

# Rail Safety Division



## Monthly Performance Report

May 2021

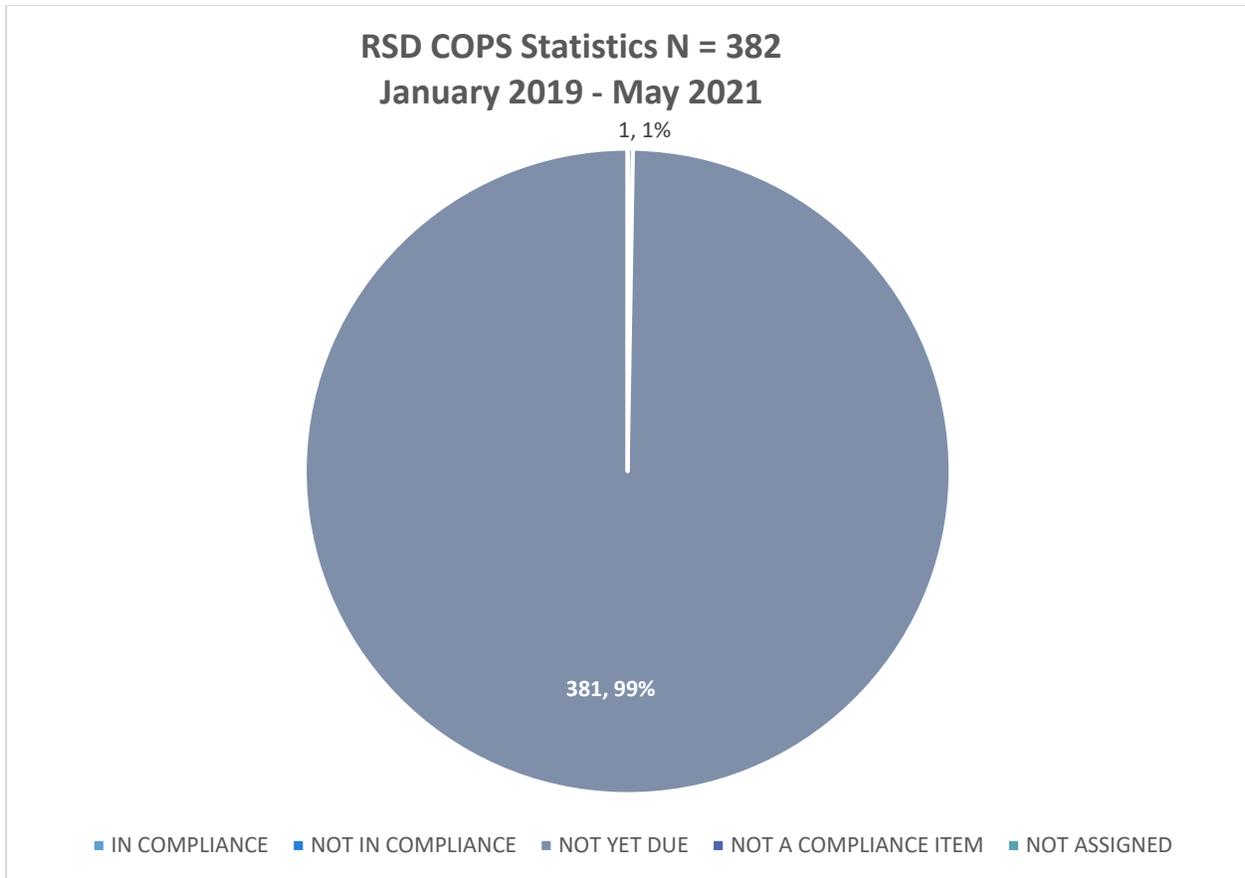
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## COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through May 31, 2021, the Rail Safety Division (RSD) showed 382 total entries in the COPS system, with 1 reaching compliance, 381 (99%) not yet due for compliance, and 0 (0%) out of compliance. 382 (100%) of all Ordering Paragraphs (OP) are assigned to staff. During May 2021, there were 8 new OPs recorded to the COPS database for the Rail Safety Division.

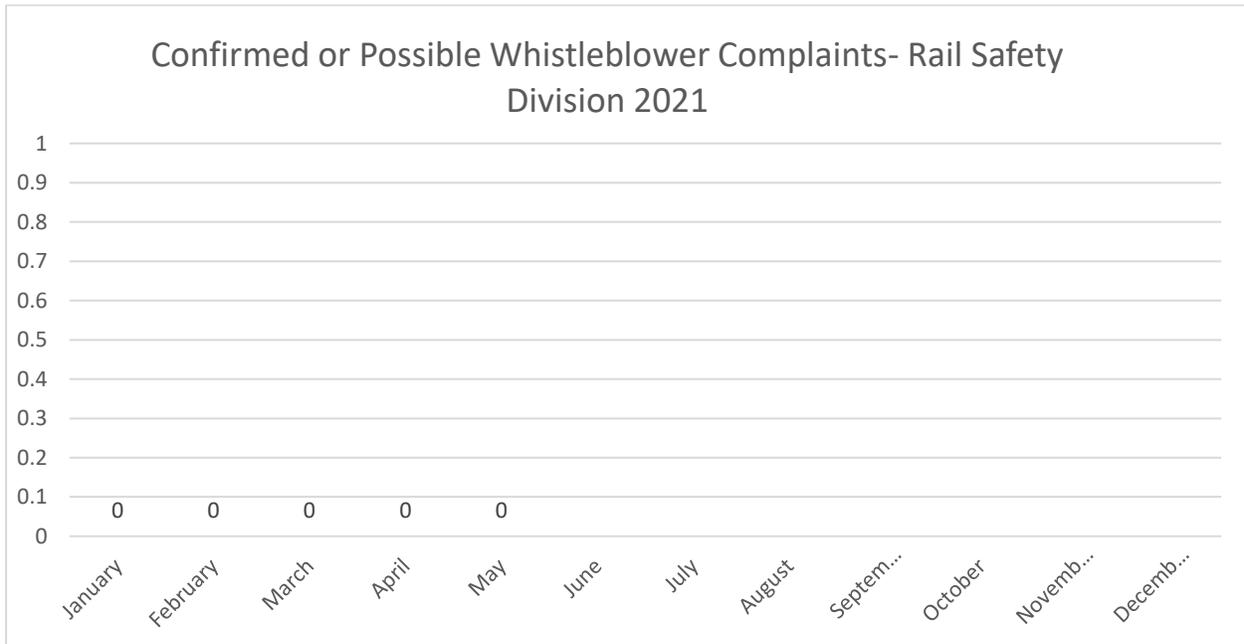


MONITORING THE WHISTLEBLOWER WEBSITE

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 – 5/31/21

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



**RAILROAD OPERATIONS SAFETY BRANCH – ROSB**

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

<b>Railroad Operations Safety Branch</b>	<b>May-2021</b>	<b>YTD 2021</b>
<b>New Incidents Investigated</b>	10	40
<b>Informal Complaints Investigated</b>	2	8
<b>Safety Assessments/Reviews</b>	9	43
<b>Compliance Actions</b>	1047	5733
<b>Major Inspections Completed</b>	2	11
<b>Operation Lifesaver Presentations</b>	0	0

**ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES**

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**May 4, 2021:** A CPUC Railroad Safety Inspector performed an inspection at the UPRR 4<sup>th</sup> Street Railroad Yard in Los Angeles. The inspector observed a track with 8 tank cars coupled together without any handbrakes applied. The inspector also identified another track with 11 tank cars coupled together without handbrakes applied. There were cars on each track loaded with hazardous materials. The findings in this yard were not in compliance with the Code of Federal Regulations (CFR) 232.103(n)(1) which states: Railroads shall develop and implement a process or procedure to verify that the applied hand brakes will sufficiently hold the equipment with the air brakes released. The inspector recommended a civil penalty against the railroad for this violation. The inspector spoke with the UPRR Senior Manager of Train Operations responsible for this yard who immediately took immediate action to secure the rail cars bringing them into compliance, which was verified by a subsequent reinspection.

**May 4, 2021:** CPUC Railroad Safety Inspectors and a BNSF Track Supervisor participated in two days of focused inspections of the BNSF Railway between Hanford & Guernsey. The purpose of this focused inspection was to determine the level of FRA and CPUC General Order (GO) compliance being achieved by BNSF track personnel as they pertain to main line switches.

During the inspection, several track and signal defects were discovered that required a slow order being placed on the track. Slow orders require trains to slow down to a prescribed safe speed, because the defective track conditions posed a danger to trains traveling at higher speeds. Slow orders must remain in effect until the defective conditions are corrected. Among the defects cited was a broken insulated joint. Track speed over this defective insulated joint was 79 mph on an Amtrak route, and this type of defect could lead to a broken rail that could cause a derailment. A 10-mph speed restriction was placed on this location until repairs were made.

Another defective condition that was found was a broken bond wire that could lead to a false activation of a highway grade crossing. A false activation happens when the grade crossing becomes activated and there is no train on the approach to the crossing. False activations can degrade the public's confidence in the grade crossing system and lead to a vehicle going around the activated crossing gates into a path of a train. All defects were reported to the BNSF track manager and repairs were made. The CPUC Inspectors performed a follow up inspection and verified that all defective conditions had been corrected and brought into regulatory compliance.

**May 12, 2021:** CPUC Railroad Safety Inspectors conducted a hazardous materials inspection of the BNSF Railroad Yard in La Mirada. The inspection consisted of the following: review of required markings, placarding, stenciling, proper handling, securement of closures on tank cars containing hazardous materials, and paperwork requirements including emergency response information. During the inspection one tank car loaded with Acetone was discovered with a loose bottom outlet valve cap. Acetone is a colorless, highly volatile, and highly flammable liquid with a strong pungent smell. CFR 173.31.(d) (1) (iv) states that shippers must verify all closures on tank cars and determine that the closures and all fastenings securing them are properly tightened in place prior to release into transportation. The proper securement of the bottom outlet cap is essential to assure hazardous material is not inadvertently released during transit, placing the public and railroad employees at risk for exposure. The BNSF hazardous

materials manager was notified of the defect and took immediate action to correct the defect which was verified by a staff reinspection.

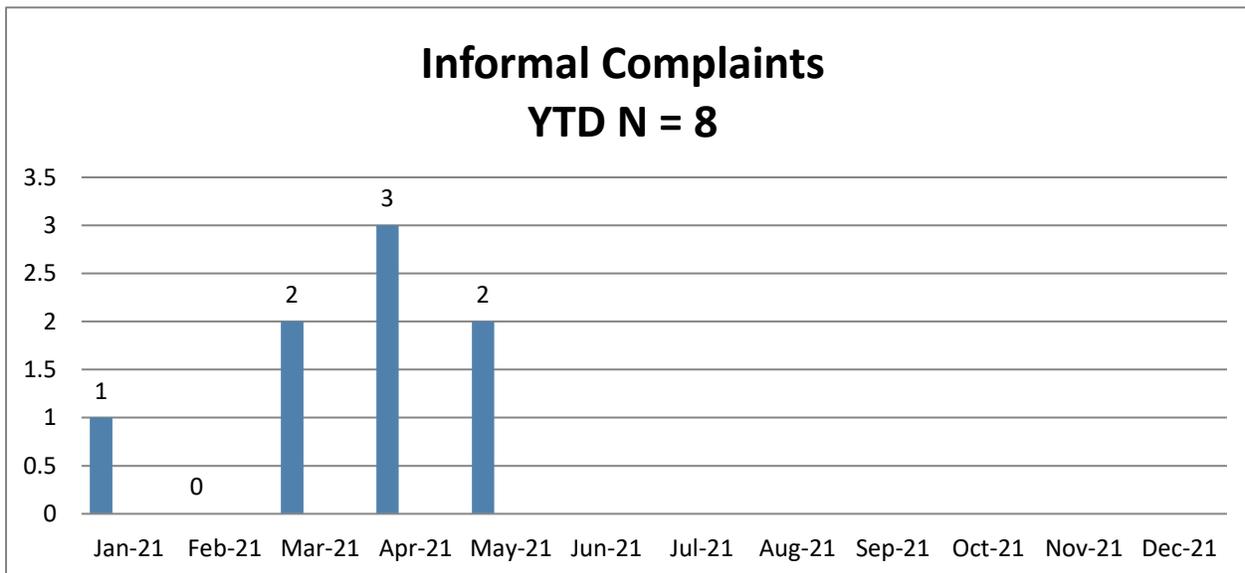
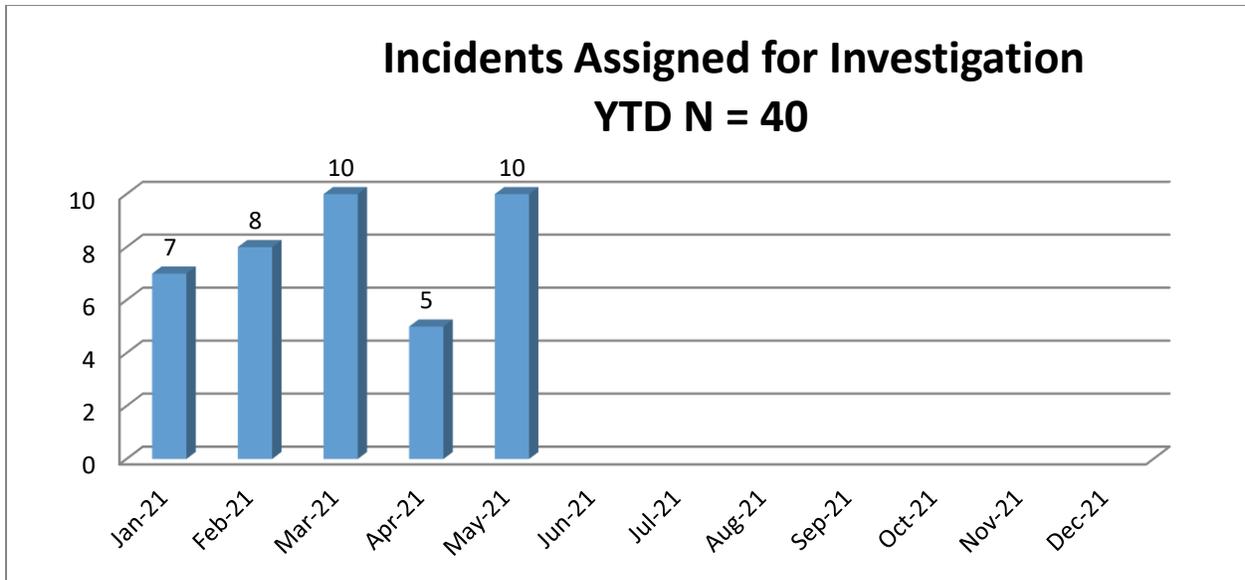
**May 18, 2021:** A CPUC Railroad Safety Inspector performed an inspection of the California Northern Railroad (CFNR) in Suisun to determine compliance with CPUC GOs. The inspector identified one non-compliant condition. Tree branches that impeded the side clearance for on track equipment were observed. The tree branches created a contact hazard for railroad employees riding the side of equipment. This is not in compliance with state GO 26-D, which establishes minimum clearances of 8'6" from the center of rail. The purpose of GO 26-D is to prevent injuries and fatalities to railroad employees by providing these standards. The inspector notified the CFNR Manager of the non-compliant condition. The railroad cut back the branches to bring the track into compliance, which was verified by the inspector during follow up inspection.

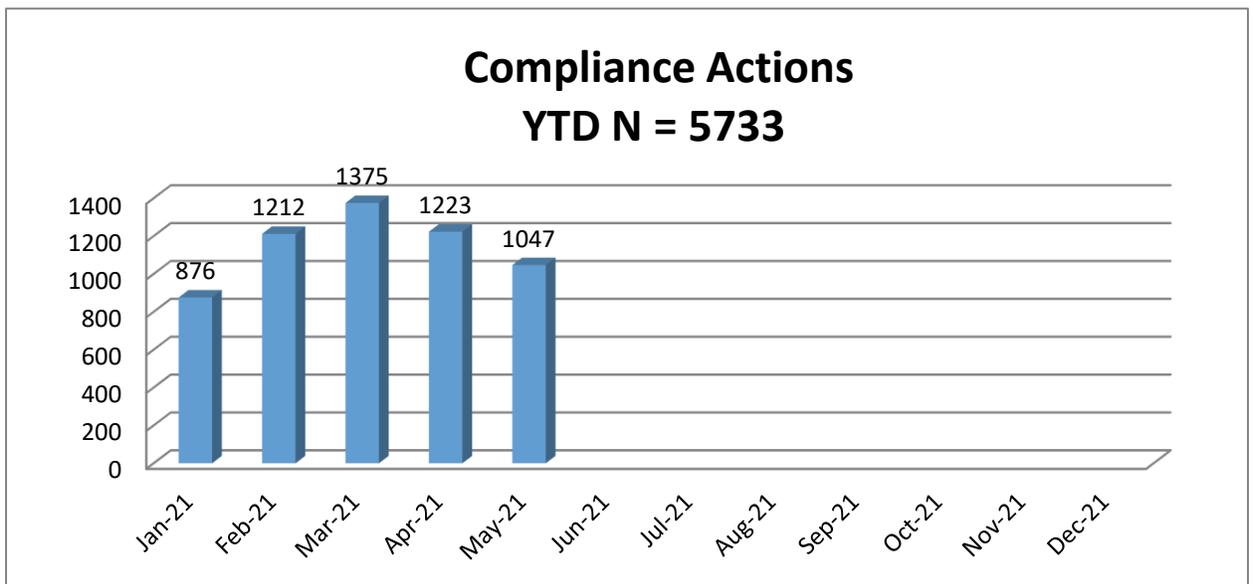
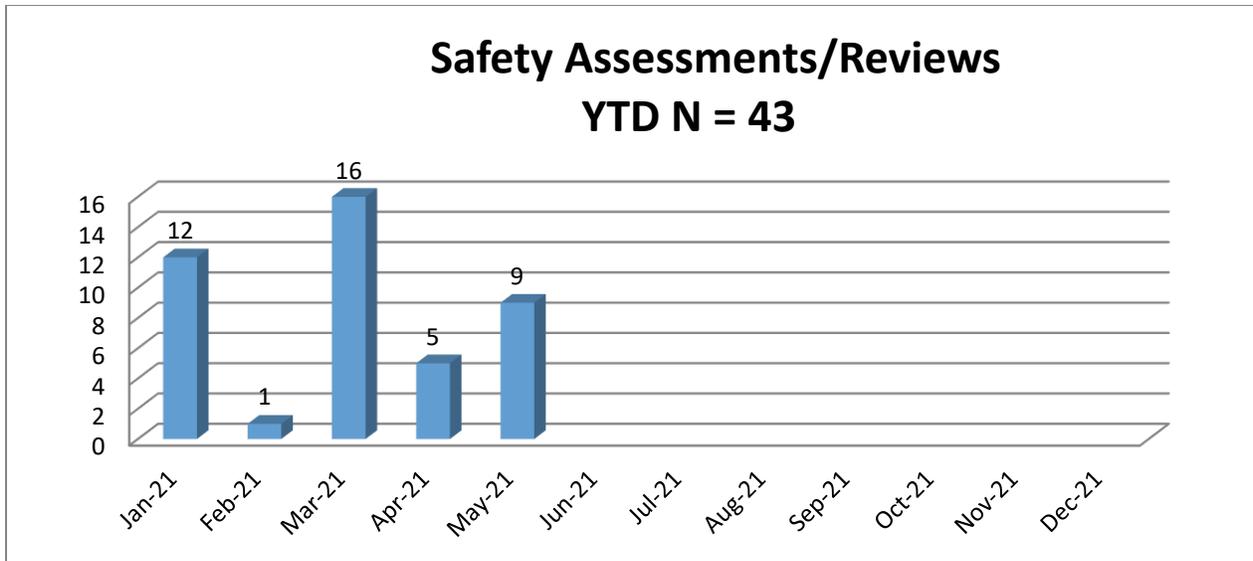


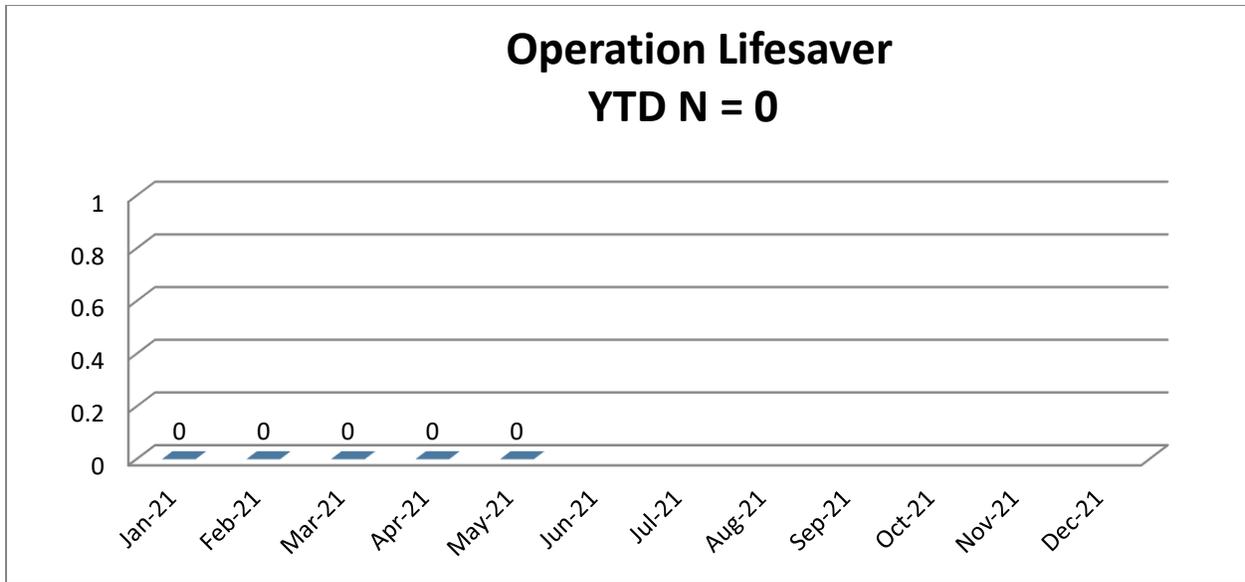
Before: North side of track 3040 – Tree branches are contacting the equipment.



After: The tree branches were trimmed back.







**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 May	# Unit Trains Projected June	# Unit Trains FYTD (20-21)	# Cars Received May	# Cars Projected June	# Cars FYTD (20-21)
Plains All America	N	0	1	4	0	100	400
Kern Oil	N	2	2	16	200	200	1600
Ethanol Unit Train Shipments in California							

<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**

<b>Consignee</b>	<b># Unit Trains Received May</b>	<b># Unit Trains Projected June</b>	<b># Unit Trains FYTD (20-21)</b>	<b># Cars Received May</b>	<b># Cars Projected June</b>	<b># Cars FYTD (20-21)</b>
Kinder Morgan (Wilmington)	14	12	116	1436	1400	11584
NuStar Energy (Selby)	6	7	24	600	700	2400
<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	60	LPG	San Bernardino		
Fillmore and Western RR	0	122	LPG	Ventura		
Northwestern Pacific RR	2	81	LPG	Marin		
Oakland Global Rail Enterprise (OGRE)	0	99	LPG	Alameda		
Santa Maria RR	0	156	LPG	Santa Barbara		
Sierra Northern Railway	134	114	LPG	Stanislaus		

**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.

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

**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.

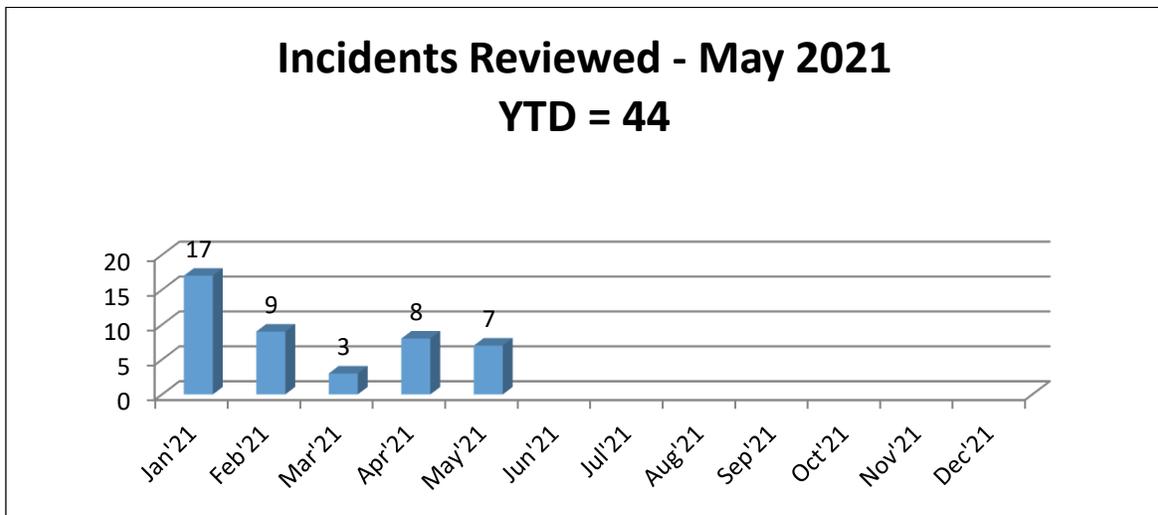
**RAIL CROSSINGS AND ENGINEERING BRANCH – RCEB**

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

	<b>May Closed</b>	<b>Closed YTD</b>
<b>Crossing Incident Reviews</b>	7	44
<b>Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations</b>	33	149
<b>Proceedings, Resolutions and G.O. 88-B Reviews</b>	18	43

**RAIL CROSSING INCIDENT INVESTIGATIONS**

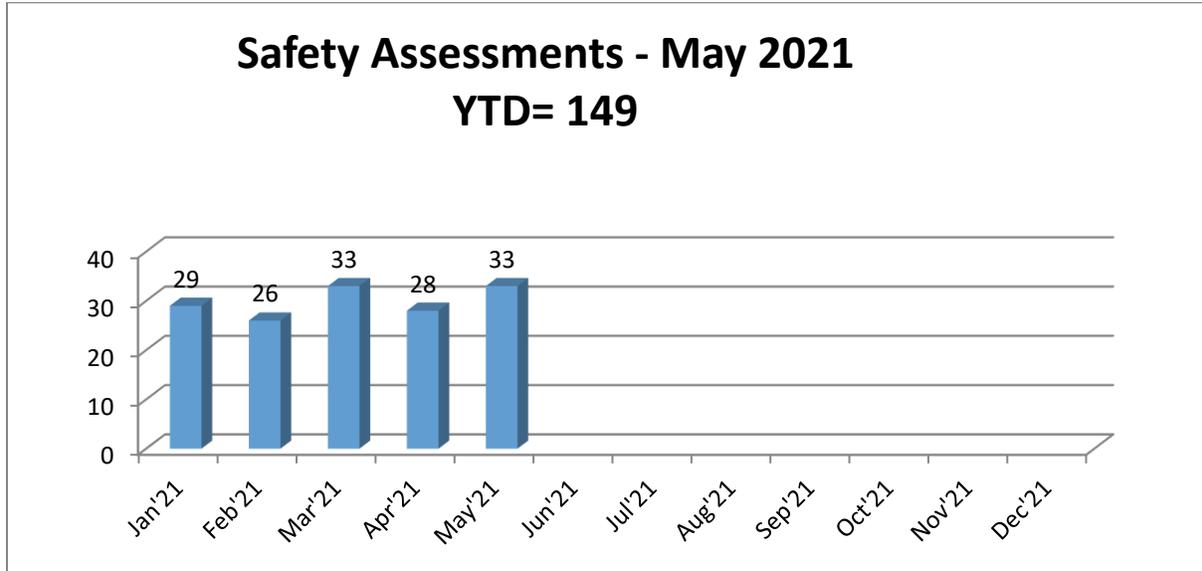
In May 2021, RCEB closed seven incidents at highway-rail at-grade crossings (crossings). These seven incidents resulted in one injury and six fatalities.



**SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS**

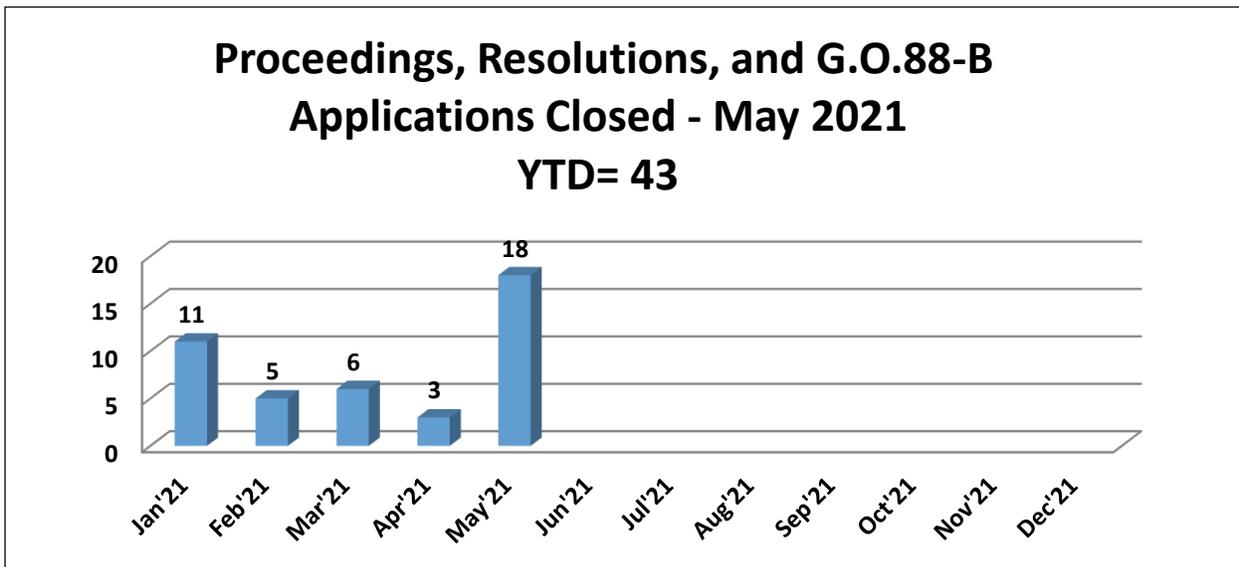
In May 2021, RCEB completed 33 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations with railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices. On May 27, 2021, RCEB staff

participated in a Tech Session Training covering traffic signals at crosswalks, Pedestrian Hybrid Beacons (PHB), and Rectangular Rapid Flashing Beacons (RRFB).



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In May 2021, RCEB approved 14 General Order 88-B applications for changes to existing crossings. Also, the Commission approved one Resolution and three Proceedings.



## RAIL TRANSIT SAFETY BRANCH – RTSB

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In May 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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**Employee Changes:** On April 1, 2021, 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

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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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**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, 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. In late May,

Staff requested LACMTA to update the Crenshaw/LAX Safety Certification Plan to reflect the current project schedule and safety certification timeline. 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.

**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 48.1% complete, and 199 of 213 total columns are poured. 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 performed 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 submitted the 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 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

## California Public Utilities Commission | Rail Safety Division

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.

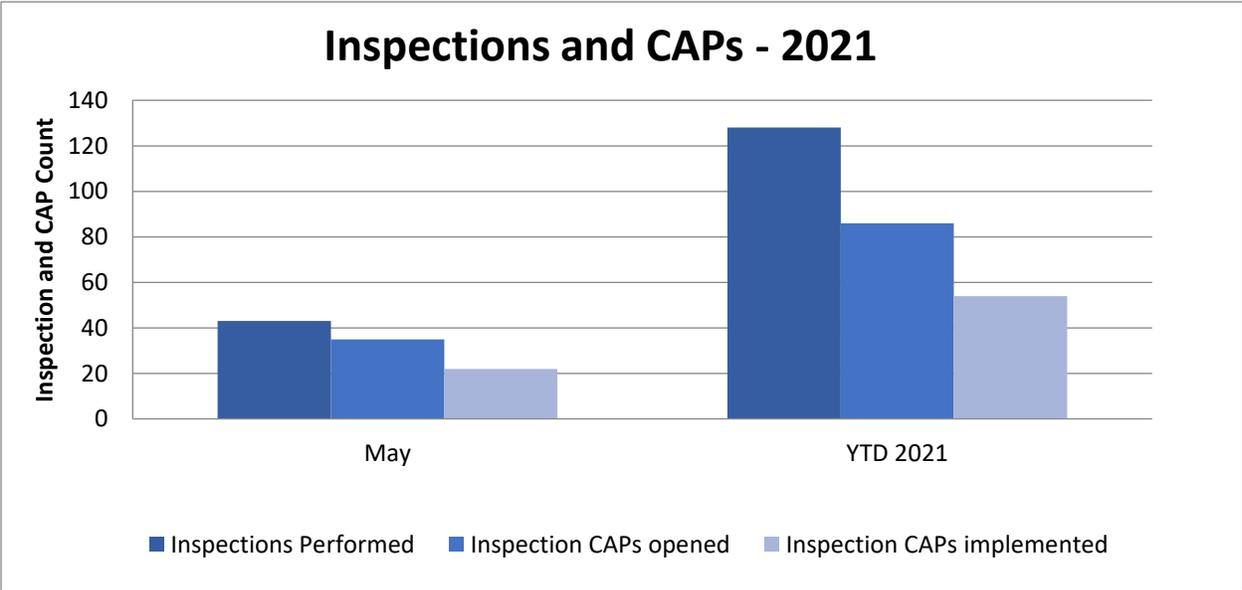
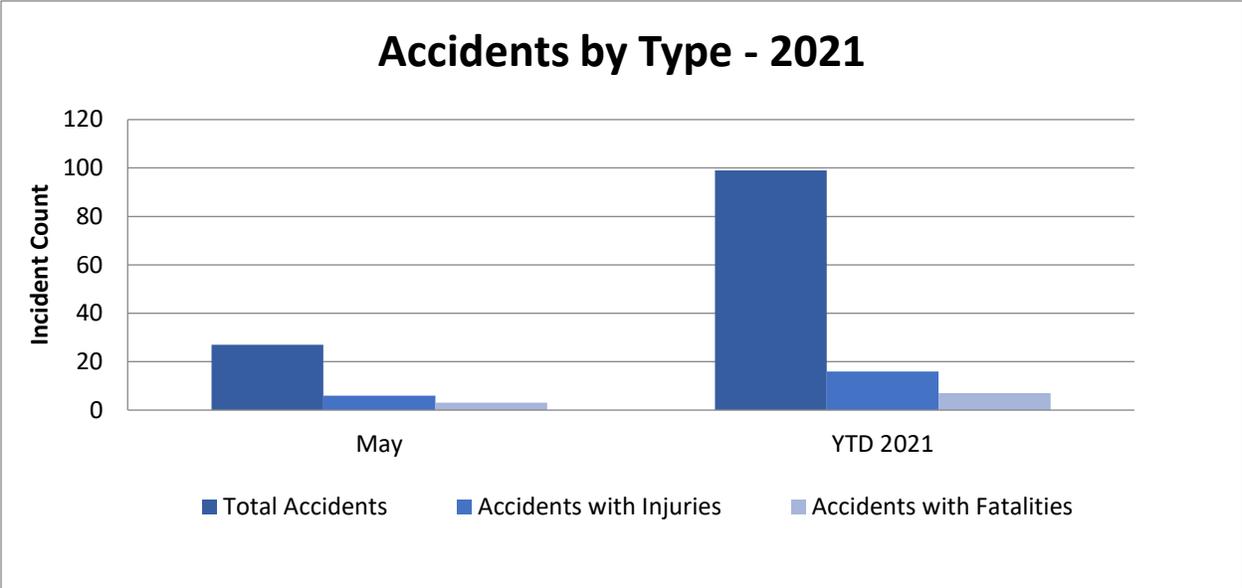
### STATISTICS SUMMARY

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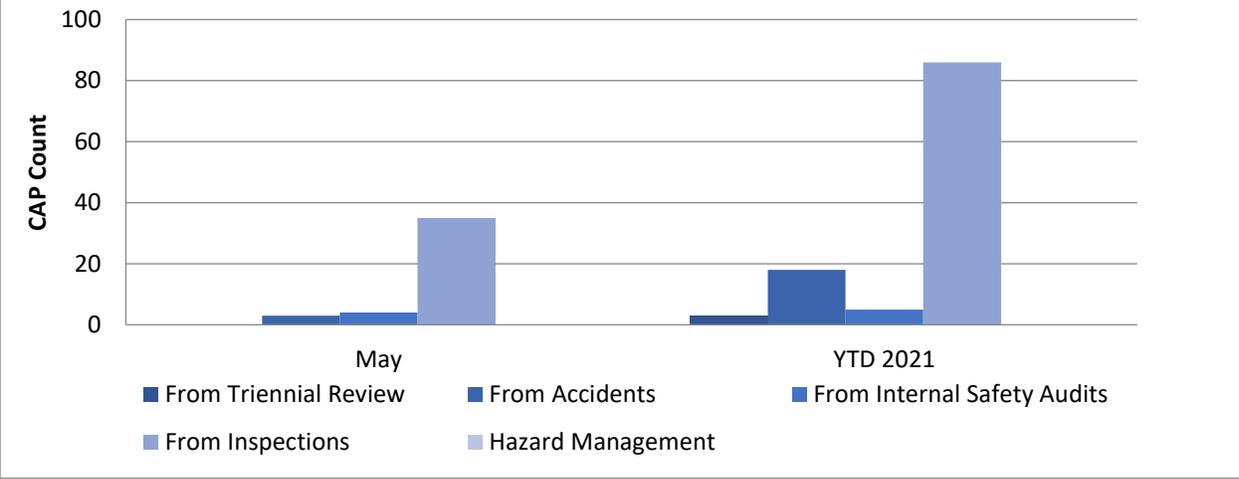
Investigations		YTD 2021
Accidents Reported	27	99
Accident Investigations Closed	19	91
Complaints Investigated	0	0
Rail Transit Inspections	43	128
Triennial Review	0	0

Corrective Action Plans		YTD 2021
New Corrective Action Plans	42	112
From Triennial Review	0	3
From Incidents	3	18
From Internal Safety/Security Audits	4	5
From Rail Transit Inspections	35	86
From Hazard Management	0	0
Closed Corrective Action Plans	27	74
From Triennial Review	0	3
From Incidents	4	12
From Internal Safety/Security Audits	1	5
From Rail Transit Inspections	22	54
From Hazard Management	0	0

ONGOING DATA / TRENDS



### Corrective Action Plans Opened - 2021



### Corrective Action Plans Implemented - 2021

