

# Monthly Performance Report – November 2021

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RAIL SAFETY DIVISION

December 17, 2021



**California Public  
Utilities Commission**

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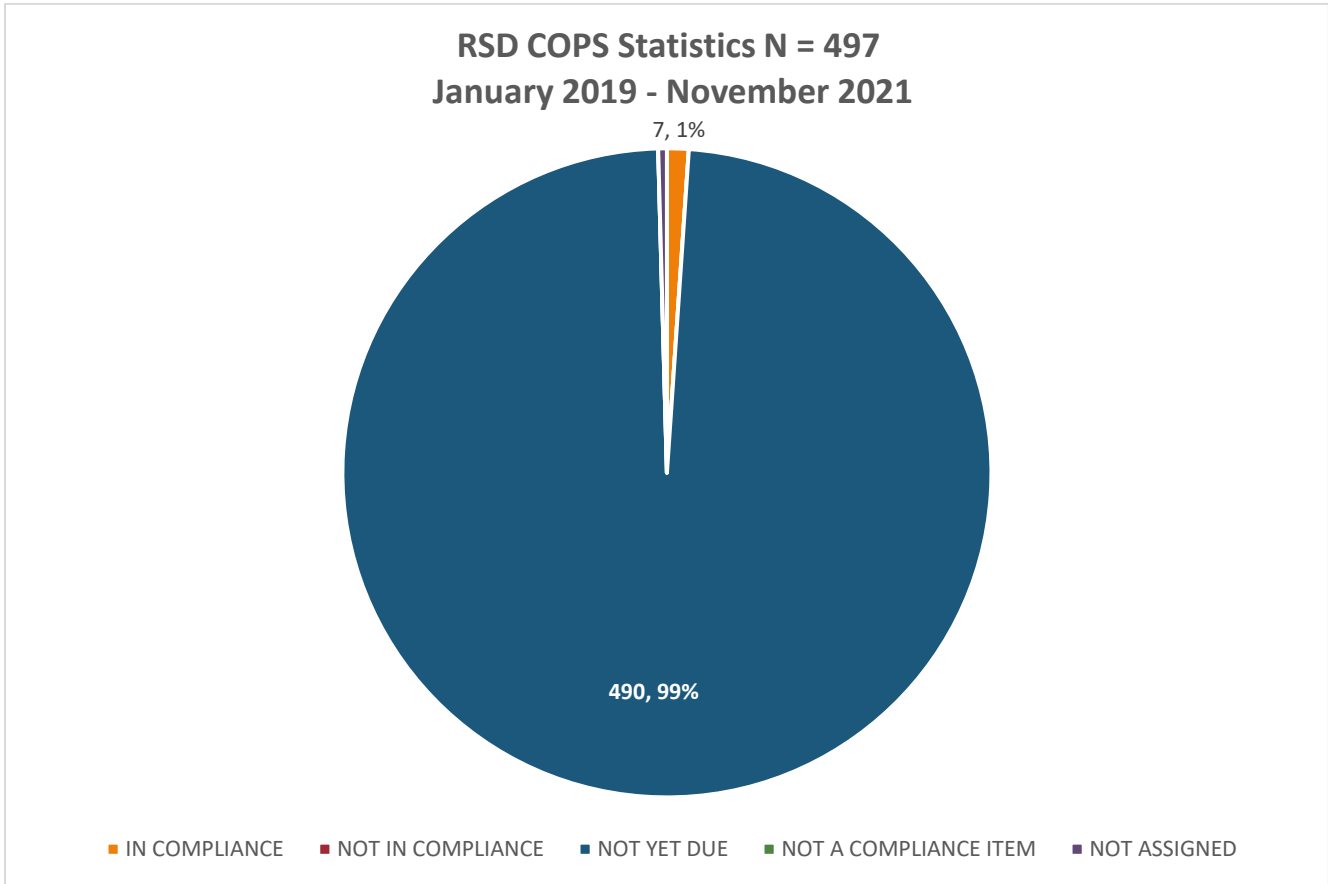
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## Compliance with Ordering Paragraphs (COPS)

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Through November 30, 2021, the Rail Safety Division (RSD) showed 497 total entries in the COPS system, with 7 (1%) reaching compliance, 490 (99%) not yet due for compliance, and 0 (0%) out of compliance. 497 (100%) of all Ordering Paragraphs (OP) are assigned to RSD staff.



## Monitoring the Whistleblower Website

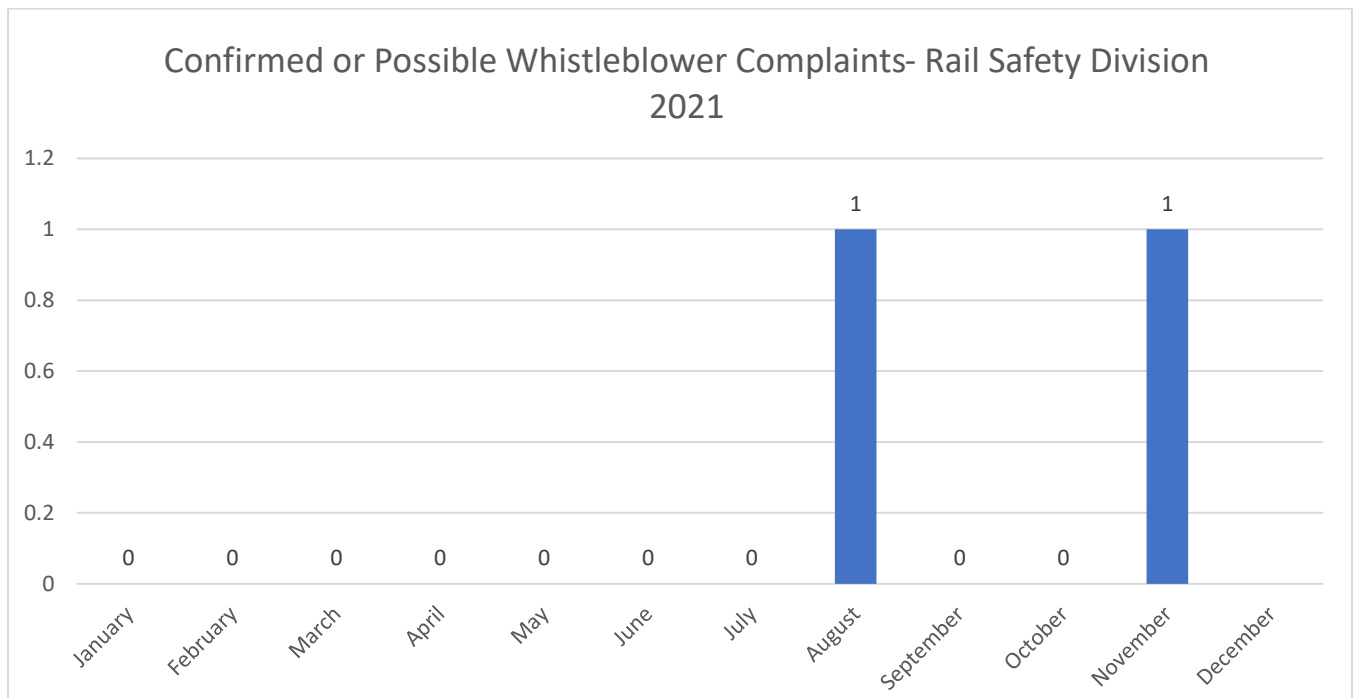
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The Risk Section has been overseeing intake for complaints that arrive via a “whistleblower” application on the Commission’s web site. Whistleblower protections are afforded to utility employees and contractors who report potentially unsafe or illegal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

### Statistics – 1/1/21 – 11/30/2021

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



## Railroad Operations Safety Branch - ROSB

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

<b>Railroad Operations Safety Branch</b>	<b>Nov-2021</b>	<b>YTD 2021</b>
<b>New Incidents Investigated</b>	11	93
<b>Informal Complaints Investigated</b>	1	27
<b>Railroad Bridge Observations</b>	14	118
<b>Railroad Safety Inspections</b>	184	2622
<b>Non-compliant conditions identified/corrected</b>	408	6897
<b>Operation Lifesaver Presentations</b>	0	4

### ROSB Inspection, Investigation & Field Activities

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**November 3, 2021:** RSD Railroad Safety Inspectors inspected the Union Pacific (UP) Madera Industrial Lead in Madera. The inspection was conducted for compliance with CPUC General Orders (GO) and the Code of Federal Regulations (CFR). The inspectors identified a non-compliant condition, specifically, cardboard, and other debris causing a side clearance hazard which was a violation of GO 26-D. A side clearance hazard could potentially result in a railroad employee riding equipment to be knocked off causing severe injury or death. The UP Manager of Track Maintenance (MTM) was immediately notified of the non-compliant condition and a GO inspection report was issued. The non-compliant condition was corrected the same day, and this was verified by the inspector.

**November 4, 2021:** An RSD Railroad Safety Inspector performed an inspection of the main tracks used by the Capital Corridor passenger trains between Suisun City and Fairfield. The inspector evaluated compliance with CPUC GOs and CFR track safety standards.

During the inspection, the inspector identified three conditions that did not meet the minimum requirements of CFR track safety standards. Those conditions included loose rail braces and an obstruction between the base of rail and the tie plate which created a localized load bearing surface. This condition if not corrected, could lead to failures of the rail which include complete breaks.

The railroad was notified, and the track manager placed a 25 MPH speed restriction on the affected section of track before the next train passed over it. The CFR restricts maximum train speed to 25 MPH for these situations. The defects were repaired the same day. The inspector performed a follow up inspection and verified that all the defects had been properly repaired and brought into regulatory compliance.



**Before:** Spikes under the rail causing a load-bearing defect      **After:** Defect corrected. Spikes properly placed

**November 8, 2021:** An RSD Railroad Safety Inspector performed a regular inspection at the BNSF Alcoa Yard, located in Torrance. The inspection revealed three derail devices in the non-derailing position. The inspector determined the findings were not in compliance with the requirements of CFR sections:

- 218.109(b)(1) The normal position of fixed derails is in the derailing position.
- 218.109(b)(2) Fixed derails shall be kept in the derailing position whether any rolling and on-track maintenance-of-way equipment is on the tracks they protect.
- 218.109 (c)(6) Ensure that when not in use, derails are locked, hooked, or latched in the normal position if so equipped.

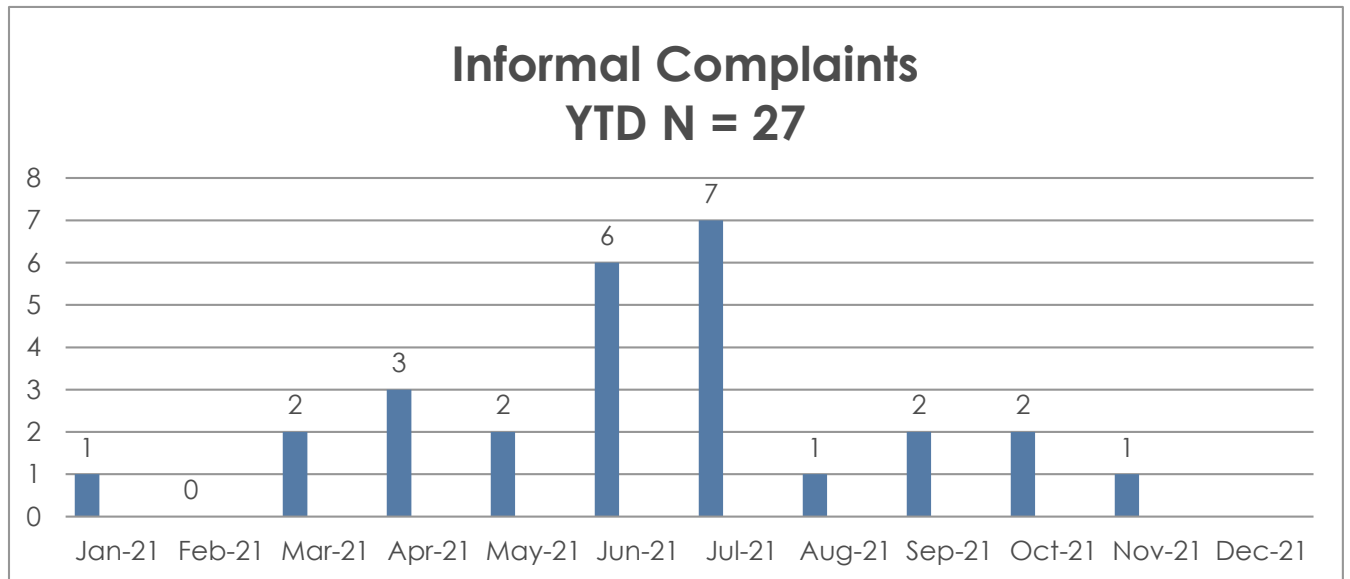
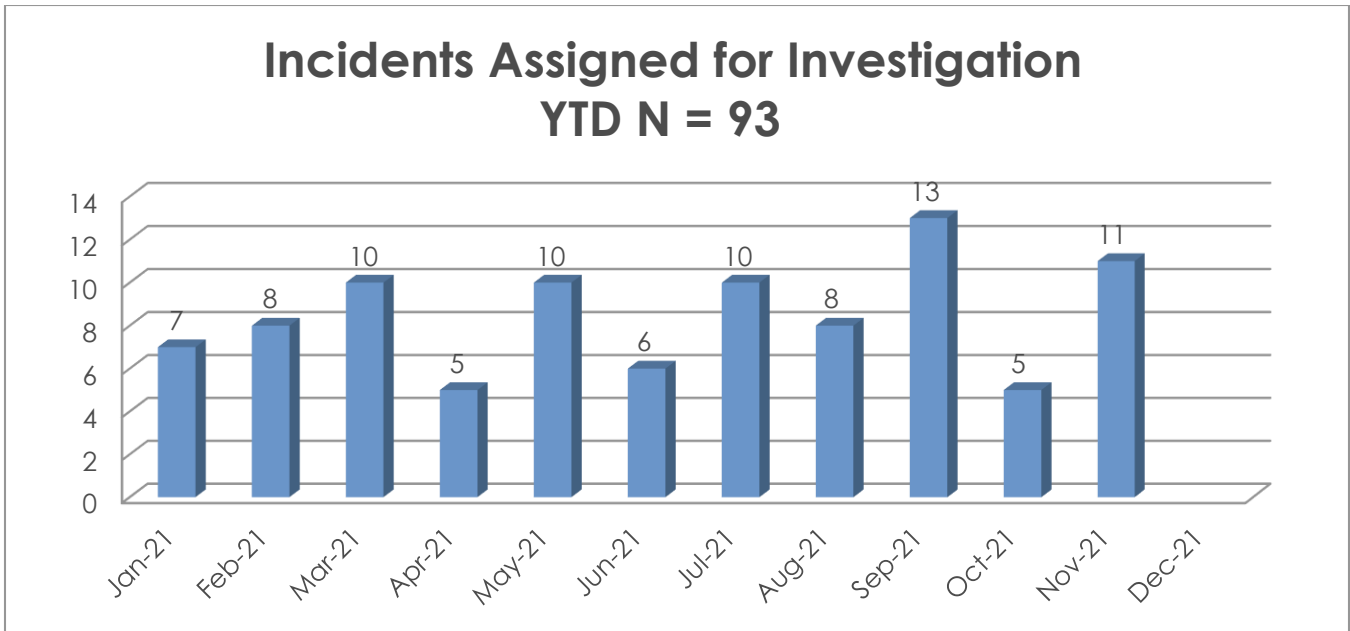
The inspector contacted the BNSF Manager with responsibility for this area and conveyed the non-compliant conditions. The inspector provided BNSF with a Federal inspection report that identified the noncompliance including photographic evidence.

As a result of the inspection conducted, the BNSF Manager stated the railroad would perform a 24–48-hour safety blitz to educate employees to help ensure future compliance of Federal regulations at this location. RSD Railroad Safety Inspectors performed a follow-up inspection and verified that all non-compliant conditions had been corrected and brought into regulatory compliance.

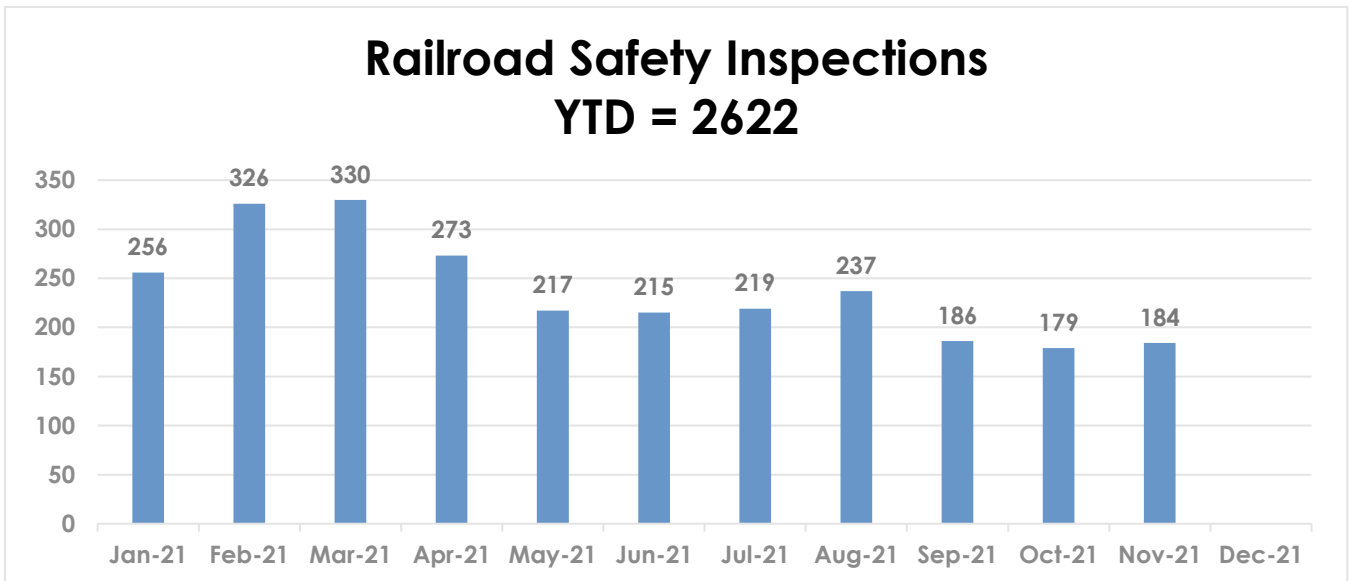
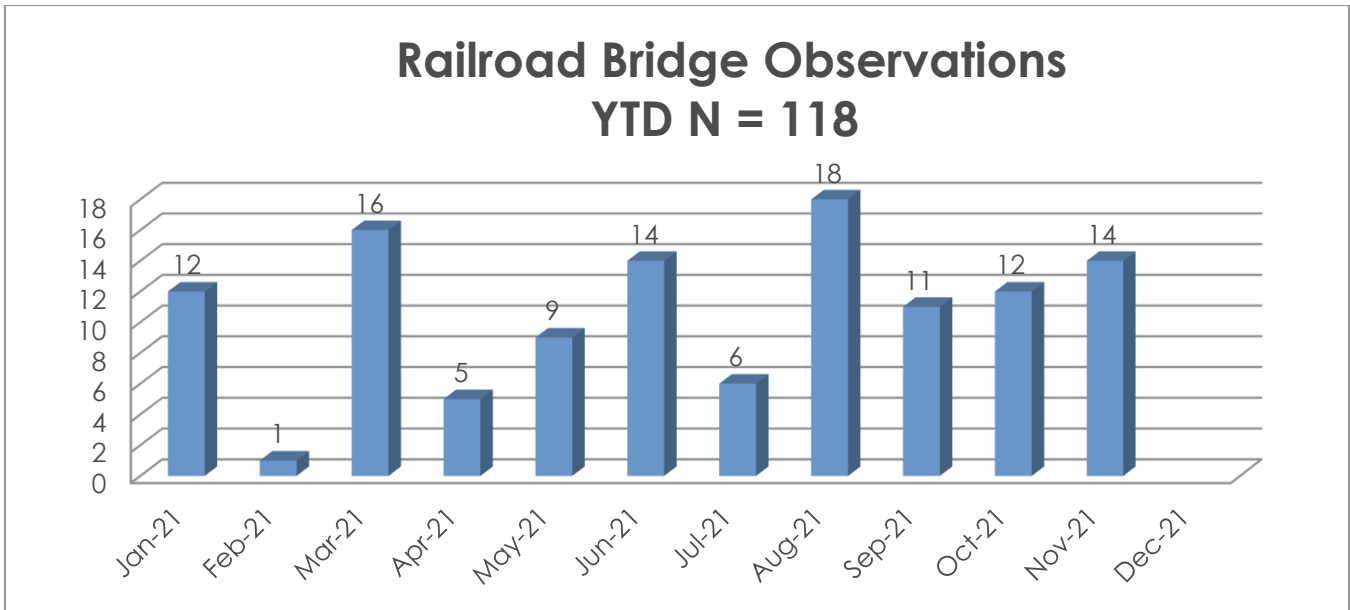
**November 28, 2021:** An RSD Railroad Safety Inspector performed an inspection of railroad equipment at the UP West Colton Yard in Bloomington.

The inspector identified debris along the walkway that posed a tripping hazard and can cause serious injury to mechanical employees working along the walkway. Debris of all sizes were discovered such as brake shoes, scrap metal, and plastic tie straps. CPUC GO118-A provides standards for the maintenance of walkways adjacent to railroad tracks to provide a safe area for railroad employees to work.

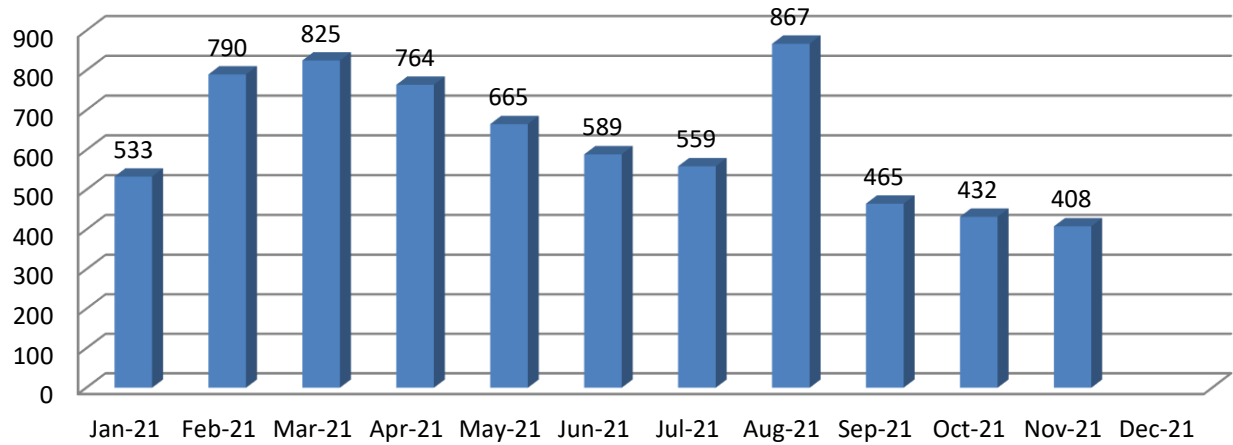
After receiving notification of the non-compliant conditions, UPRR management committed to making repairs promptly. UPRR made final repairs by clearing the walkway of debris bringing the walkway into regulatory compliance as was verified by the RSD Inspectors in a subsequent reinspection.



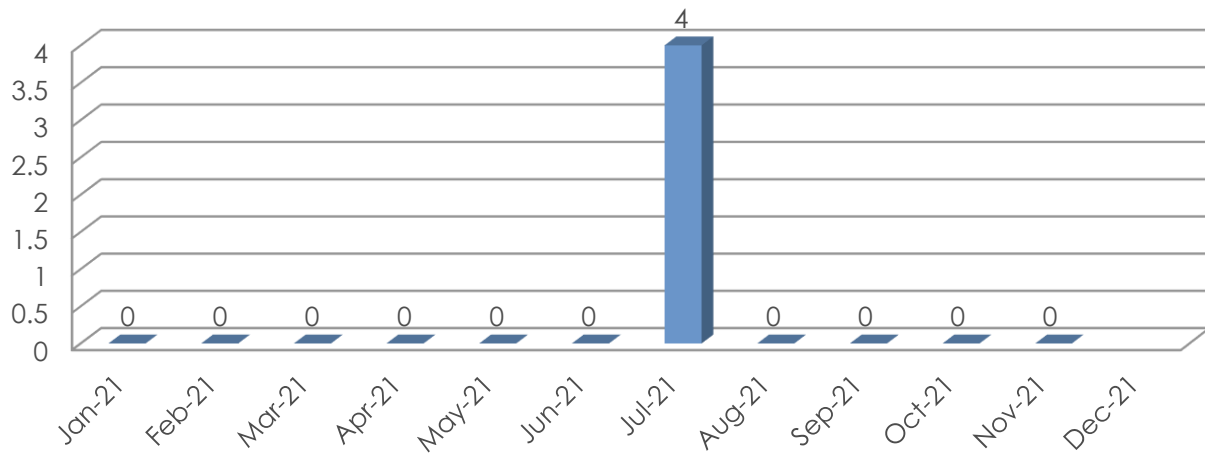




### Non-Compliant Conditions Identified/Corrected YTD N = 6897



### Operation Lifesaver YTD N = 4



## 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 November	# Unit Trains Projected December	# Unit Trains FYTD (21-22)	# Cars Received November	# Cars Projected December	# Cars FYTD (21-22)
Plains All America	N	1	1	1	100	100	100
Kern Oil	N	1	0	4	100	0	400
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received November	# Unit Trains Projected December	# Unit Trains FYTD (21-22)	# Cars Received November	# Cars Projected December	# Cars FYTD (21-22)
Kinder Morgan (Wilmington)		15	20	68	1440	2000	6664
NuStar Energy (Selby)		0	0	0	0	0	0
Storage of Hazardous Material Cars							
Railroad		Loads	Empties	Commodity	County		
Arizona California RR		170	8	LPG	San Bernardino		
Fillmore and Western RR		0	0	N/A	Ventura		

<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.

Northwestern Pacific RR	74	31	LPG	Marin
Santa Maria RR	90	42	LPG	Santa Barbara
Sierra Northern Railway	177	75	LPG	Stanislaus
Oakland Global Rail Enterprise	14	0	Bio-Diesel	Alameda
Yreka Western RR	0	0	N/A	Siskiyou

**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

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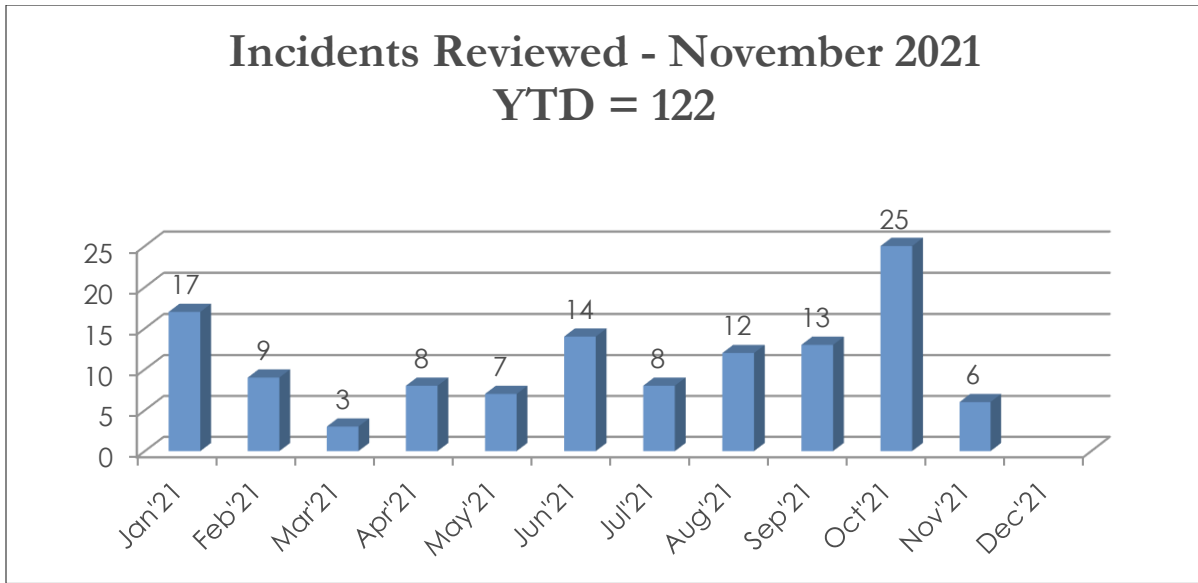
In November 2021, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	<b>November Closed</b>	<b>Closed YTD</b>
<b>Crossing Incident Reviews</b>	6	122
<b>Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations</b>	75	462
<b>Proceedings, Resolutions and G.O. 88-B Reviews</b>	9	107

### RAIL CROSSING INCIDENT INVESTIGATIONS

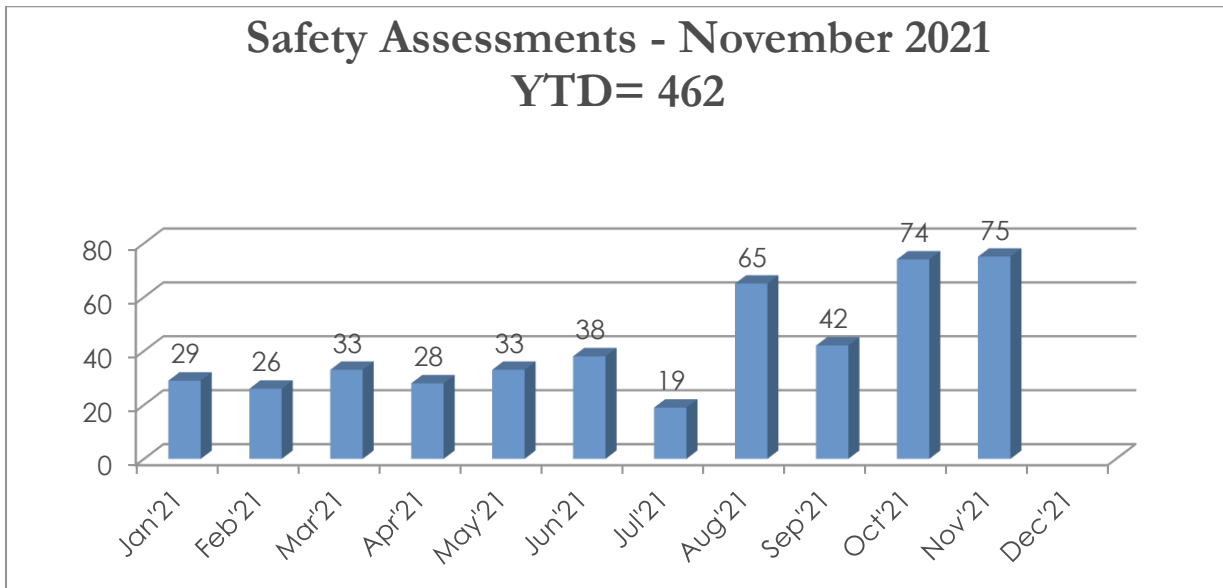
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In November 2021, RCEB closed six incidents at highway-rail at-grade crossings (crossings). These six incidents resulted in one injury and one fatality.



**SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS**

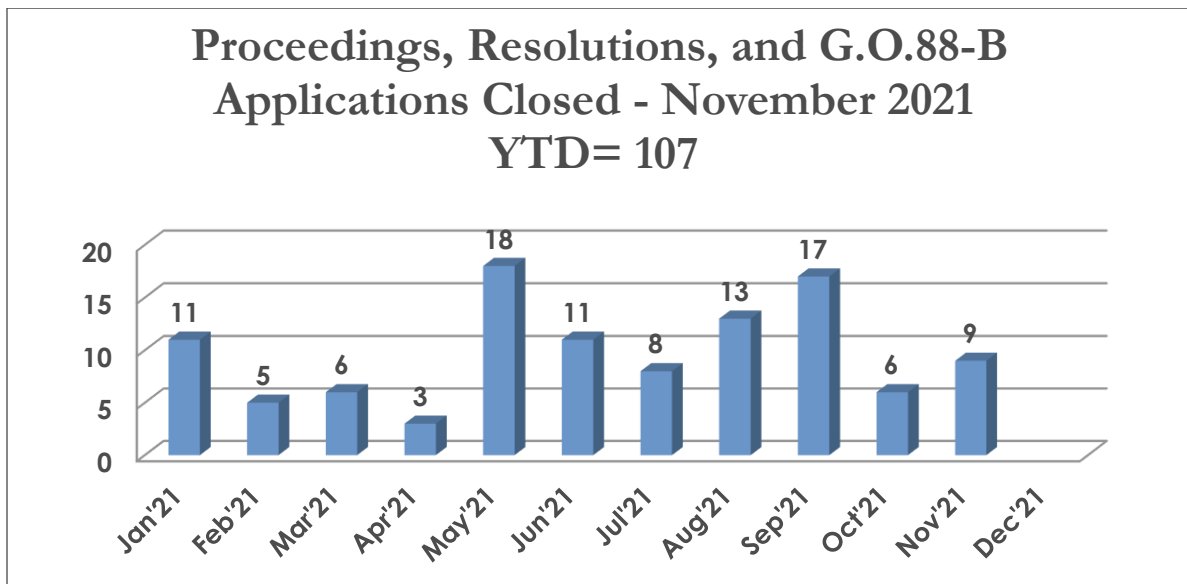
In November 2021, RCEB completed 75 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentation given to railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In November 2021, RCEB approved six General Order 88-B request for authority for alteration to existing crossings. Also, the Commission approved three Proceedings.

1. PROC-A1908004 - Decision 21-07-030 - granting approval for Metro Gold Line Foothill Extension Construction Authority for and order authorizing construction of one light rail track at the La Verne Station east pedestrian at-grade rail crossing in the City of La Verne, Los Angeles County.
2. PROC-A2004020 – Decision 21-10-004 - granting approval for San Diego Association of Governments to construct a grade separated pedestrian-rail crossing in the City of Del Mar, San Diego County.
3. PROC-A2004021 - Decision 21-10-004 - granting approval for San Diego Association of Governments to construct three grade separated pedestrian-rail crossings in the City of Del Mar, San Diego County.



## Rail Transit Safety Branch - RTSB

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In November 2021, the Rail Transit and Safety Branch (RTSB) completed the following:

### Major Audits

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Bay Area Rapid Transit (BART) Triennial Safety and Security Review started in November 2021.

### Administrative Accomplishments

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#### FTA-SSOA Quarterly Virtual Meeting:

On November 17, RTSB management participated in the quarterly virtual meeting the FTA holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.

#### ROAR Meeting:

On November 19, RTSB management and staff participated in the semi-annual meeting of the Rail Operations & Regulatory Committee (ROAR) of the California Transit Association (CTA). ROAR serves as CTA's rail operations liaison with the CPUC, California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). ROAR provides a forum for the exchange of information concerning rail systems operation issues. ROAR also coordinates and monitors regulatory matters with the CPUC

#### Training:

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

Claudia Lam completed the Cybersecurity Awareness.

#### RSSIMS Replacement Project:

The three rail branches (RCEB, ROSB, and RTSB) share a database called the Rail Safety and Security Information Management System (RSSIMS). RTSB is participating in activities to identify upgrades for the next version of the database.

#### Rail Inspection & Corrective Action Plan System (RICAPS):

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



## General Order and Resolution Activity

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### Proposed Revision to GO 143-B:

RTSB management is continuing its work on drafting proposed changes to General Order 143-B “Safety Rules and Regulations Governing Light-Rail Transit.”

## RTA Ongoing Projects

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

## Bay Area Rapid Transit – BART

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### 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 Safety Certification Plan (SCP) was approved by the Commission via Resolution ST-206. Contractor Hitachi executed Notice to Proceed in November 2020.

No updates this month.

### 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 (ST-239) on July 16, 2020.

Civic Center and Montgomery Street stations are under construction. East Bay sites completing final design.

### 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 (ST-240) on November 5, 2020.

Project is starting 90% design.

### 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 in January 2021 until the vendor, Alstom, resolves that issue.

No updates this month.

## Los Angeles County Metropolitan Transit Authority – LACMTA

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### P3010 New Vehicle Procurement Project:

All 235 new P3010 Light Rail Vehicles (LRV) have been delivered to LACMTA from Kinkisharyo International, the vehicle manufacturer. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future Crenshaw/LAX line currently under construction. The P3010s have state of the art technology and upgrades to improve the passenger experience.

In November 2021, LACMTA resumed the conditional acceptance process and sent to RTSB LACMTA's conditional approval documentation for 2 more vehicles, which are the first two with the latest redesigned communication system installed. Prior to the November submittal, LACMTA had sent conditional approval documentation for 2 vehicles in April 2021. As cars are prepared for service, Staff will recommend official approval to RTSB management after in person review of the Car History Books (testing documentation). Overall, 50 LRVs remain to be accepted by LACMTA and approved by RTSB management. 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. The vehicle manufacturer is China Railway Rolling Stock Corporation (CRRC).

No updates this month.

### Regional Connector Project:

The Regional Connector Transit Corridor (RCTC) Project is a below-grade, 1.9-mile, dual-track light rail system that will extend the existing A Line (formerly Blue Line) from the 7th/Metro Station, to the existing

L Line (formerly Gold Line) in the Little Tokyo area of Los Angeles. The new RCTC link will allow passengers to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. The RCTC will contain three new subway stations.

No updates this month.

#### D Line (Westside) Extension Project:

LACMTA is extending the D (formerly Purple) Line from the current terminus at Wilshire/Western station to Westwood (UCLA and Veteran’s Administration Hospital). This extension will consist of approximately 9 miles of heavy rail subway with seven new stations. The project is being built in 3 phases/segments, and each segment is considered a separate project with separate design build contracts and joint ventures. Skanska is the design builder for segment 1, and Tutor Perini is the main design builder for segments 2 and 3. The planned revenue service dates for Segments 1, 2, and 3 are 2024, 2025, and 2027 with forecasted budgets of \$3.4 Billion, \$2.5 Billion, and \$3.6 Billion.

No updates this month.

#### MGLFECA Foothill Extension Phase 2B:

LACMTA is extending the L (formerly Gold) Line from the current terminus of Azusa Station to the City of Montclair. The Metro Gold Line Foothill Extension Construction Authority (MGLFECA) is an independent transportation planning, design and construction agency created in 1998 by the California State legislature to resume design, contracting, and construction of the Los Angeles to Pasadena Metro Gold Line and dictated its role to plan and construct any “fixed mass transit guide way eastward to Claremont.” The 13.7-mile, Los Angeles to Pasadena Metro Gold Line was completed and opened in 2003 however, planning for the line later extended it to terminate at Montclair’s TransCenter, a regional transit hub for numerous bus and rail operations serving San Bernardino County and the Inland Empire. Once construction is complete, the MGLFECA transfers the project to LACMTA to operate. This relationship is formalized in a Master Cooperative Agreement approved by both agencies’ boards of directors. In August 2019, the MGLFECA awarded the design build contract to the Kiewitt Parsons Joint Venture. Due to funding issues, the current terminus of the new alignment will be changed to Pomona Station with a contract option to build to Montclair if the MGLFECA can secure additional funding by 4th quarter 2021. The estimated completion of the Pomona segment is early 2026. The contract option portion from Pomona to Montclair would be on a shared corridor with Metrolink.

No updates this month.

#### Crenshaw/LAX Corridor Project:

LACMTA is constructing a new Light Rail Transit (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 consists of Segments A, B1, B2, and C.

Staff continue to attend ongoing System Integration Tests and attend meetings for safety certification. LACMTA, Walsh Shea Corridor Constructors (WSCC), and Staff began coordination meetings on November 9, 2021 to focus on open items for the Crenshaw/LAX project and track them to completion.

#### New A Line Project:

In the 2019 as part of the New Blue Improvements Project, LACMTA made improvements to its A Line (formerly Blue Line) that runs from Downtown Los Angeles to Long Beach. The Blue Line was renamed the “A Line” prior to fully reopening to the public on November 2, 2019. There were improvements to train control, track, overhead power, Willowbrook/Rosa Parks Station, and general station areas.

No updates this month.

#### East San Fernando Valley Project:

The East San Fernando Valley project is a new LRT project that will start at the Van Nuys Bus Rapid Transit (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 is planning to begin the procurement process for the design build contract at end of 2021. The forecasted revenue service date is June 2028.

No updates this month.

#### West Santa Ana Branch Transit Corridor Project:

LACMTA is evaluating a new 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.

No updates this month.

#### 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 LACMTA and LADWP; the main goal is to secure the remaining funding needed.

No updates this month.

## Los Angeles World Airports – LAWA

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### 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.

No updates this month.

## Orange County Transportation Authority – OCTA

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### 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 10 stations along the alignment and the procurement of 8 Siemens S700 LRVs.

OCSC has been having schedule and quality issues with its primary contractor, and staff has been involved in meetings to identify the extent of and remediation of these issues. The FTA Full Funding Grant Agreement revenue service date (RSD) is currently scheduled to commence on March 30, 2022, however, OCSC's forecast RSD is scheduled for March 31, 2024. As of October 2021, design progress is at 100% and construction progress is 58.6%. Maintenance facility work continues with slab pours and yard utilities. Direct fixation mock-up is in cure before proceeding with bridge track installation. Staff continues to attend the FTA Quarterly project meetings and the SSRC, Construction Progress, Issues Resolutions, and Fire Life Safety Committee (FLSC) meetings.

## Sacramento Regional Transit District – SRTD

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### LRV (Light Rail Vehicle) Procurement Project:

SRTD is procuring new low floor P20 Siemens S700 LRVs. As part of the project SRTD is making changes to its stations to accommodate the new low floor LRVs. SRTD has acquired \$172 M for the procurement. Estimated in-service date is 11/2022. SRTD is planning to submit the Safety Certification Plan in the first quarter of 2022.

## San Diego Metropolitan Transit System – SDMTS

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### San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:

The San Diego Metropolitan Transit System’s (SDMTS) 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 November 21, 2021.

On November 15, 2021 the Rail Safety Division Director accepted The Project final Safety Certification Verification Report (SCVR), as required by G.O.164-E and Resolution ST-186, and SDMTS granted SDMTS permission to enter revenue service on November 21, 2021. Staff attended the opening event.

### San Diego Light Rail Vehicle Procurement:

SDTI procured 45 LRV’s known as SD9 (Car Nos. 5001-5045) for the Mid-Coast Project. The procurement process began January 2018. The Final Safety Certification Verification Report for the SD9 was submitted to Commission Staff for review and it was accepted by RTSB Director in June 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 SD10 (Car Nos. 5046-5071) and SD9 cars are the same design, Staff accepted the revised SCP, and will follow the same review, acceptance, and approval letter as the SD9. A Final SCVR will be transmitted at the end of the procurement.

## Santa Clara Valley Transportation Authority – SCVTA

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### 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 SCVTA Board divided the project 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 CPUC approval was sent on August 17, 2021 approving the SCP. This project is under preliminary design phase and Staff continues to attend the FTA Project Management Oversight Contractor (PMOC) meetings, Safety and Security Review Committee (SSRC) meetings, Fire Life Safety and Security Committee (FLSSC) meetings.

No updates this month.

### Eastridge to BART Regional Connector:

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

No updates this month.

### 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 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. SCVTA submitted the project SCP on May 5, 2021. Staff reviewed and approved the project SCP on June 30, 2021. At its August 19, 2021 meeting the Commission approved Resolution ST-245.

No updates this month.

## San Francisco Municipal Transportation Agency – SFMTA

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### 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.

No updates this month.

### LRV4 Procurement to Expand and Replace the Rail Fleet:

SFMTA LRV4 project is to procure 264 state-of-the-art Siemens LRVs. CPUC granted SFMTA approval for revenue service in 2017. After delivery of 68 cars by 2019, SFMTA found issues with the doors. SFMTA have since stopped accepting new cars, and asked Siemens to resolve the issue. Siemens redesigned sensitive edges and rubber elements for the doors for improved sensitivity for patron use and updated the rear viewing technology.

No updates this month.

## 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.



## Monthly RTSB Data

### Statistics Summary

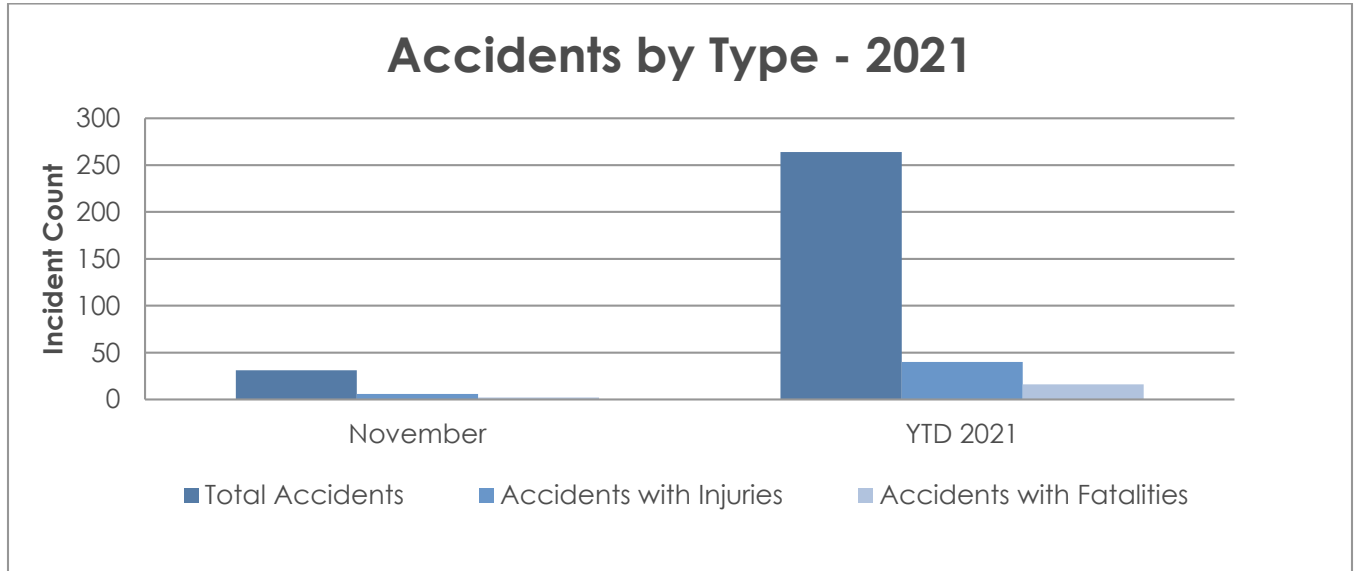
Table 1. Investigation & CAP Data

<b>Investigations</b>	<b>November 2021</b>	<b>YTD2021</b>
<b>Accidents Reported</b>	31	264
<b>Accident Investigations Closed</b>	32	202
<b>Complaints Investigated</b>	0	0
<b>Rail Transit Inspections</b>	12	332
<b>Triennial Review</b>	0	0
<b>Corrective Action Plans</b>	<b>November 2021</b>	<b>YTD 2021</b>
<b>New Corrective Action Plans</b>	9	256
<b>From Triennial Review</b>	0	3
<b>From Incidents</b>	3	28
<b>From Internal Safety/Security Audits</b>	0	14
<b>From Rail Transit Inspections</b>	6	211
<b>From Hazard Management</b>	0	0
<b>Closed Corrective Action Plans</b>	7	204
<b>From Triennial Review</b>	0	5
<b>From Incidents</b>	1	19
<b>From Internal Safety/Security Audits</b>	0	7
<b>From Rail Transit Inspections</b>	6	173
<b>From Hazard Management</b>	0	0

Data collected from RSSIMS

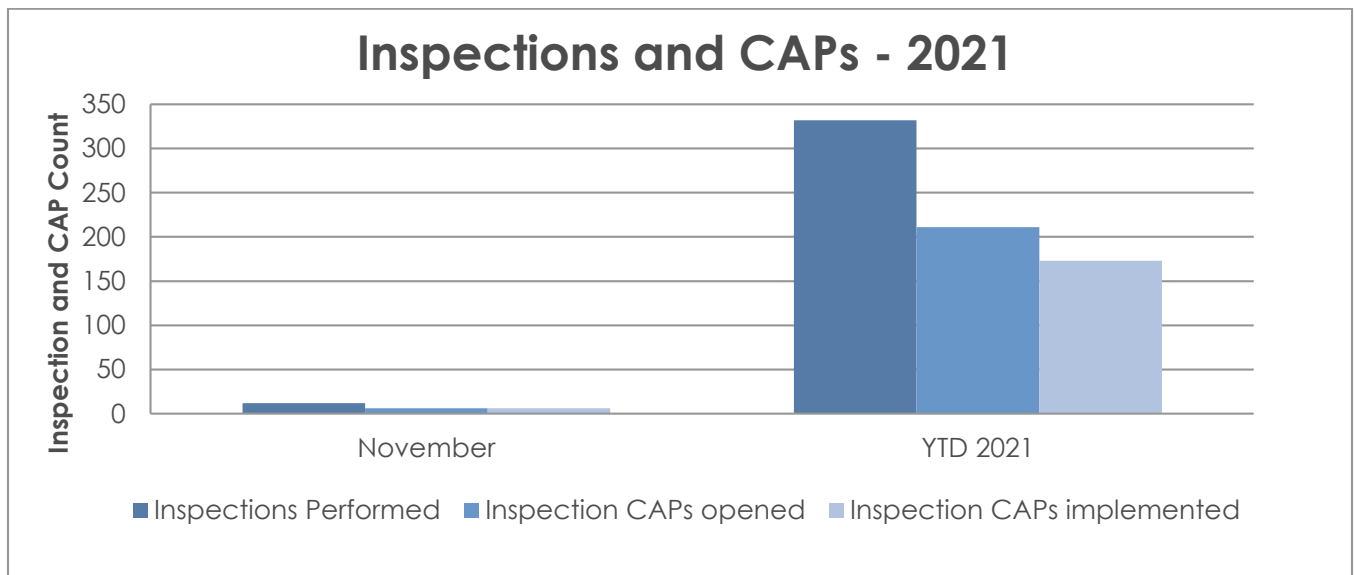
Ongoing Data / Trends

Table 2. Accidents by Type



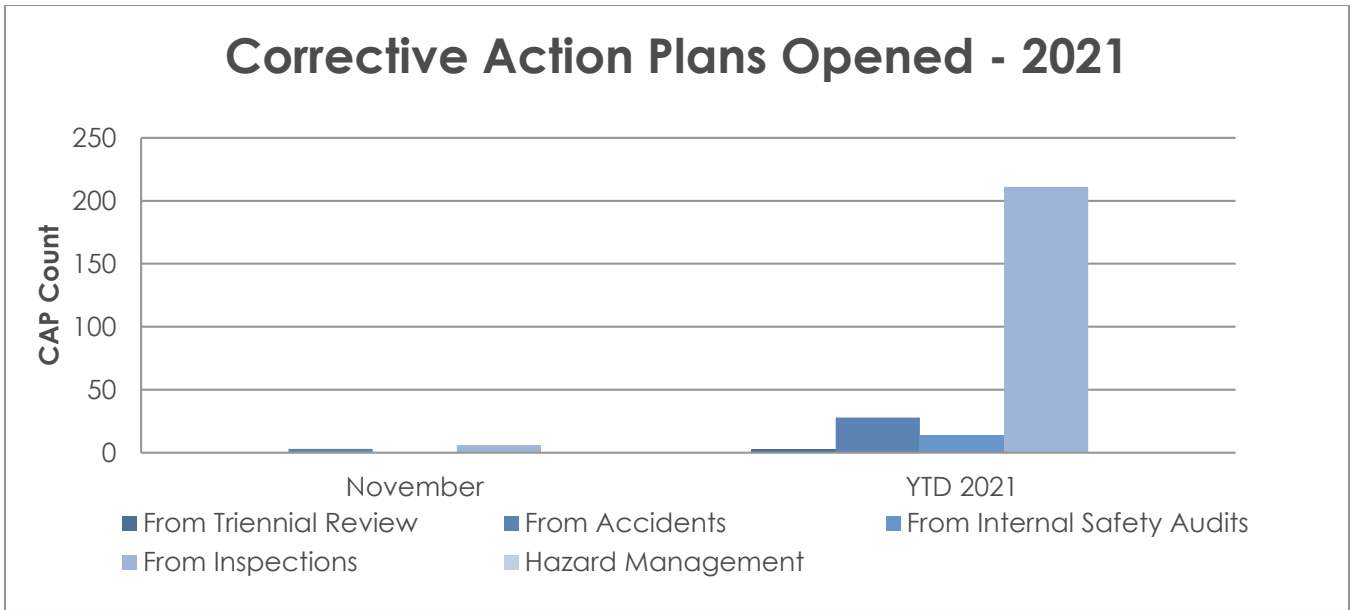
Data collected from RSSIMS

Table 3. Inspections & CAPs



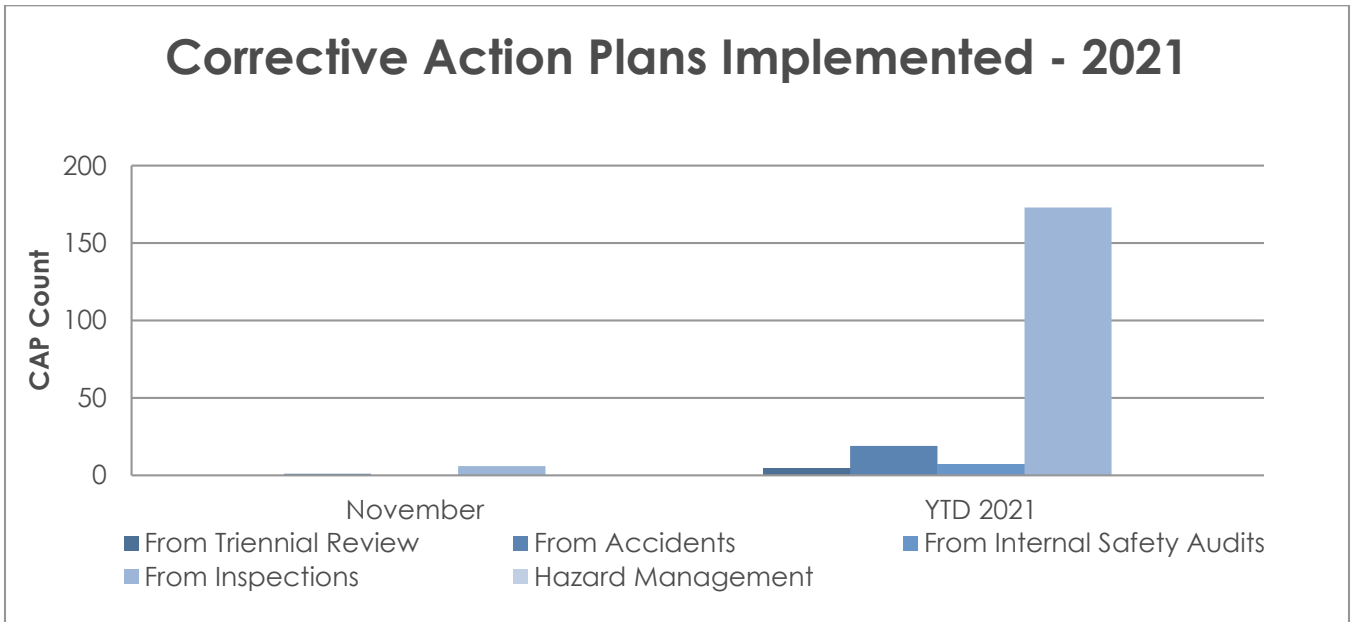
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS