

# Rail Safety Division



## Monthly Performance Report

June 2021

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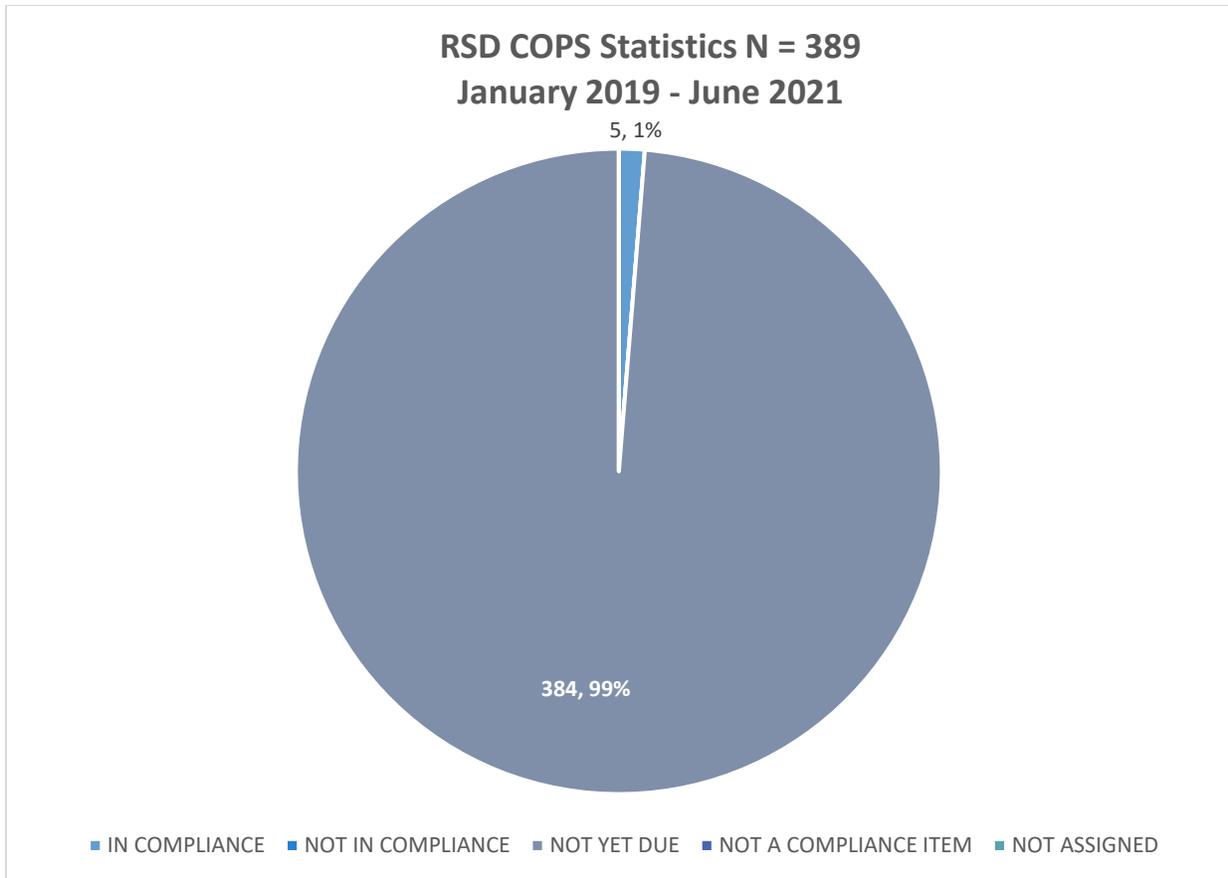
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## COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

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Through June 30, 2021, the Rail Safety Division (RSD) showed 389 total entries in the COPS system, with 5 reaching compliance, 384 (99%) not yet due for compliance, and 0 (0%) out of compliance. 389 (100%) of all Ordering Paragraphs (OP) are assigned to staff. During June 2021, there were 7 new OPs recorded to the COPS database for the Rail Safety Division.

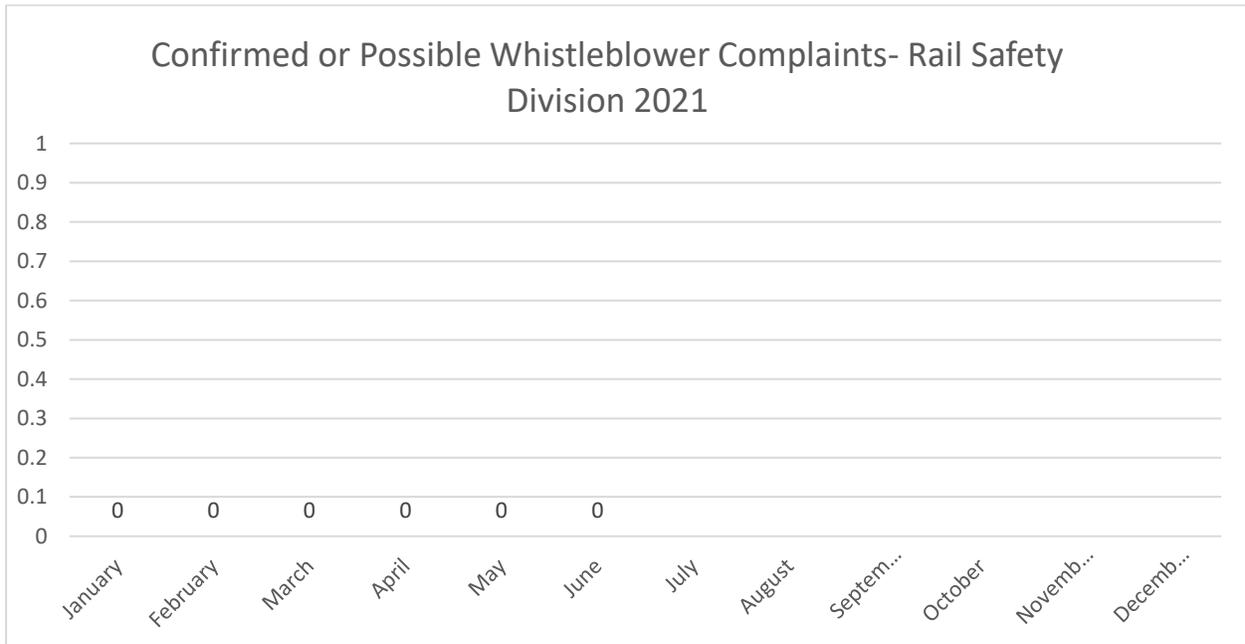


MONITORING THE WHISTLEBLOWER WEBSITE

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 – 6/30/21

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



**RAILROAD OPERATIONS SAFETY BRANCH – ROSB**

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

<b>Railroad Operations Safety Branch</b>	<b>June-2021</b>	<b>YTD 2021</b>
<b>New Incidents Investigated</b>	6	46
<b>Informal Complaints Investigated</b>	6	14
<b>Safety Assessments/Reviews</b>	14	57
<b>Compliance Actions</b>	1008	6741
<b>Major Inspections Completed</b>	2	13
<b>Operation Lifesaver Presentations</b>	0	0

**ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES**

**June 9, 2021:** A CPUC Railroad Safety Inspector performed an inspection of Sacramento Valley Railroad (SAV) in Sacramento at McClellan Industrial Park, to verify compliance with CPUC General Orders (GO) 26-D, 72-B, 72-D, and 118-A.

During the inspection three switch stands were found to have exposed ties in the walkway. This violates CPUC GO 118-A which states: “Walkways shall provide a reasonable regular surface with gradual slope not to exceed one to eight inches.” This creates a tripping hazards for crews who could stumble and fall between equipment and may be seriously injured or killed. The inspector notified the SAV Operations Manager of the non-compliant conditions. On June 21<sup>st</sup> the CPUC Inspector returned to perform a follow-up inspection and verified the repairs were made and the walkway was brought into compliance with GO 118-A.

**June 10, 2021:** CPUC Railroad Safety Inspectors performed an inspection at BNSF Yard located in La Mirada. The inspection focused on compliance for labeling, marking, stenciling, placarding, proper handling, and the securement of closures on tank cars containing hazardous materials. During the inspection, a loose bottom outlet valve cap was found on a tank car loaded with flammable liquid. A loose outlet valve cap could result in a release of the flammable liquid which could have catastrophic consequences. Code of Federal Regulations (CFR) 173.31 (d)(iv)

states shippers must examine all closures on tank cars and determine that the closures and all fastenings securing them are properly tightened in place using a bar, wrench, or other suitable tool.

The inspectors notified the BNSF manager on duty who took action to repair the defects which was verified by a follow-up inspection. The manager also performed a safety meeting with all employees to help increase awareness of bottom outlet valve securement. A report documenting the non-compliance was issued by the inspectors to the shipper and the BNSF.

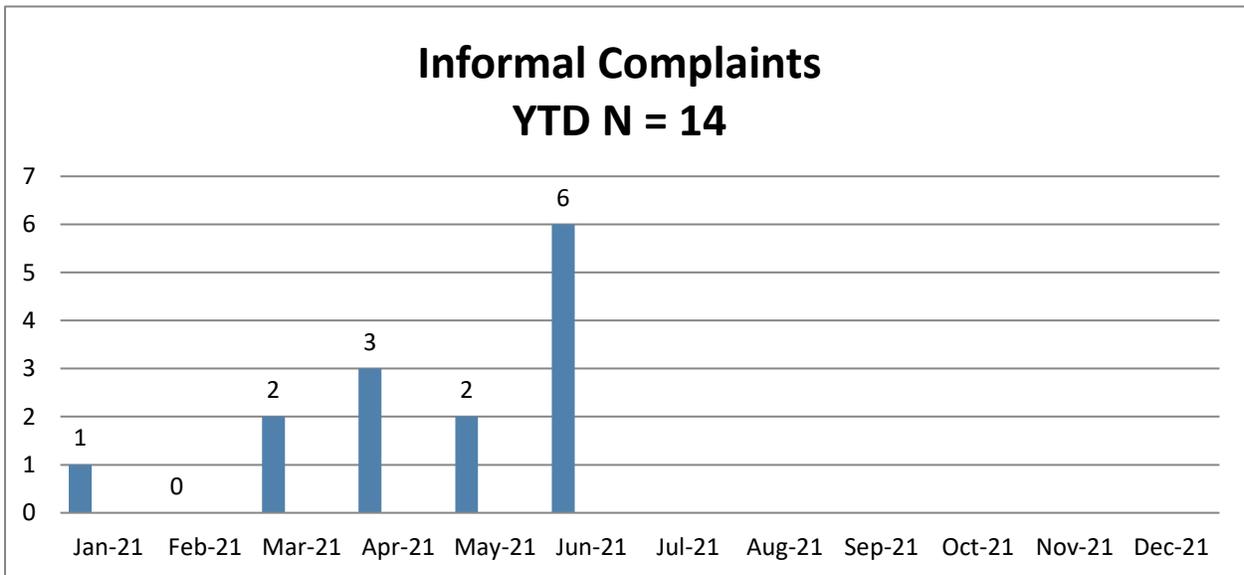
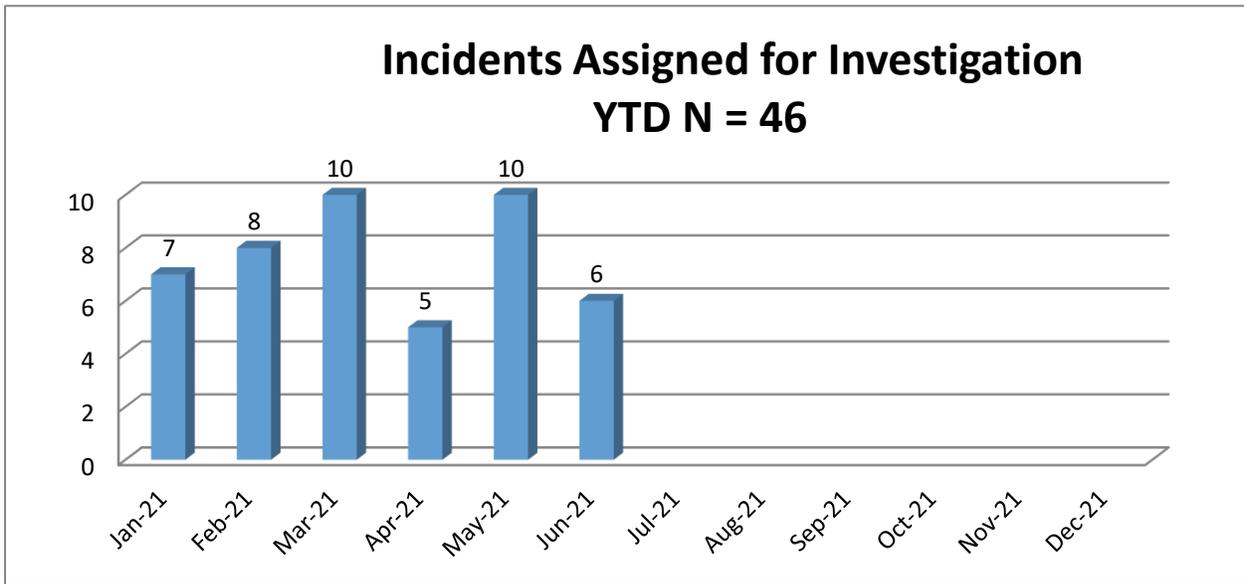
**June 16, 2021:** A CPUC Railroad Safety Inspector performed a highway grade crossing (HGC) inspection at Cemex Industry in the city of Victorville. During the inspection, the inspector observed a defective insulated joint separating two grade crossing track circuits. The insulator referred to as an end post was missing. Insulated joints are installed in the rail to separate two different electrical circuits. The different circuits are used to determine the location of a train as it moves through the crossing. This is a hazardous condition because if an insulated joint fails and the two circuits join, it can cause the crossing to not activate at the appropriate time, causing an activation failure. The inspector notified the signal contractor for Cemex of the defective condition and the insulated joint was replaced the next day which was verified by a subsequent reinspection. Cemex was cited for 49 CFR 234.235, failure to maintain sufficient insulation in an insulated rail joint.

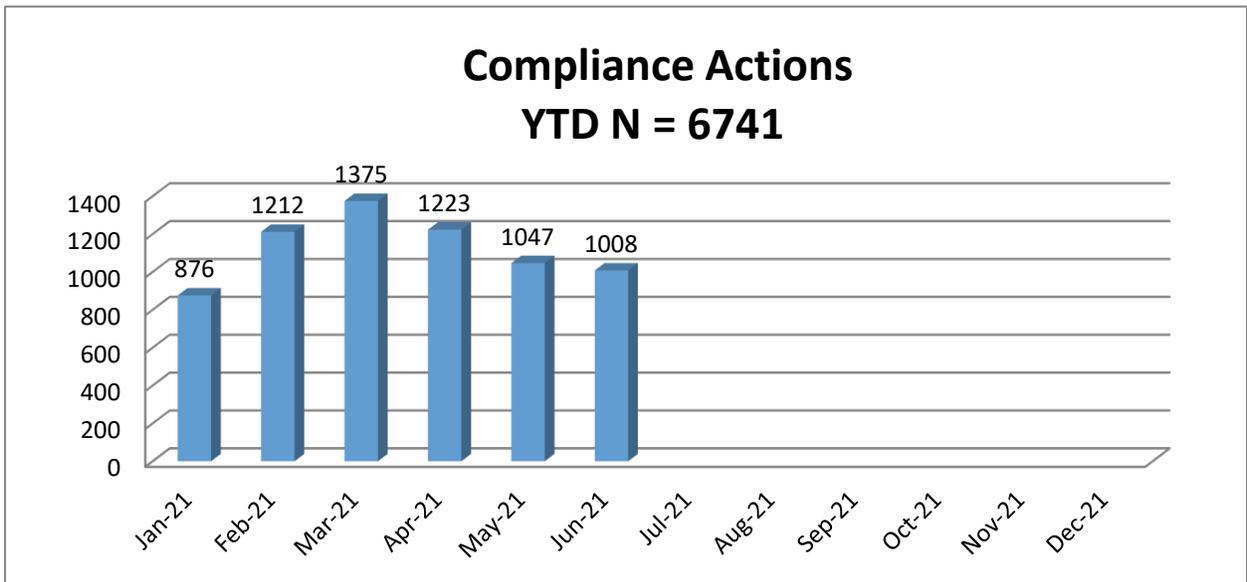
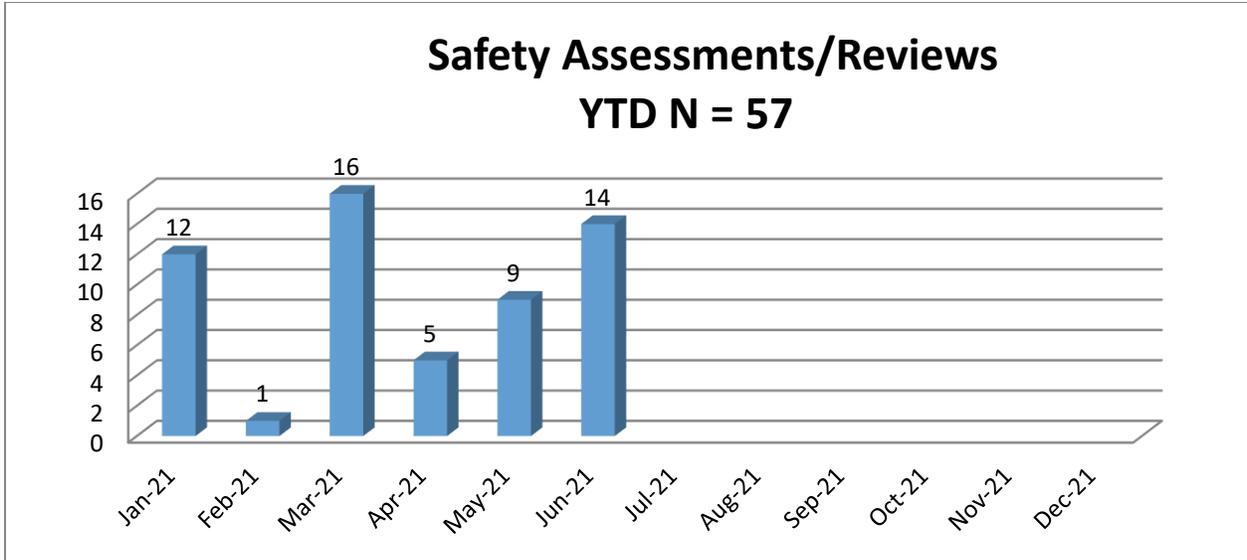
**June 24, 2021:** A CPUC Railroad Safety Inspector performed an inspection of locomotives at the Union Pacific Railroad (UP) Yard in City of Industry. During the inspection, the inspector identified blue metal staffs on the walkway of a locomotive, the inspector also noted a locomotive jumper cable hanging near the front snowplow of the same locomotive, obstructing the corner steps. These obstructions create tripping hazards for employees working on the locomotive.

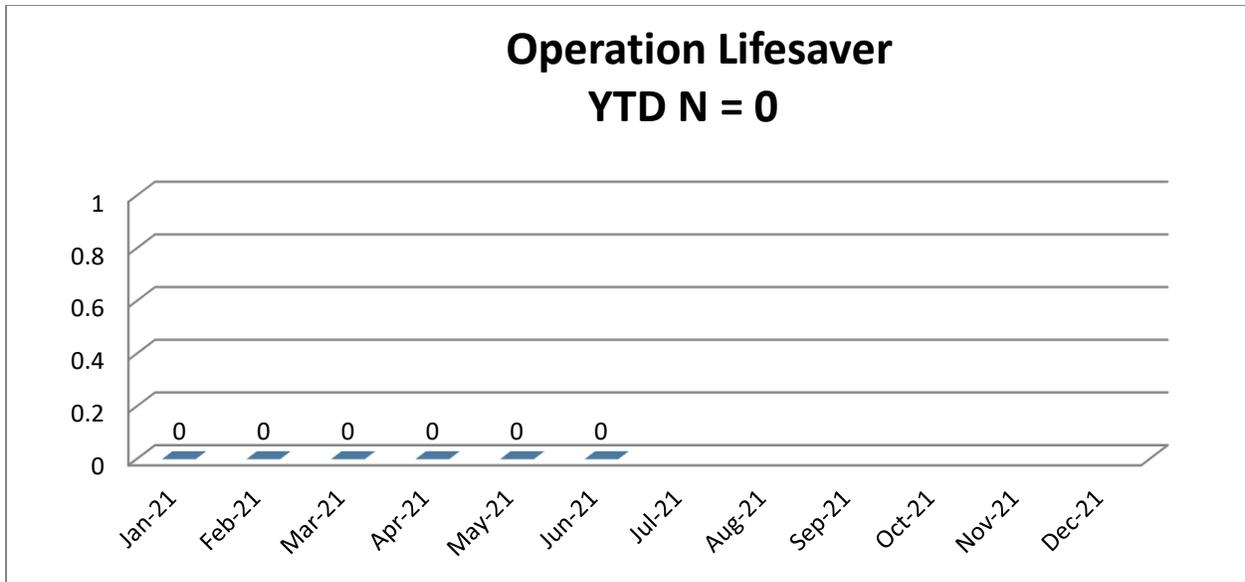
The inspector also identified four additional locomotives with items scattered along their walkways, obstructing corner steps creating tripping hazards at various points on each locomotive. The items included air hoses, brooms, blue metal staffs, locomotive jumper cables,

and various locomotive parts which are all difficult to see at night and raise the potential for injury to personnel who climb up and down using the corner steps and walkways.

For each locomotive, the inspector recommended a civil penalty for 49 CFR 229.119 (c), which requires that locomotive passageways shall be kept free from obstructions that create a tripping hazard. UP management immediately took corrective action to eliminate the hazardous conditions which was verified by a follow-up inspection.







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 trains<sup>1</sup> entering California each month and the type of crude oil being transported. The CORT’s role was expanded in 2018 to include tracking ethanol unit trains entering the state and documenting the location of stored hazardous material tank cars.

Crude Oil Shipments in California							
Consignee <sup>2</sup>	Highly Volatile (Y/N)	# Unit Trains Received June	# Unit Trains Projected July	# Unit Trains FYTD (20-21)	# Cars Received June	# Cars Projected July	# Cars FYTD (20-21)
Plains All America	N	1	0	5	100	0	500
Kern Oil	N	1	1	17	100	100	1700
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received June	# Unit Trains Projected July	# Unit Trains FYTD (20-21)	# Cars Received June	# Cars Projected July	# Cars FYTD (20-21)

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

<sup>2</sup> See Appendix A for descriptions of Consignees and Railroads.

**California Public Utilities Commission | Rail Safety Division**

Kinder Morgan (Wilmington)	12	9	128	1178	800	12762
NuStar Energy (Selby)	7	0	31	700	0	3100
<b>Storage of Hazardous Material Cars</b>						
<b>Railroad</b>	<b>Loads</b>	<b>Empties</b>	<b>Commodity</b>	<b>County</b>		
Arizona California RR	0	122	LPG	San Bernardino		
Fillmore and Western RR	0	0		Ventura		
Northwestern Pacific RR	2	81	LPG	Marin		
Santa Maria RR	14	112	LPG	Santa Barbara		
Sierra Northern Railway	141	88	LPG	Stanislaus		
Oakland Global Rail Enterprise	0	70	LPG	Alameda		
Yreka Western RR	0	0		Siskiyou		

**Audits/Inspections/Investigations**

None

**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.

**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.

**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.

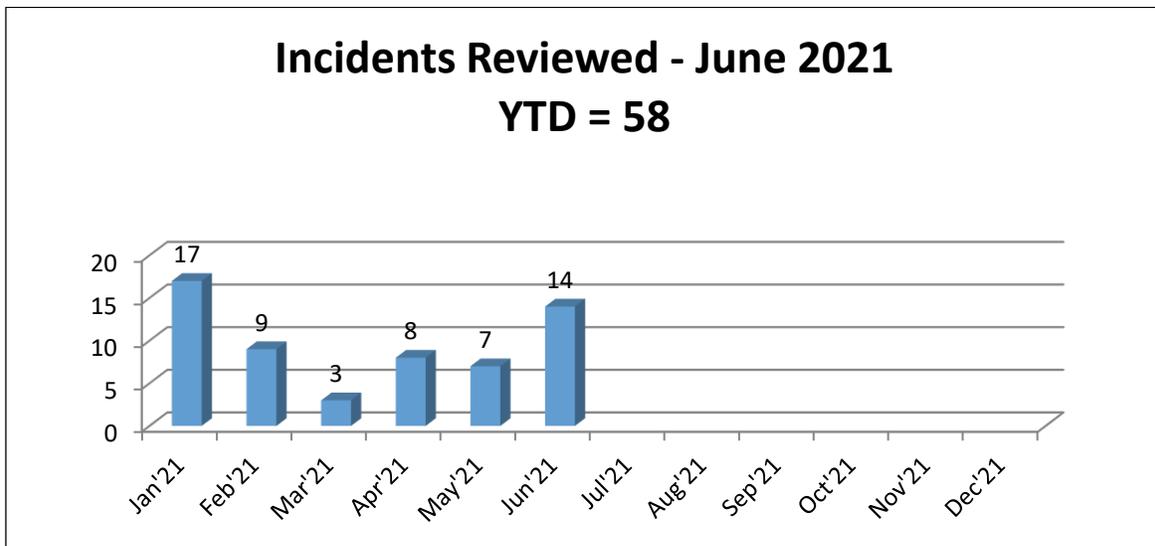
**RAIL CROSSINGS AND ENGINEERING BRANCH – RCEB**

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

	<b>June Closed</b>	<b>Closed YTD</b>
<b>Crossing Incident Reviews</b>	14	58
<b>Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations</b>	38	187
<b>Proceedings, Resolutions and G.O. 88-B Reviews</b>	11	54

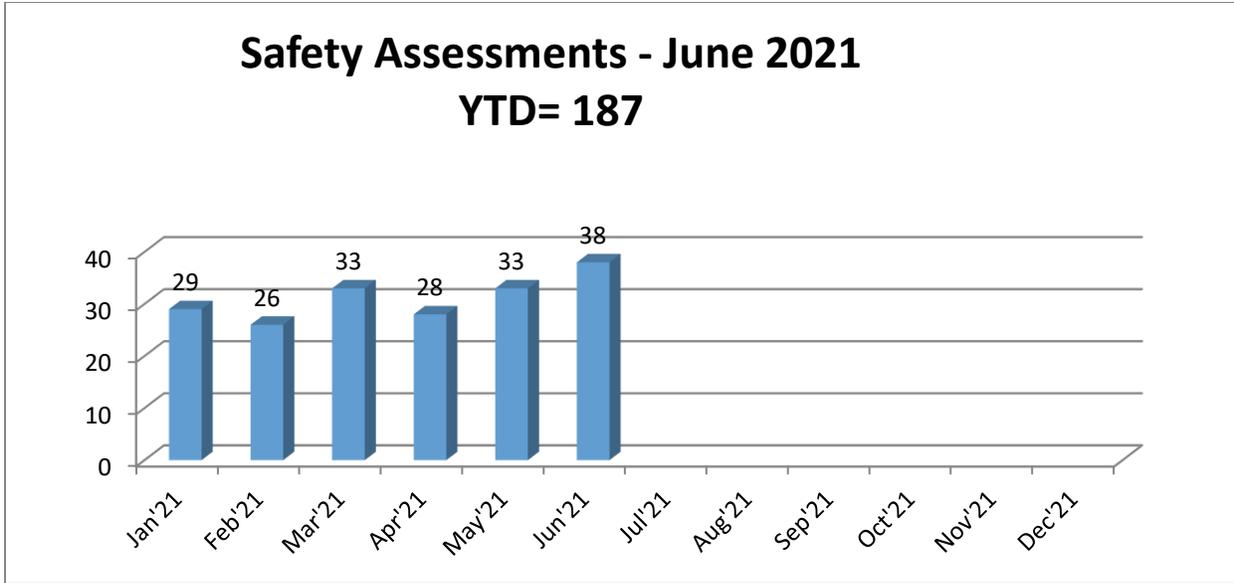
**RAIL CROSSING INCIDENT INVESTIGATIONS**

In June 2021, RCEB closed 14 incidents at highway-rail at-grade crossings (crossings). These 14 incidents resulted in four injuries and three fatalities.



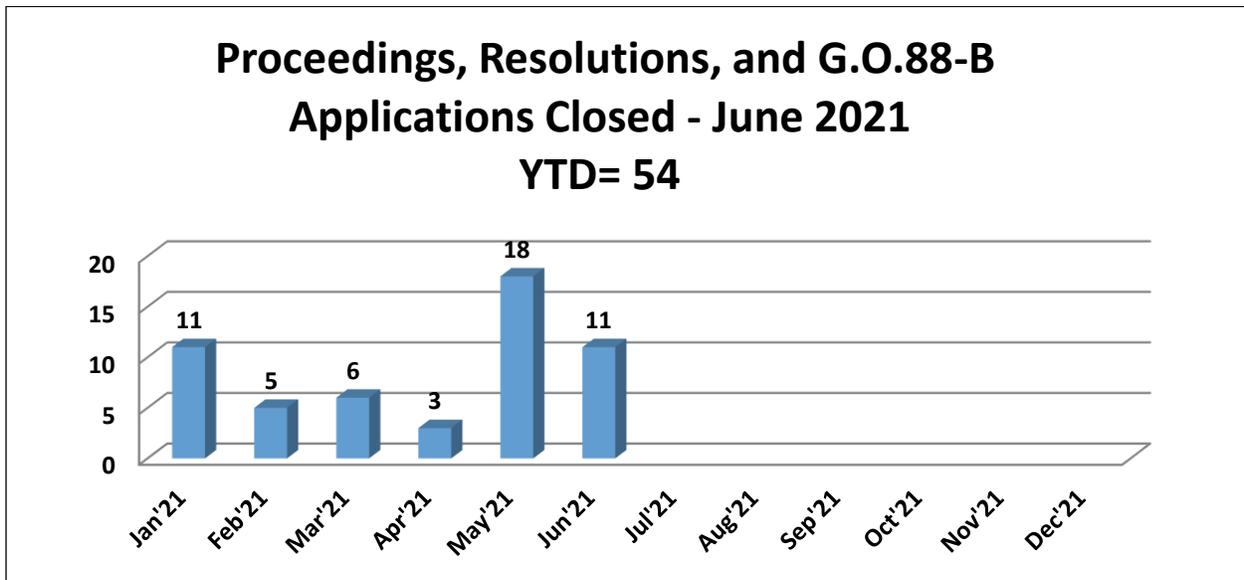
**SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS**

In June 2021, RCEB completed 38 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 June 2021, RCEB approved nine General Order 88-B applications for changes to existing crossings. Also, the Commission approved two Proceedings.



## RAIL TRANSIT SAFETY BRANCH – RTSB

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

### 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 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

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**ROAR Meeting:** On June 4, RTSB management and staff participated in the semi-annual meeting of the Rail Operations & Regulatory Committee (ROAR) of the California Transit

Association (CTA). This meeting was held virtually. 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.

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

- Steve Artus, Ainsley Kung, Joey Bigornia, Matthew Ames, Rupa Shitole, Nicholas Denny, and Richard Fernandez completed a one-day course titled "SMS (Safety Management System) Principles for SSO Programs".
- Steve Artus, Ainsley Kung, Joey Bigornia, Matthew Ames, Rupa Shitole, and Richard Fernandez received their certificate of completion for FTA's "Public Transportation Safety Certification Training Program for State Safety Oversight Agencies".
- Madeline Ocampo, Matthew Ames, Michael Warren, and Varoujan Jinbachian completed a four-day course titled "Overseeing the Safety Management Process for State Safety Oversight Agencies (SSOAs)".

Shane Roberson completed the "Heat Illness Prevention" courses.

**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

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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.)

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

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**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.

**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. East Bay sites are in the engineering design phase. Wests 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.

**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. Project is working with Rail Crossing Branch on a crossing application. 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 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.

**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, 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. Resolution ST-243 was created for the variance request and is currently in progress.

**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 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.

**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 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.

**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 August 2021. However, LACMTA estimates that substantial completion will be in late 2021. In May, Staff requested LACMTA to update the Crenshaw/LAX Safety Certification Plan (SCP) to reflect the current project schedule and safety certification timeline. LACMTA is waiting for more project

information before updating the SCP, so Staff will monitor their progress. 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), 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, 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. CPUC staff will inspect the northern emergency crossing on July 15, 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. 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.

**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 59.7% complete, and 209 out of 236 total columns are poured. In mid-June, LAX successfully installed the steel structure for the first APM pedestrian bridge over World Way, and it will connect Terminal 4 to the future West CTA station. There will be a total of 6 bridges installed over World Way. Train car testing and assembly continues in Pittsburgh and the first two-car train was anticipated to arrive in June 2021 but is delayed. 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. On June 25, 2021, CPUC Staff toured track construction progress along Santa Ana Blvd, between Riatt St and Bristol St.

**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.

**Sacramento Regional Transit District (SRTD) Morrison Creek Station Project:** The Morrison Creek Project Safety and Security Certification Verification Report is tentatively scheduled to be submitted for Staff review and recommendation for approval in late July 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 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 June. Staff also attended the joint System Safety Review Committee Meeting and the Fire Life Safety Committee Meeting, which was held concurrent on June 24, 2021. Station construction work continues, and tentative schedule is to complete systems work and turnover guideway to MTS in mid-July 2021. MTS submitted twenty-five (25) SITPRO documents for Staff review and comments. Staff response letter dated June 9, 2021, identified comments on four of the SITPRO's. On June 16 & 17, 2021, Staff witnessed the performance of the vehicle dynamic envelope side clearance test of both mainline tracks, to verify adequate clearance to the overhead catenary poles, milepost signs, signals, station variable public announcement units, station platform curb, etc. Infractions found were adjusted accordingly however three (3) locations on superelevated track (curved) required further research since the side clearances were within the dynamic envelope clearance. On June 24, 2021, Staff witnessed the pantograph interference wire test which resulted in no findings.

**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

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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.

**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

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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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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

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Investigations	June 2021	YTD 2021
Accidents Reported	31	130
Accident Investigations Closed	20	101
Complaints Investigated	0	0
Rail Transit Inspections	44	172
Triennial Review	0	0

Corrective Action Plans	June 2021	YTD 2021
New Corrective Action Plans	39	151
From Triennial Review	0	3
From Incidents	2	20
From Internal Safety/Security Audits	5	10
From Rail Transit Inspections	32	118
From Hazard Management	0	0
Closed Corrective Action Plans	32	106
From Triennial Review	0	3
From Incidents	0	12
From Internal Safety/Security Audits	1	6
From Rail Transit Inspections	31	85
From Hazard Management	0	0

ONGOING DATA / TRENDS

