepted the revised SCP.

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 due to VTA Board decision the project was divided 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 it is currently under review. This project is under preliminary design phase and Staff continues to attend the FTA PMOC meeting, Safety and Security Review Committee (SSRC) meeting, Fire Life Safety and Security Committee (FLSSC) meeting.

Eastridge to BART Regional Connector

The Eastridge to BART Regional Connector (EBRC) adds 2.4 miles of double track light rail along Capitol Expressway in San Jose. This segment extends the VTA 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. The CPUC Resolution ST-88 dated May 24, 2007, grants VTA request for approval of its Capitol Expressway Light Rail Safety and Security Certification Plan (SSCP) dated March 2, 2007. VTA 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.

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 Light Rail Vehicle (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. VTA submitted the project SCP on May 5, 2021. Staff reviewed and approved the project SCP on June 30, 2021.

Commission Resolution ST-245 is currently under review and approval at the August 19, 2021, Commission meeting.

San Francisco Municipal Transportation Agency – SFMTA

Central Subway Project (CSP)

SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown. 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. CSP started testing trains in the underground tunnels in mid-July 2021.

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

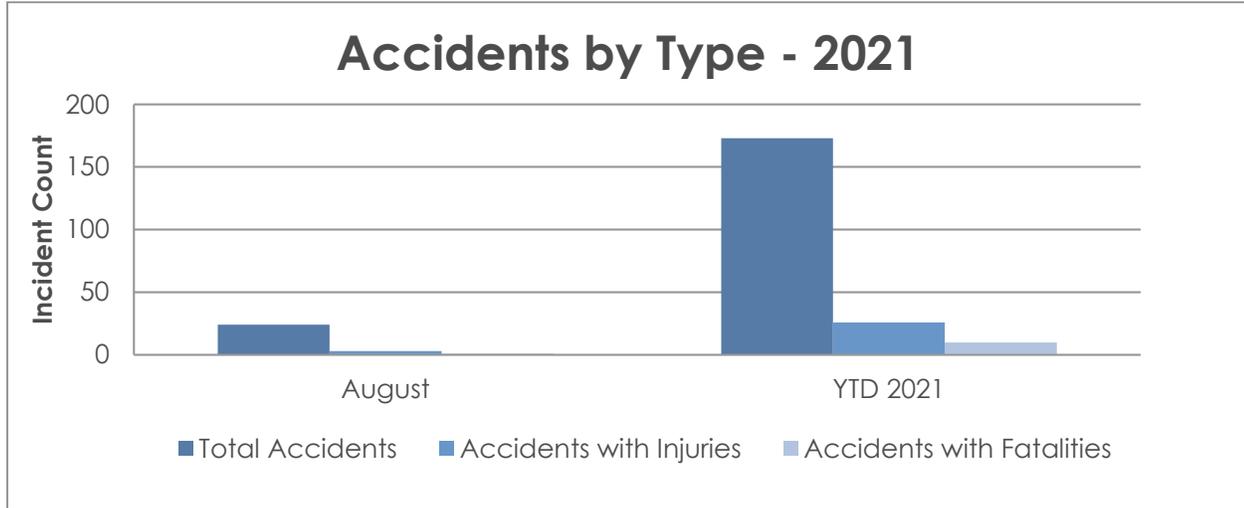
Table 1. Investigation & CAP Data

Investigations	August 2021	YTD2021
Accidents Reported	24	173
Accident Investigations Closed	11	141
Complaints Investigated	0	0
Rail Transit Inspections	40	251
Triennial Review	0	0
Corrective Action Plans	August 2021	YTD 2021
New Corrective Action Plans	32	211
From Triennial Review	0	3
From Incidents	0	22
From Internal Safety/Security Audits	0	10
From Rail Transit Inspections	32	176
From Hazard Management	0	0
Closed Corrective Action Plans	17	145
From Triennial Review	0	3
From Incidents	1	16
From Internal Safety/Security Audits	0	6
From Rail Transit Inspections	16	120
From Hazard Management	0	0

Data collected from RSSIMS

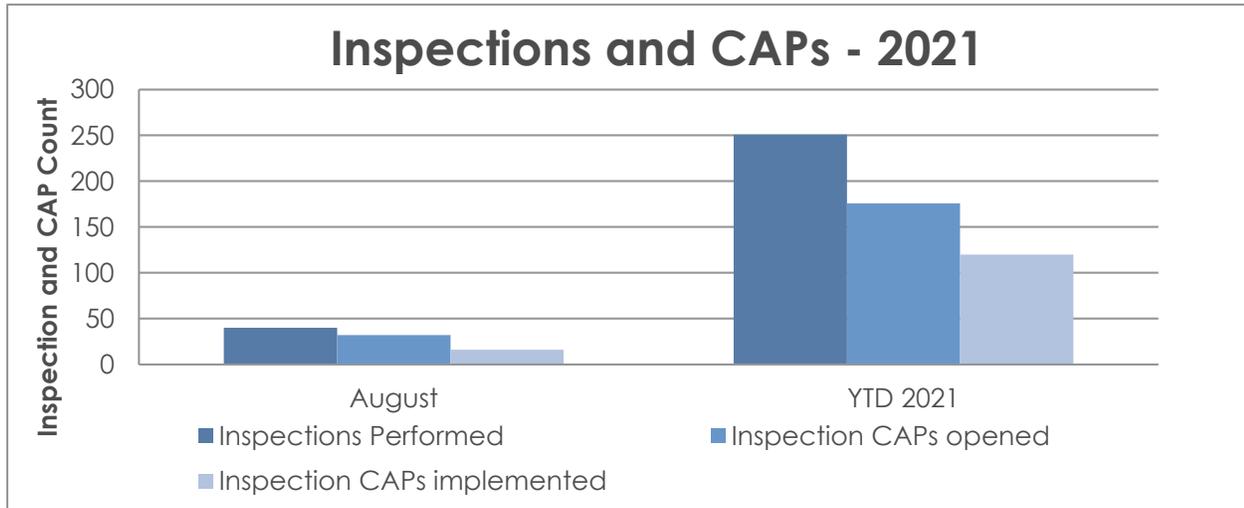
Ongoing Data / Trends

Table 2. Accidents by Type



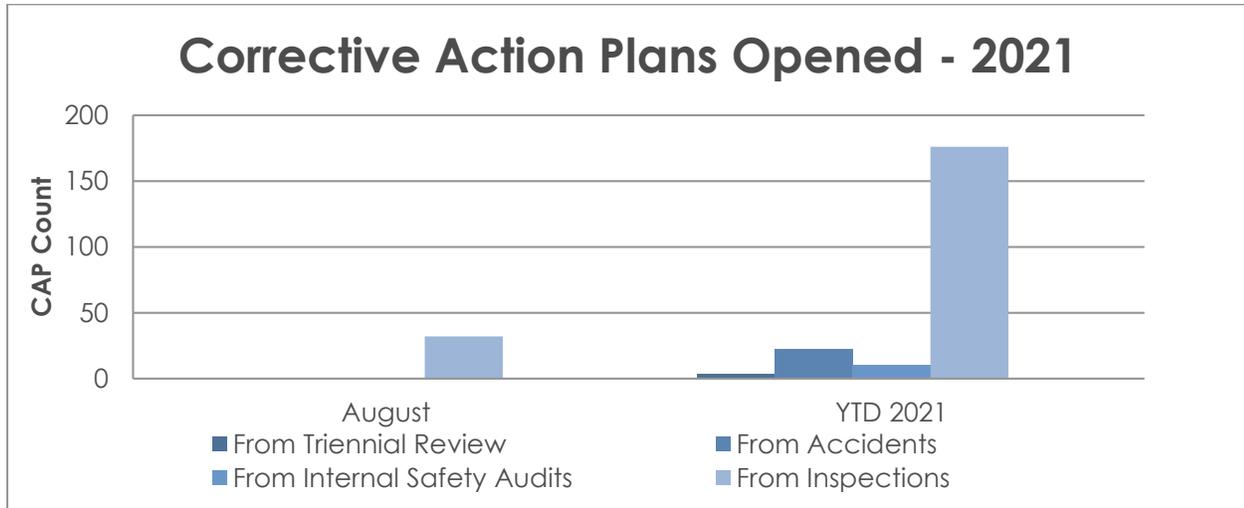
Data collected from RSSIMS

Table 3. Inspections & CAPs



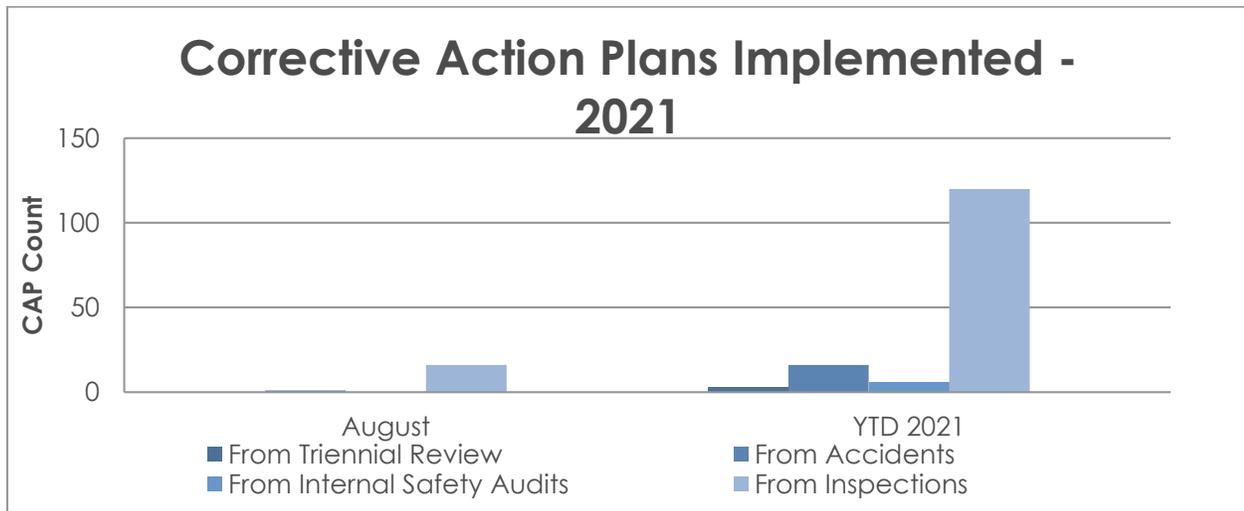
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS