

Monthly Performance Report – October 2021

RAIL SAFETY DIVISION

November 23, 2021



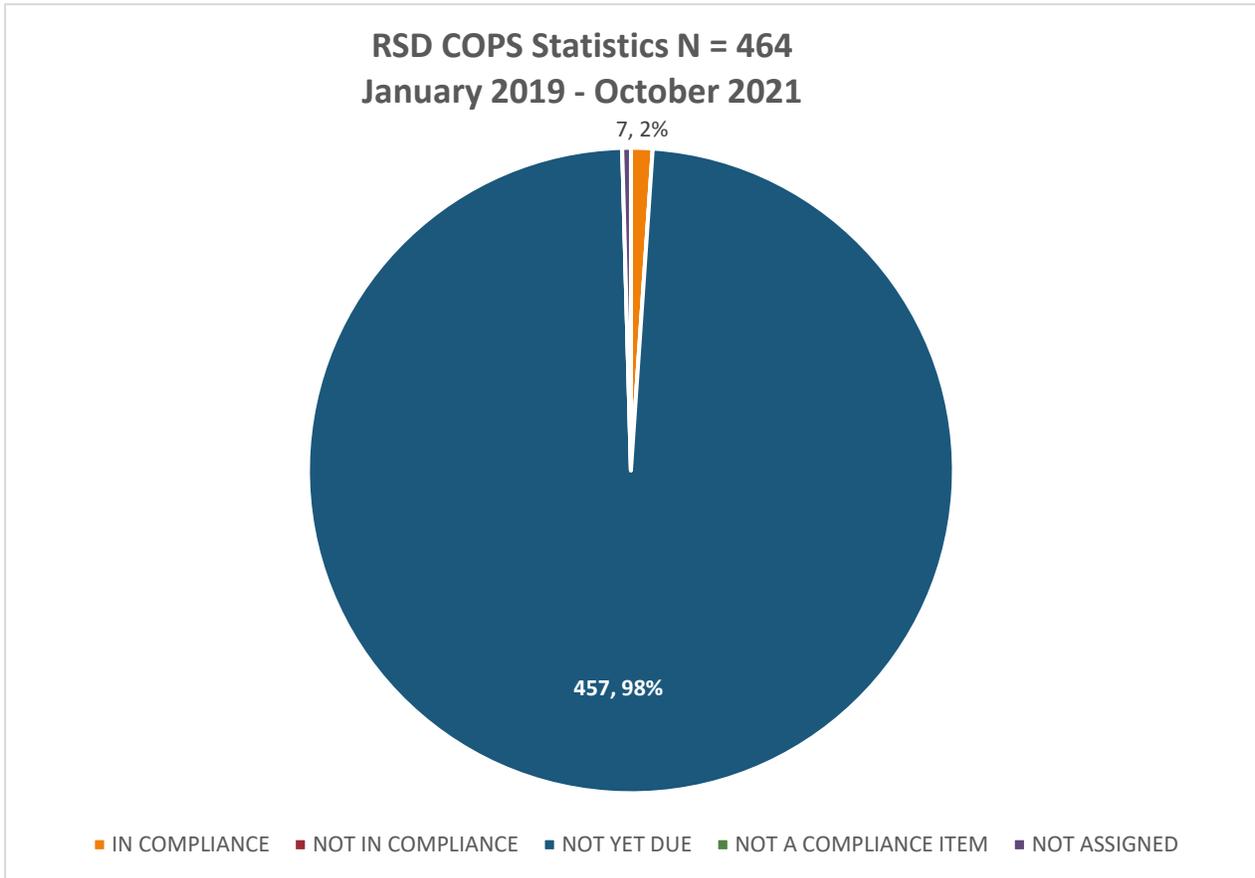
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through October 31, 2021, the Rail Safety Division (RSD) showed 464 total entries in the COPS system, with 7 (2%) reaching compliance, 457(98%) not yet due for compliance, and 0 (0%) out of compliance. 464 (100%) of all Ordering Paragraphs (OP) are assigned to RSD staff.

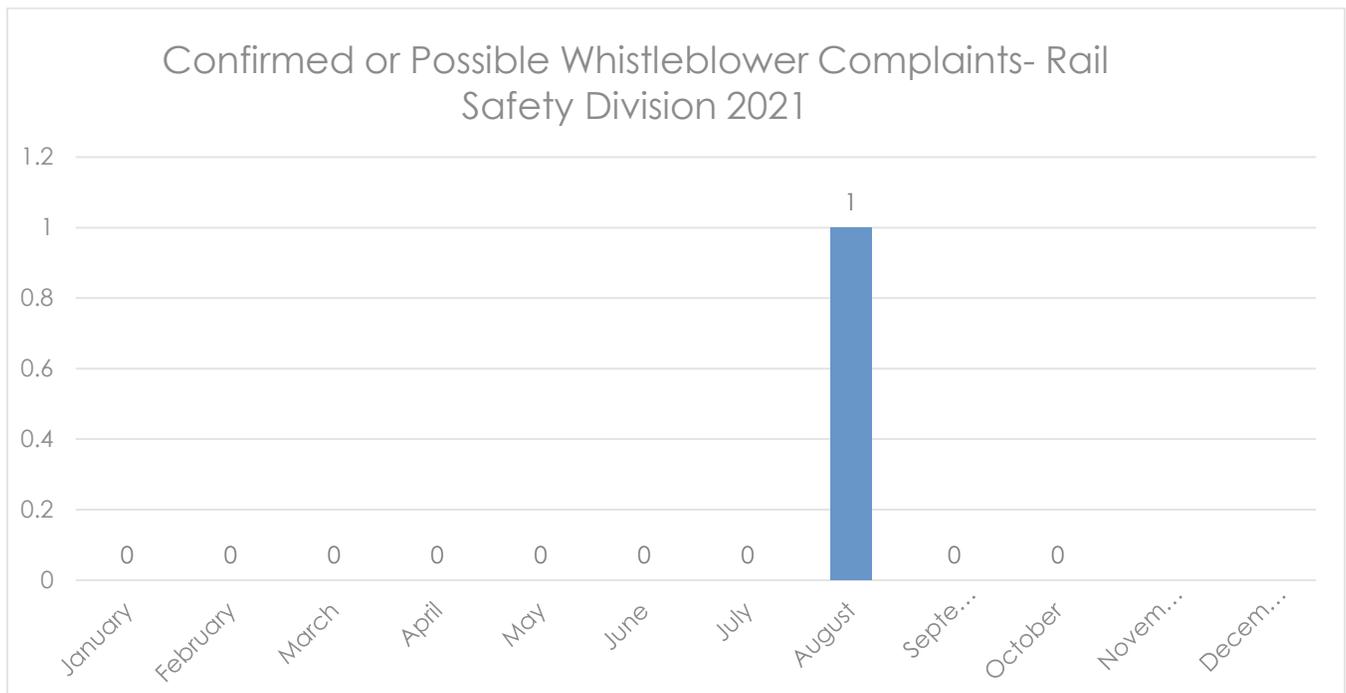


Monitoring the Whistleblower Website

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 – 10/31/2021

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



Railroad Operations Safety Branch - ROSB

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

Railroad Operations Safety Branch	Oct-2021	YTD 2021
New Incidents Investigated	5	82
Informal Complaints Investigated	2	26
Railroad Bridge Observations	12	104
Railroad Safety Inspections	179	2438
Non-compliant conditions identified/corrected	432	6489
Operation Lifesaver Presentations	0	4

ROSB Inspection, Investigation & Field Activities

October 19, 2021: On February 23, 2021, RSD Railroad Safety Inspectors identified a homeless encampment on the California Northern Railroad (CFNR) west of Sperry Road in Patterson. The inspectors observed several piles of trash on the walkways & next to the property owners’ fence, which created a tripping and fire hazard. The inspectors notified the CFNR Trainmaster and Manager of Track Maintenance (MTM) along with the Patterson Police Department Homeless Detail, of the unsafe conditions at this location. A follow up inspection conducted on October 19th revealed that the encampment west of Sperry Road had been cleaned up bringing the location into regulatory compliance.



Garbage along & in the right of way & walkway creating a tripping & unsanitary conditions for train crews.



Homeless encampment and garbage have been cleaned up eliminating the safety hazard.



Garbage along & in the right of way & walkway creating a tripping & unsanitary conditions for train crews.



Homeless encampment and garbage have been cleaned up eliminating the safety hazard.

October 28, 2021: RSD Railroad Safety Inspectors closed out the investigation of the derailment of a Union Pacific (UP) train that took place on August 27th near Dunsmuir. The investigation included reviewing reports obtained from interviews with UP Managers, on-site inspections, review of UP train make-up requirements, train handling instructions and the review of event recorder information taken from the train locomotive.

Based on the inspector’s evaluation of event recorder information, the train consisted of 33 loads on the head, 16 loads on the rear, with 43 of the 50+ cars between load blocks were empty. The inspectors determined that train make-up was a contributing factor in this derailment but believe that the train handling techniques used by the UP engineer was also a contributing factor and needs to be addressed to prevent future derailments.

The RSD inspectors made recommendations to the UP Manager that included a policy of bringing trains to a stop, securing them with sufficient hand brakes, recharging the air brake system and then continuing as required by safety regulations. The UP Manager agreed to implement the recommendations which was verified by the inspectors.



Before: View looking north at 12 empty auto racks.



After: Empty auto racks removed from scene.





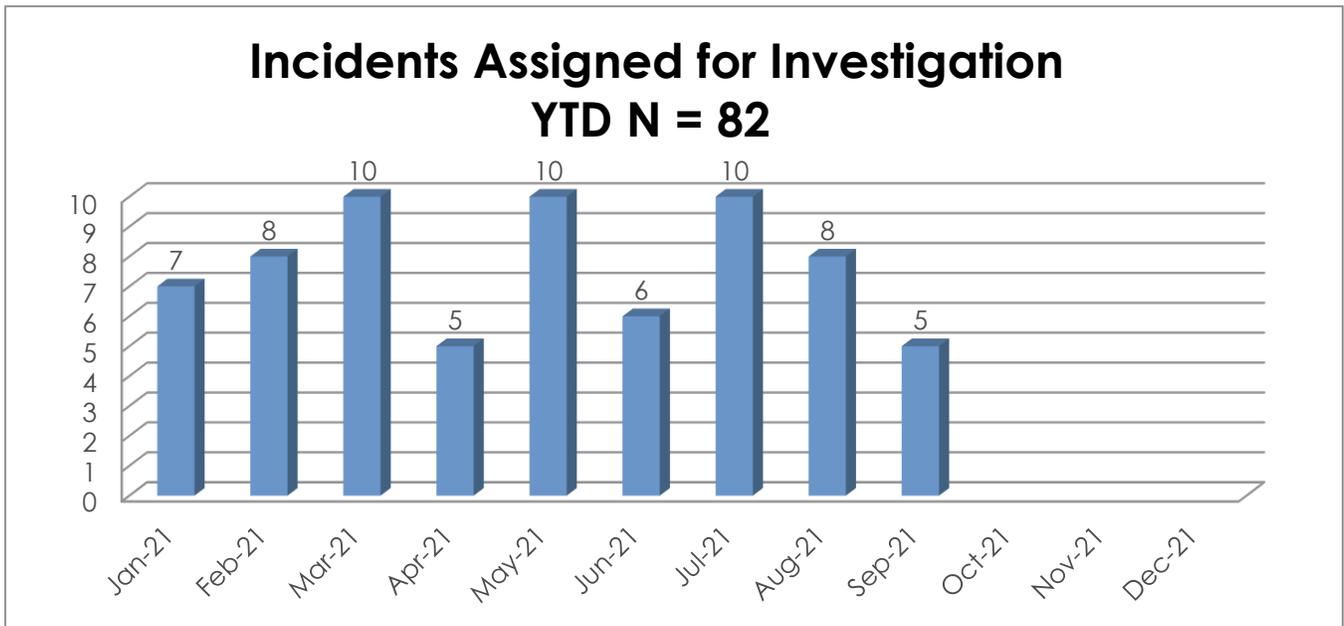
Residue Acid Tank cars - Hazardous Materials - Re-railed and moved to Dunsmuir Yard – Minor damage – No release.

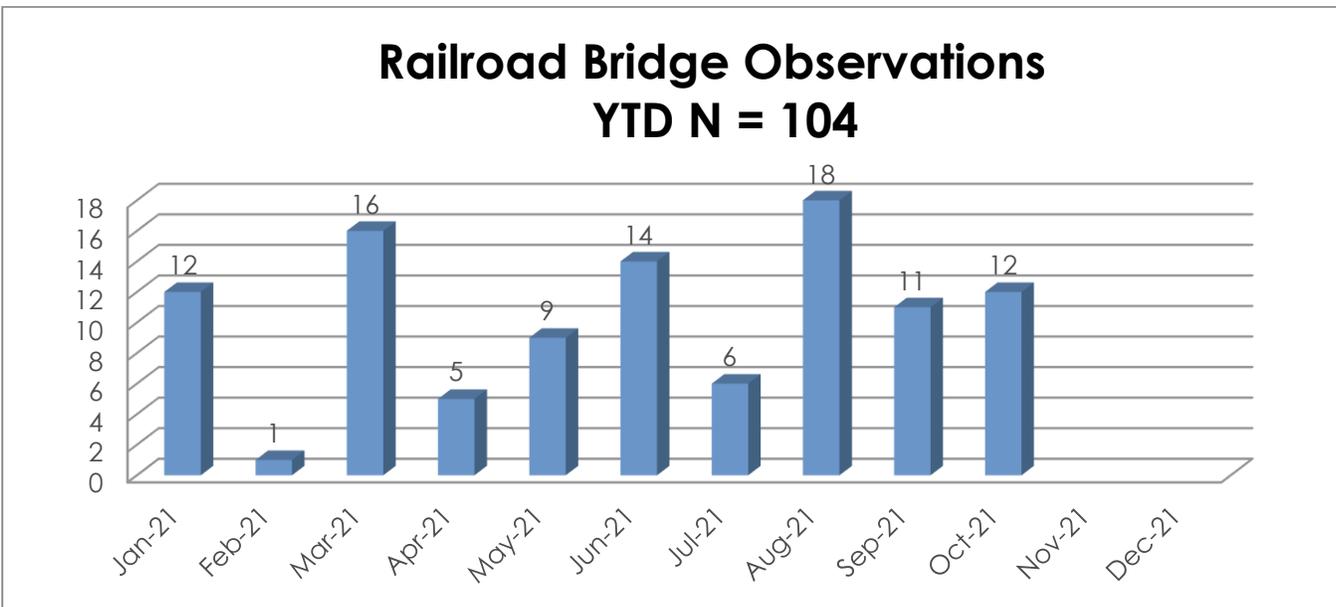
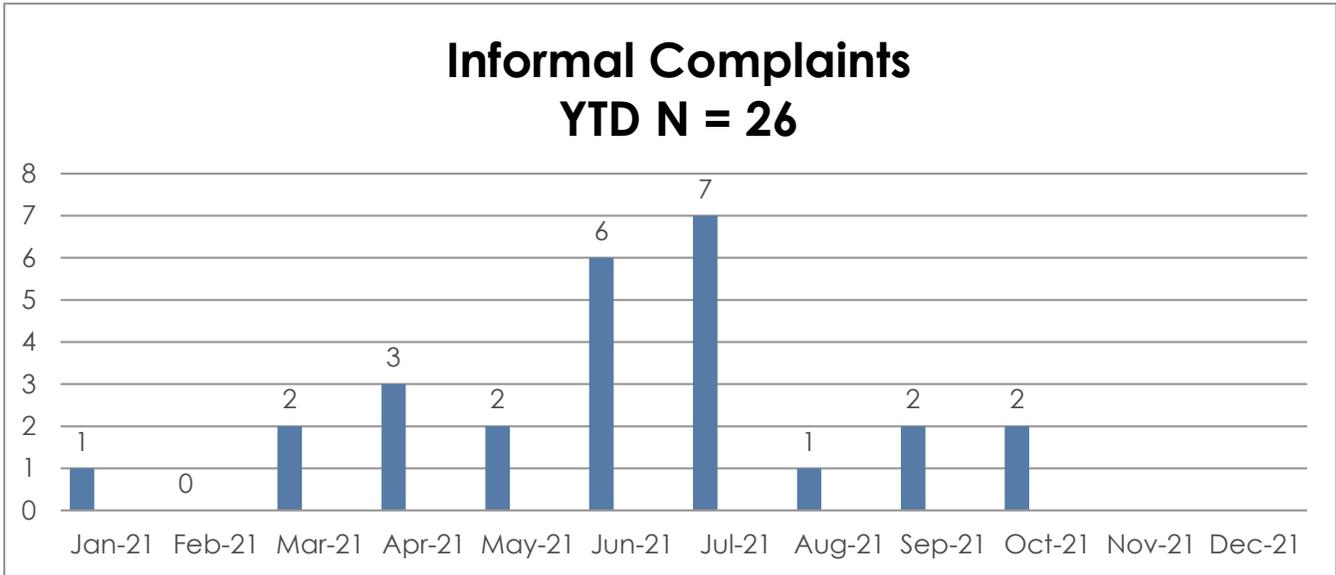


Before: Derailed cars south of the bridge.

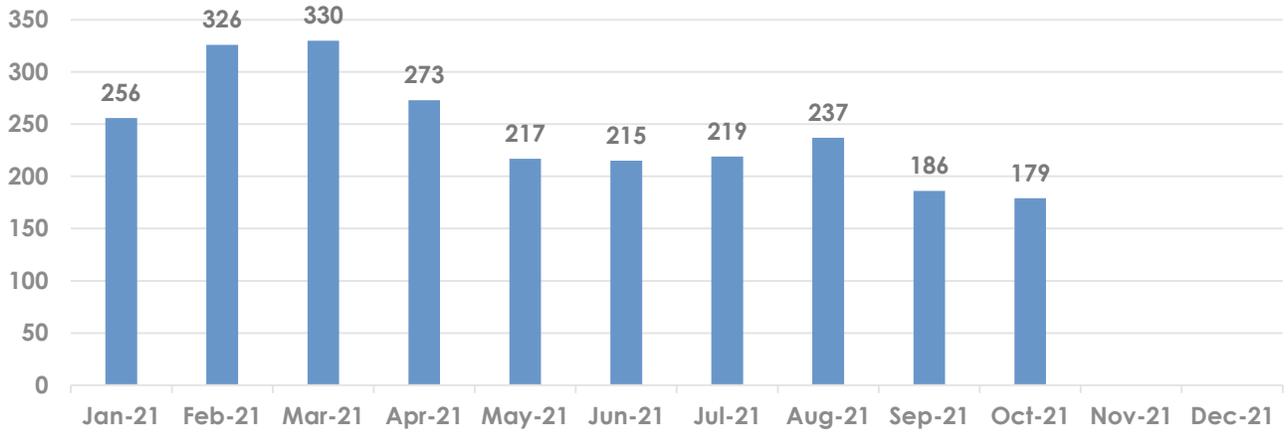


After: Right of way cleared.

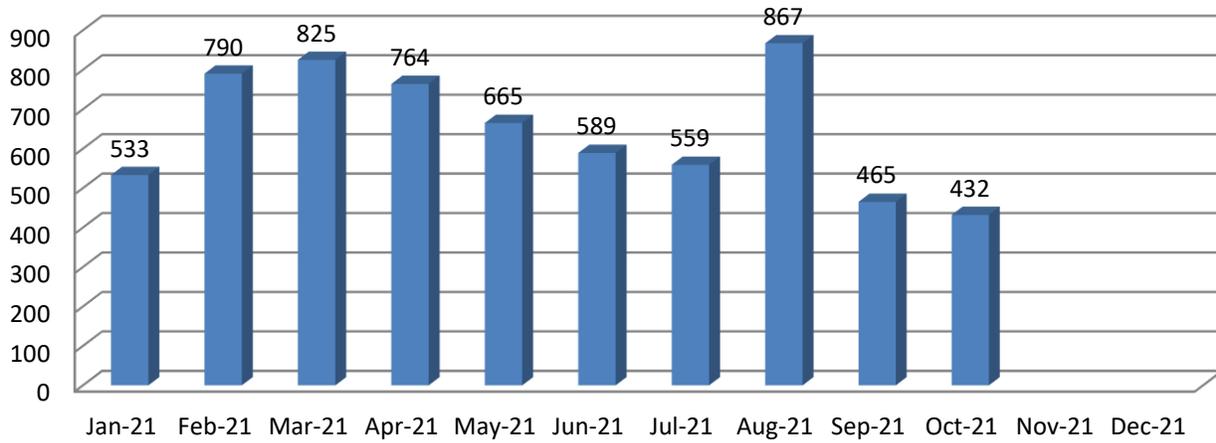


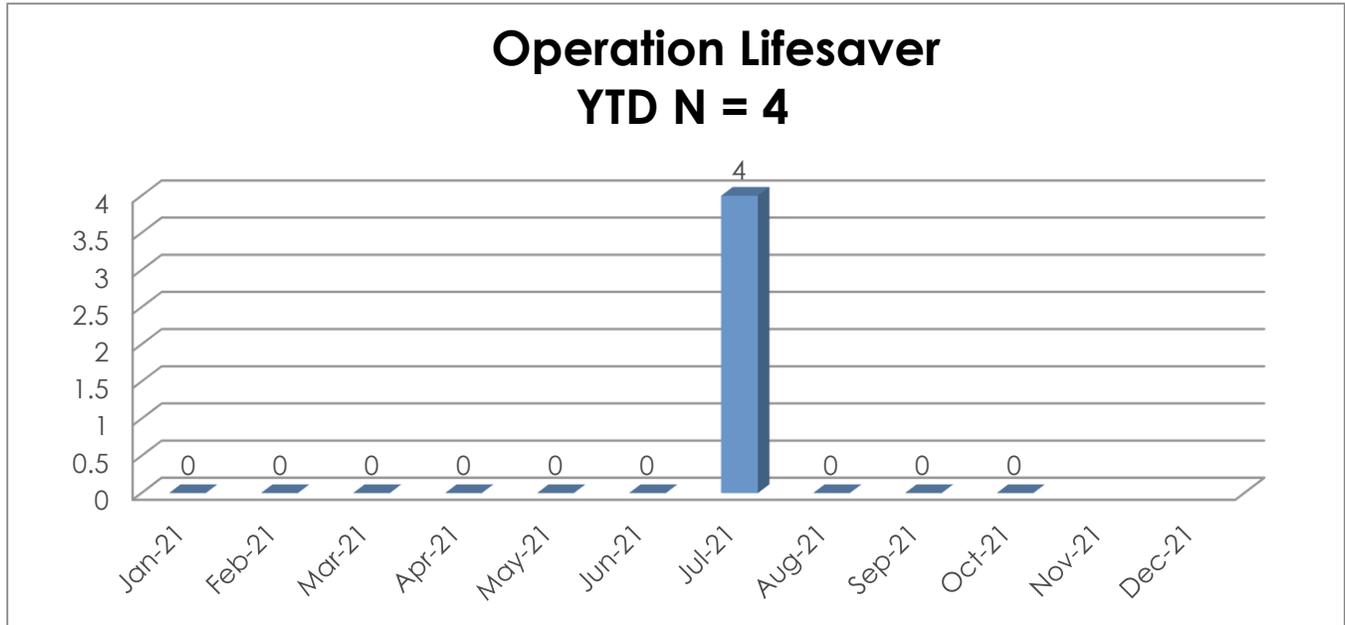


Railroad Safety Inspections YTD = 2438



Non-Compliant Conditions Identified/Corrected YTD N = 6489





Crude Oil Reconnaissance Team (CORT) Monthly Report

The CORT was formed in 2014 in response to highly volatile crude oil transportation in North America. The CORT’s purpose is to monitor crude oil transported by rail into California. This report tracks CORT activities, crude oil unit trains¹ entering California each month and the type of crude oil being transported. 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 ²	Highly Volatile (Y/N)	# Unit Trains Received October	# Unit Trains Projected November	# Unit Trains FYTD (21-22)	# Cars Received October	# Cars Projected November	# Cars FYTD (21-22)
Plains All America	N	0	1	0	0	100	0
Kern Oil	N	1	1	3	100	100	300
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received October	# Unit Trains Projected November	# Unit Trains FYTD (21-22)	# Cars Received October	# Cars Projected November	# Cars FYTD (21-22)

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

² See Appendix A for descriptions of Consignees and Railroads.

Kinder Morgan (Wilmington)	12	16	53	1152	1600	5224
NuStar Energy (Selby)	0	0	0	0	0	0
Storage of Hazardous Material Cars						
Railroad	Loads	Empties	Commodity	County		
Arizona California RR	144	44	LPG	San Bernardino		
Fillmore and Western RR	0	0	N/A	Ventura		
Northwestern Pacific RR	77	30	LPG	Marin		
Santa Maria RR	61	54	LPG	Santa Barbara		
Sierra Northern Railway	240	81	LPG	Stanislaus		
Oakland Global Rail Enterprise	14	1	LPG	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.

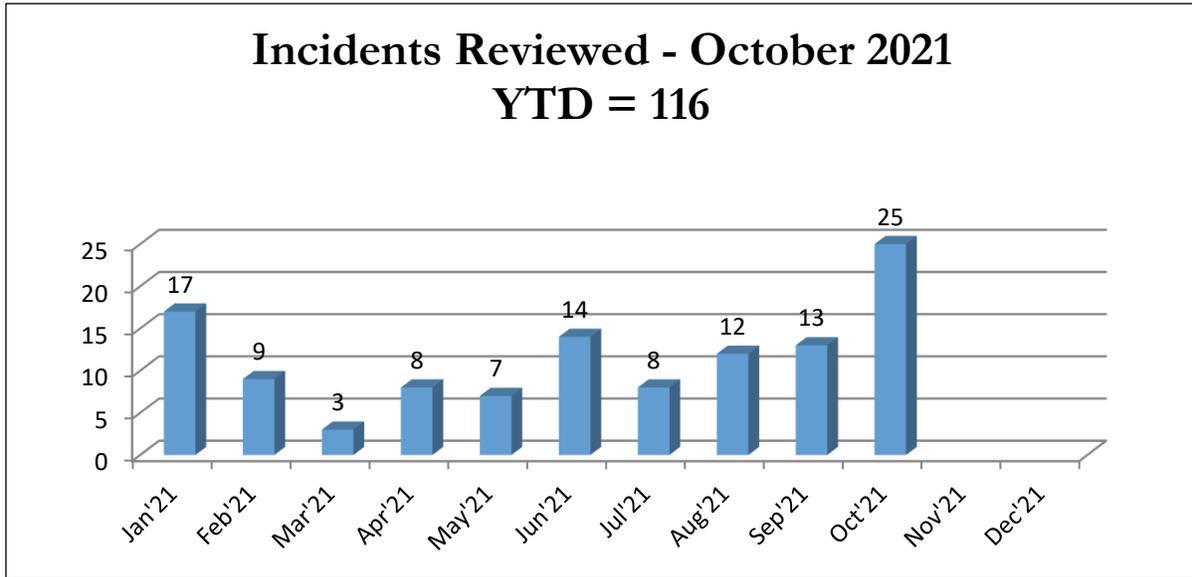
Rail Crossings and Engineering Branch - RCEB

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

	October Closed	Closed YTD
Crossing Incident Reviews	25	116
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	74	387
Proceedings, Resolutions and G.O. 88-B Reviews	6	98

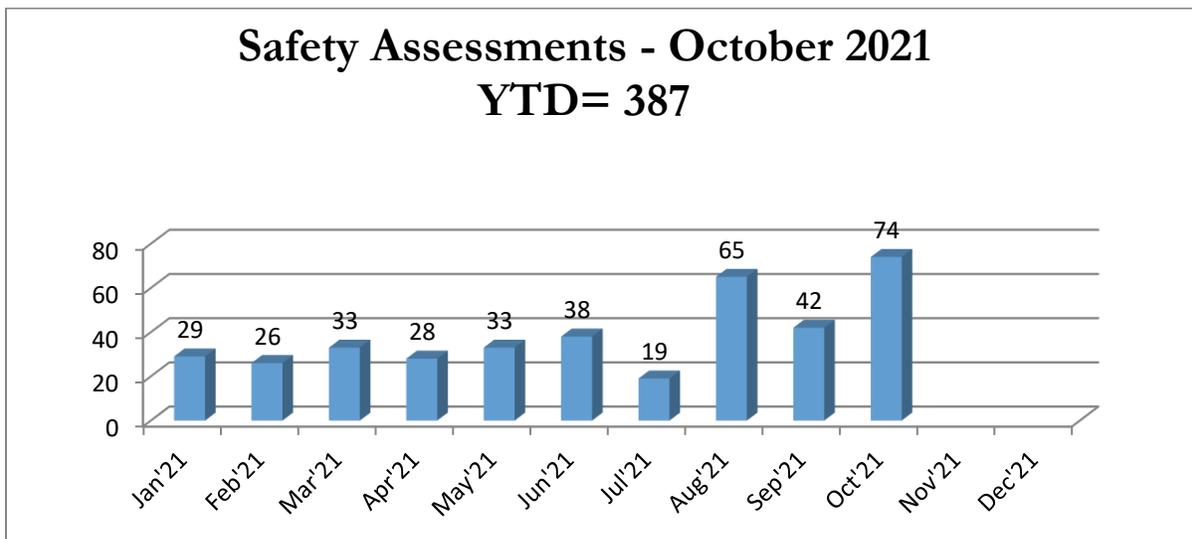
RAIL CROSSING INCIDENT INVESTIGATIONS

In October 2021, RCEB closed 25 incidents at highway-rail at-grade crossings (crossings). These 25 incidents resulted in five injuries and seven fatalities.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

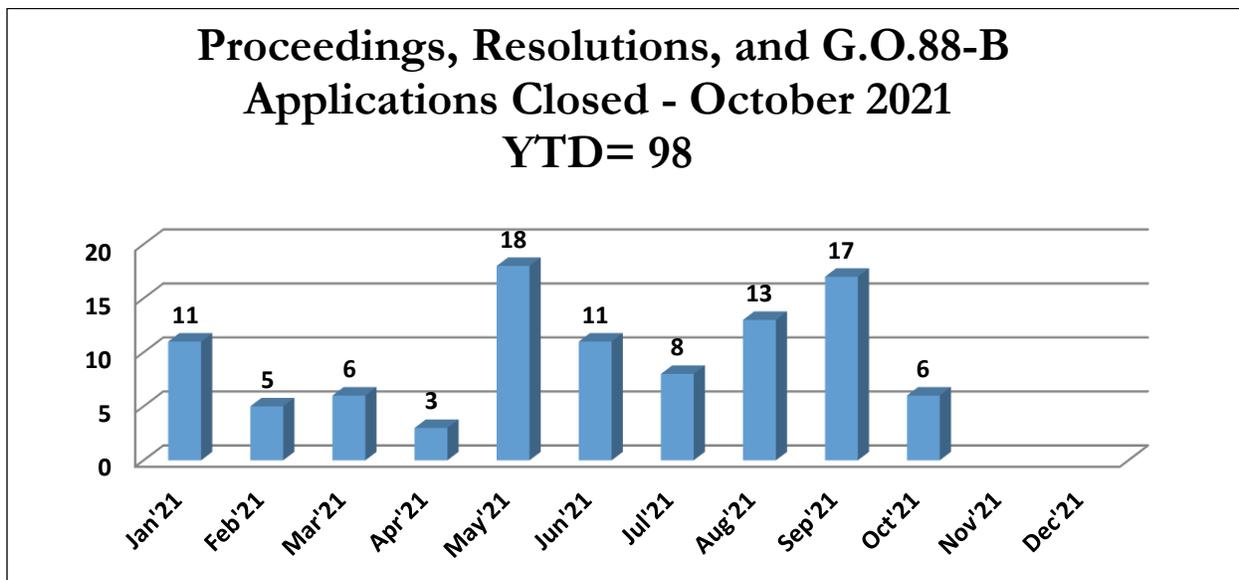
In October 2021, RCEB completed 74 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentation given to railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In October 2021, RCEB approved two General Order 88-B request for authority for alteration to existing crossings. Also, the Commission approved three Proceedings and one Resolution.

1. PROC-A1505014 - Decision 16-09-002 granting approval for City of Santa Rosa to construct a public pedestrian and bicycle at-grade crossing of the Sonoma-Marín Area Rail Transit track at Jennings Ave in Sonoma 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.
4. RESL-TED-274 - LA Metro requests a two-year time extension to complete the two-way traffic modifications at the Doran Street grade crossing in Los Angeles County.



Rail Transit Safety Branch - RTSB

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

Major Audits

Sacramento Regional Transit District (SacRT) Triennial Safety and Security Review was conducted in October 2021.

Administrative Accomplishments

Training:

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

- Daren Gilbert, Steve Artus, Bill Lay, Rosa Muñoz, Varouj Jinbachian, and Rupa Shitole participated in Federal Transit Administration's (FTA) two-day "Joint State Safety Oversight Agency and Rail Transit Agency Training Workshop".
- Bill Lay and Rosa Muñoz completed the "Safety Management Systems (SMS) Principles for State Safety Oversight (SSO) Programs" course offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI). As a result of completing this last of a series of required classes, they received FTA's "Public Transportation Safety Certification Training Program" certificate.
- Ainsley Kung completed the "CPUC Workplace Harassment Prevention for Managers 2021" training.

RSSIMS Replacement Project:

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

Rail Inspection & Corrective Action Plan System (RICAPS):

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

General Order and Resolution Activity

Proposed Revision to GO 143-B:

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

RTA Ongoing Projects

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

Bay Area Rapid Transit – BART

Communications Based Train Control (CBTC):

BART entered a \$798 million contract with Hitachi Rail STS USA, Inc to design and build a modern CBTC system. The agency intends for this project to “greatly improve (its) train service.” The Project’s SCP was approved by the Commission via Resolution ST-206. Contractor Hitachi executed Notice to Proceed in November 2020.

PHA is finalized. Conformance checklists are developing.

Traction Power System Improvements Project (TPSIP):

Five sites have been identified for installation of new traction power substations to support the traction power system improvements portion of the Transbay Core Capacity Program. The two West Bay sites are Civic Center Station and Montgomery Street Station and have estimated completion dates by 2022. The three East Bay sites are in Oakland at Thirty Fourth Street, Concord at David Avenue and Minert Road and Richmond at Yard East, with completion dates not yet estimated. An SCP was approved via Commission resolution proceeding (ST-239) in July 2020.

East Bay sites are in the engineering design phase. West Bay sites are in construction.

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.

Project is pending a crossing application review with Rail Crossing Branch for a proposed pedestrian bridge crossing over an existing UPRR track.

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.

BART continues to work on closing identified reliability issues.

Los Angeles County Metropolitan Transit Authority – LACMTA

P3010 New Vehicle Procurement Project:

All 235 new P3010 Light Rail Vehicles (LRV) have been delivered to LACMTA 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.

There are 48 LRVs remaining that require conditional acceptance from LACMTA and CPUC. The 48 LRVs have a new communication system and the other 187 LRVs will have to have their communication systems retrofitted to be compatible with the 48 LRVs. LACMTA began the conditional acceptance process in mid-November 2021 and has sent documents for Car 1133 to CPUC for review.

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).

LACMTA anticipates reviewing the next safety certification checklists beginning of 2022.

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.

Resolution ST-243 describes a variance request from General Order 95 for non-compliant Overhead Conductor Rail (OCR) clearance, and was approved during the November 4, 2021 Commission Meeting. Staff continue to attend safety certification meetings and pertinent System Integration Tests.

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. In August 2019, the Foothill Construction Authority 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 Foothill Construction Authority 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.

LACMTA is expecting a 30-day notice letter from Walsh Shea Corridor Constructors (WSSC), the project contractor, in mid to late November 2021 indicating their planned Substantial Completion for Segments A and B. Staff continue to attend safety certification meetings and pertinent System Integration Tests.

New A Line Project:

In the 2019 New Blue Improvements Project, LACMTA made improvements to its A 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.

In April 2021, LACMTA informed CPUC Staff that the north crossing at WRP Station would be converted into an emergency exit only. LACMTA is finalizing changes to the northern emergency crossing at the Willowbrook/Rosa Parks (WRP) Station, and CPUC will inspect it once it is ready. LACMTA plans on resuming tests for Division 11 Blue Line Yard Train Control Upgrades in November 2021 after a safer redesign of the switch controller is implemented at the yard.

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 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 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.

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 LA Metro and LADWP; the main goal is to secure the remaining funding needed.

No updates this month.

Los Angeles World Airports – LAWA

LAWA Automatic People Mover Project:

Los Angeles World Airports (LAWA), the governing body of Los Angeles International (LAX) and Van Nuys airports, is developing a multi-billion-dollar upgrade to the ground transportation system at LAX. The 2.25-mile Automated People Mover (APM) will have six new stations, three of which will connect new rental car, airport parking and Metro facilities to the airline terminals. Those in the Central Terminal Area (CTA) will provide fast and easy connections to nine airline terminals with a pedestrian walkway system.

The APM train guideway is approximately 81.4% complete. The LAX Economy Parking facility, known as Intermodal Transportation Facility-West during construction, opened to the public on October 19. The facility has the latest smart parking technology to create an efficient parking experience and will connect to the APM via two pedestrian bridges. Staff continue to attend safety certification 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 10 stations along the alignment and the procurement of 8 Siemens S700 LRVs.

Rail will be distributed at the Santa Ana River Bridge. Concrete has been poured for the round table at the MSF.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

P20 Siemens S700 (Low Floor), includes converting stations for low floor LRVs (+16), acquired \$172 M, Estimated in-service date 11/2022.

No updates this month.

San Diego Metropolitan Transit System – SDMTS

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

The San Diego Metropolitan Transit System’s (MTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line that begins at the Old Town Transit Center in San Diego. The project will provide future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego (UC San Diego) and the University City areas with nine (9) new stations. Construction started in 2016 and revenue service is planned to begin November 21, 2021.

On October 29, 2021, MTS submitted the Mid-Coast Corridor Project Final Safety Certification Verification Report to Rail Safety Division Director for review and approval as required by General Order 164-E and Commission Resolution ST-186.

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.

No updates this month.

Santa Clara Valley Transportation Authority – SCVTA

BART Silicon Valley (BSV) Phase II:

This BSVII is an approximately 6-mile extension of the BART system from the Berryessa/North San Jose Station through downtown San Jose in an approximately 5-mile long single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. The Phase II project includes three stations in the City of San Jose (Alum Rock/28th, Downtown San Jose and Diridon Stations), one station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility. The project Safety and Security Certification Plan (SSCP) was originally Commission approved under resolution ST-83 on February 15, 2007, for the entire 16 miles extension but due to VTA Board decision the project was divided into two phases. The BART’s Silicon Valley Berryessa extension (phase I) was placed in revenue service on June 13, 2020. On

June 16, 2021, Staff received the project SCP for the phase II, and 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 PMOC meeting, Safety and Security Review Committee (SSRC) meeting, Fire Life Safety and Security Committee (FLSSC) meeting.

No updates this month.

Eastridge to BART Regional Connector:

The Eastridge to BART Regional Connector (EBRC) adds 2.4 miles of double track light rail along Capitol Expressway in San Jose. This segment extends the VTA light rail system from the Alum Rock station to Eastridge Transit Center, entirely within the City of San Jose. The alignment traverses through a mixture of residential, commercial, industrial, and undeveloped areas. The proposed light rail alignment consists of an elevated guideway to the side and in the median of Capitol Expressway on retained earth and structure. There are no new at-grade automobile crossings, but there will be two pedestrian at-grade crossings at Eastridge Station. The CPUC Resolution ST-88 dated May 24, 2007, grants VTA request for approval of its Capitol Expressway Light Rail Safety and Security Certification Plan (SSCP) dated March 2, 2007. VTA recently submitted an updated SSCP dated January 31, 2020. Staff reviewed and approved the SSCP on July 10, 2020. The project has almost completed preliminary engineering design phase and Utility relocation is occurring currently. Staff awaits to attend future meetings related to this project.

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 Light Rail Vehicle (LRV) detection system to act as primary detection system for requesting transit service priority (TSP) at non-gated signalized intersections. The necessary equipment for the work would be installed on 98 of VTA's light rail vehicles and would be installed at 89 signalized intersections. VTA submitted the project SCP on May 5, 2021. Staff reviewed and approved the project SCP on June 30, 2021. Commission Resolution ST-245 has been approved at the August 19, 2021 Commission meeting.

No updates this month.

San Francisco Municipal Transportation Agency – SFMTA

Central Subway Project (CSP):

SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown.

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 light rail vehicles (LRV). SFMTA received approval for revenue service in 2017. After delivery of 68 cars by 2019, SFMTA observed issues with

dragging patrons caught in 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

General Order 164-E defines Corrective Action Plan as a plan developed by a Rail Transit Agency that describes the actions the RTA will take to minimize, mitigate, control, correct, or eliminate risks and hazards, and the schedule for implementing those actions.

Accident Investigations

Per General Order 164-E, the Commission must be notified within 2 hours by rail transit agencies of accidents if they include one of the following: a fatality (occurring at the scene, or within 30 calendar days following the incident); one or more persons suffering “serious injury” (as defined in GO 164-E); a collision involving a rail transit vehicle and another rail transit vehicle, or individual; a derailment of any rail transit vehicle at any location, at any time, whatever the cause; an evacuation for life safety reasons; or a runaway train. “Courtesy notices” are not included in these statistics.

Monthly RTSB Data

Statistics Summary

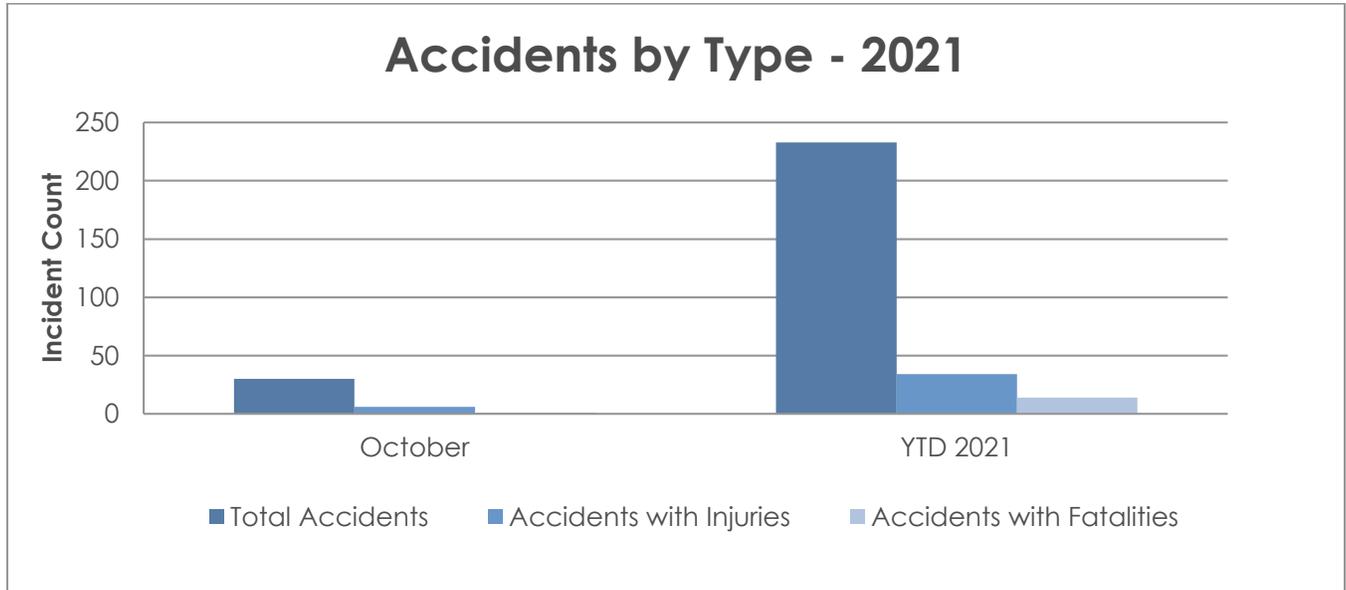
Table 1. Investigation & CAP Data

Investigations	October 2021	YTD 2021
Accidents Reported	30	233
Accident Investigations Closed	12	170
Complaints Investigated	0	0
Rail Transit Inspections	25	320
Triennial Review	0	0
Corrective Action Plans	October 2021	YTD 2021
New Corrective Action Plans	16	247
From Triennial Review	0	3
From Incidents	0	25
From Internal Safety/Security Audits	4	14
From Rail Transit Inspections	12	205
From Hazard Management	0	0
Closed Corrective Action Plans	27	197
From Triennial Review	2	5
From Incidents	2	18
From Internal Safety/Security Audits	1	7
From Rail Transit Inspections	22	167
From Hazard Management	0	0

Data collected from RSSIMS

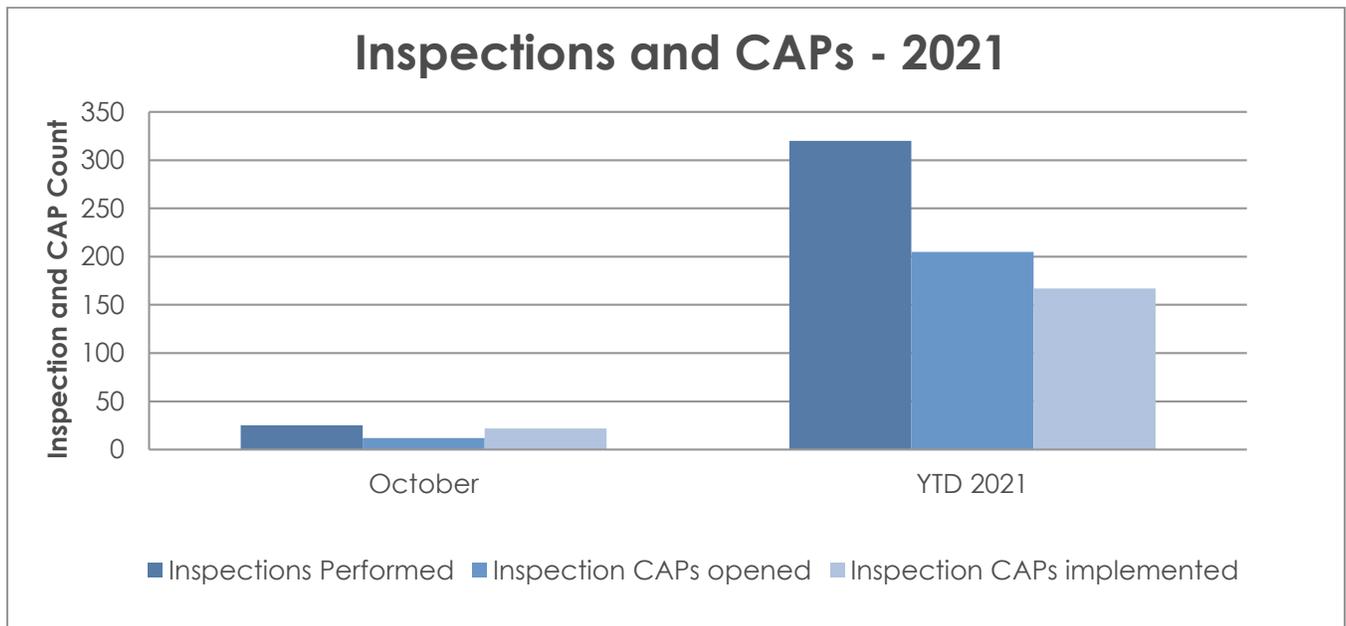
Ongoing Data / Trends

Table 2. Accidents by Type



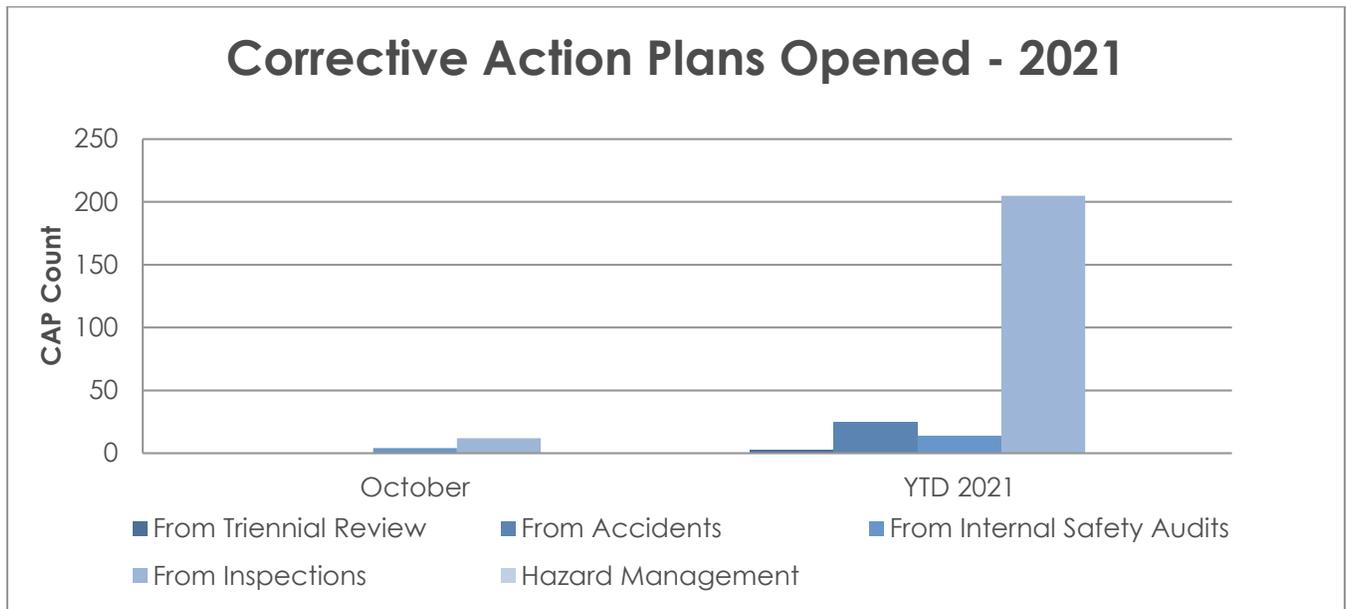
Data collected from RSSIMS

Table 3. Inspections & CAPs



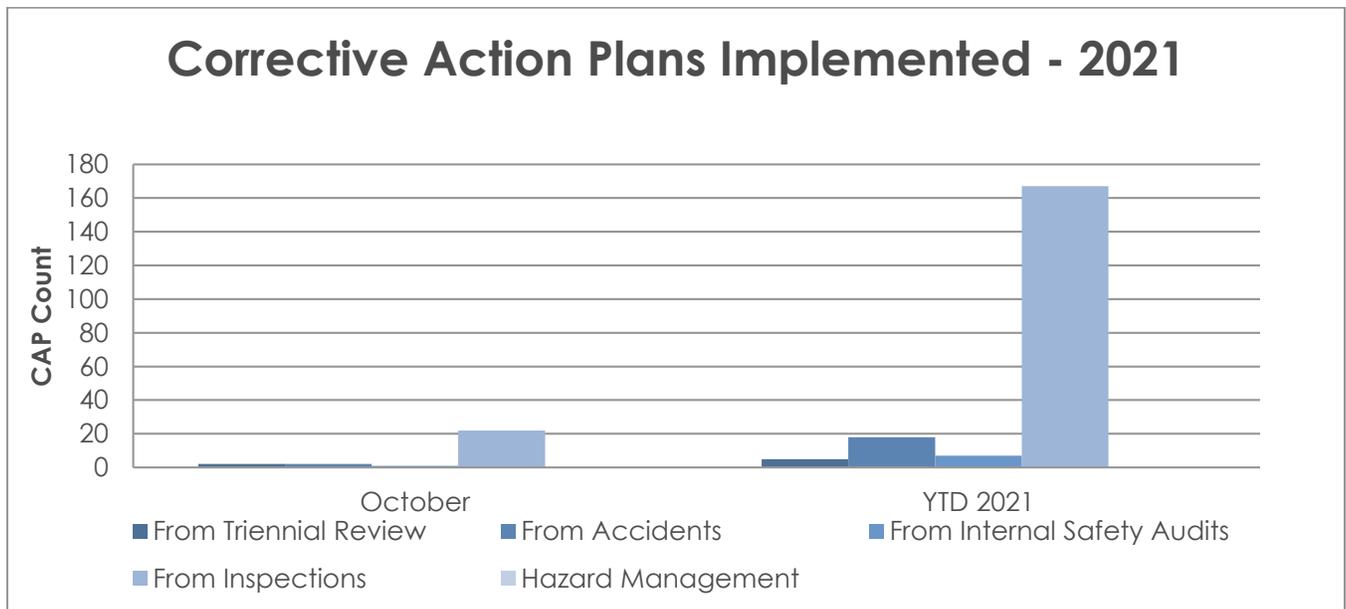
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS