

# Monthly Performance Report – September 2021

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RAIL SAFETY DIVISION

October 26, 2021



**California Public  
Utilities Commission**

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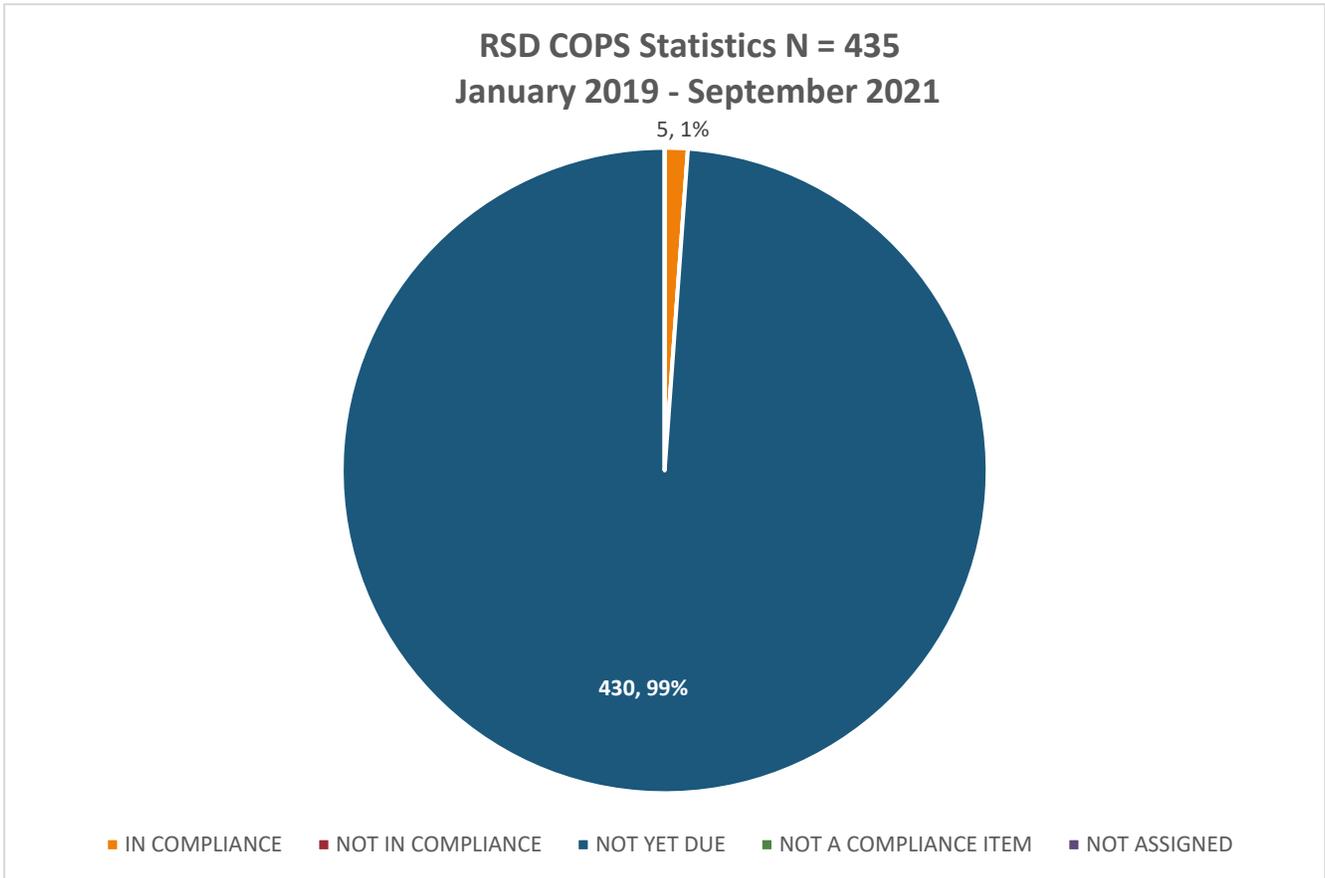
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## Compliance with Ordering Paragraphs (COPS)

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Through September 30, 2021, the Rail Safety Division (RSD) showed 435 total entries in the COPS system, with 5 reaching compliance, 430 (99%) not yet due for compliance, and 0 (0%) out of compliance. 435 (100%) of all Ordering Paragraphs (OP) are assigned to RSD staff.



## Monitoring the Whistleblower Website

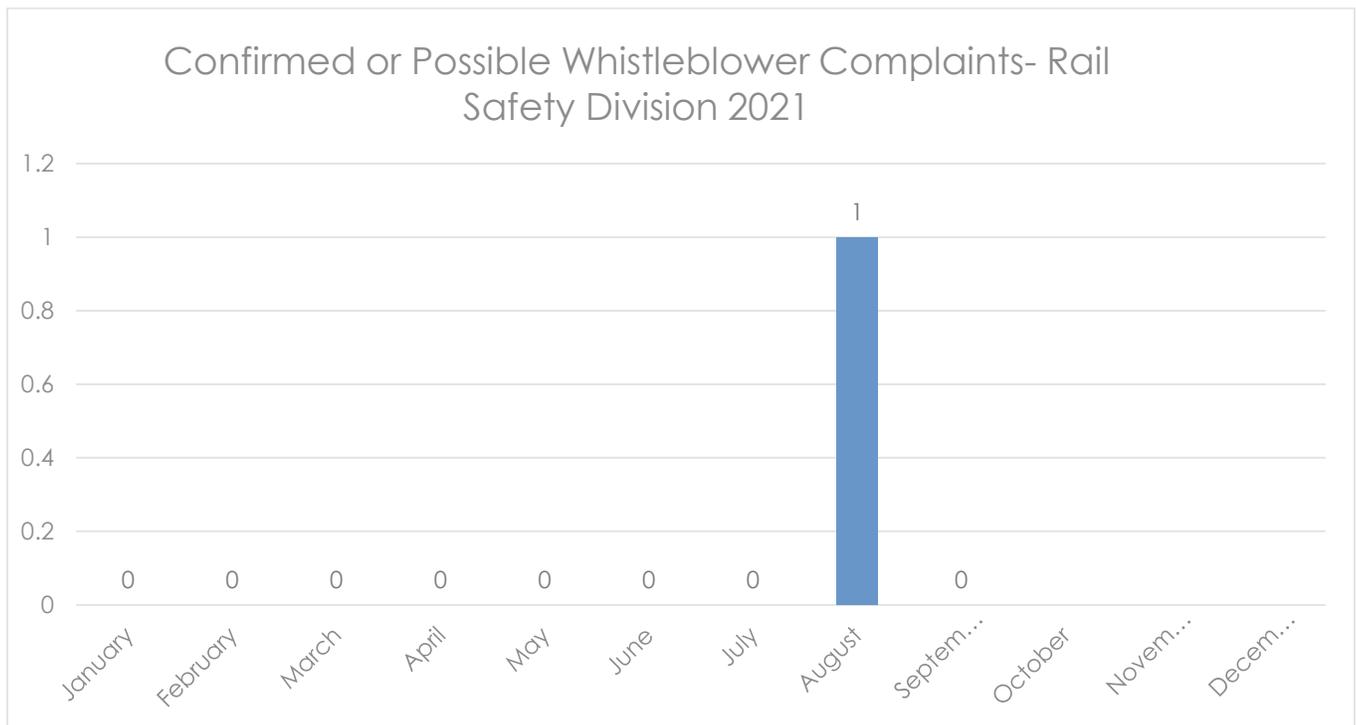
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The Risk Section has been overseeing intake for complaints that arrive via a “whistleblower” application on the Commission’s web site. Whistleblower protections are afforded to utility employees and contractors who report potentially unsafe or illegal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

### Statistics – 1/1/21 – 9/30/2021

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



## Railroad Operations Safety Branch - ROSB

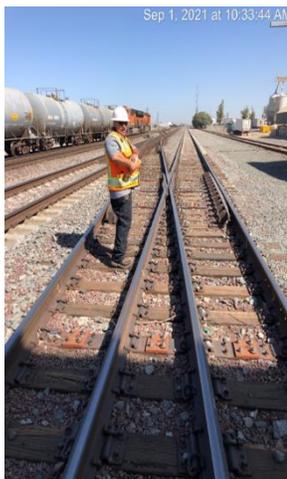
In September 2021, the RSD Railroad Operations Safety Branch (ROSB) completed the following:

<b>Railroad Operations Safety Branch</b>	<b>Sep-2021</b>	<b>YTD 2021</b>
<b>New Incidents Investigated</b>	13	77
<b>Informal Complaints Investigated</b>	2	24
<b>Railroad Bridge Observations</b>	11	92
<b>Railroad Safety Inspections</b>	186	2259
<b>Non-compliant conditions identified/corrected</b>	465	6057
<b>Operation Lifesaver Presentations</b>	0	4

### ROSB Inspection, Investigation & Field Activities

**September 1, 2021:** CPUC Railroad Safety Inspectors conducted an inspection of the BNSF Railway at Kingspark near Bakersfield. The inspection was conducted to check for compliance with CPUC General Orders (GOs) & Code of Federal Regulations (CFR).

A non-complying track condition was identified and documented under CFR 213.137C “severe frog condition.” A frog is a track component that connects two intersecting adjacent rails and when the tread portion of the frog is crushed, and it breaks off it will create a tread wear condition that could cause a train derailment. The inspector notified BNSF management and submitted a report documenting the condition. BNSF repaired the frog which was verified by a follow up inspection.



CPUC Railroad Safety Inspector looking for non-complying track conditions



CPUC Railroad Safety Inspector walking switches and looking for non-complying track conditions



Track section with loose and missing fasteners

**September 7, 2021:** A CPUC Railroad Safety Inspector conducted an inspection at the Union Pacific (UP) Gemco Yard located in Van Nuys.

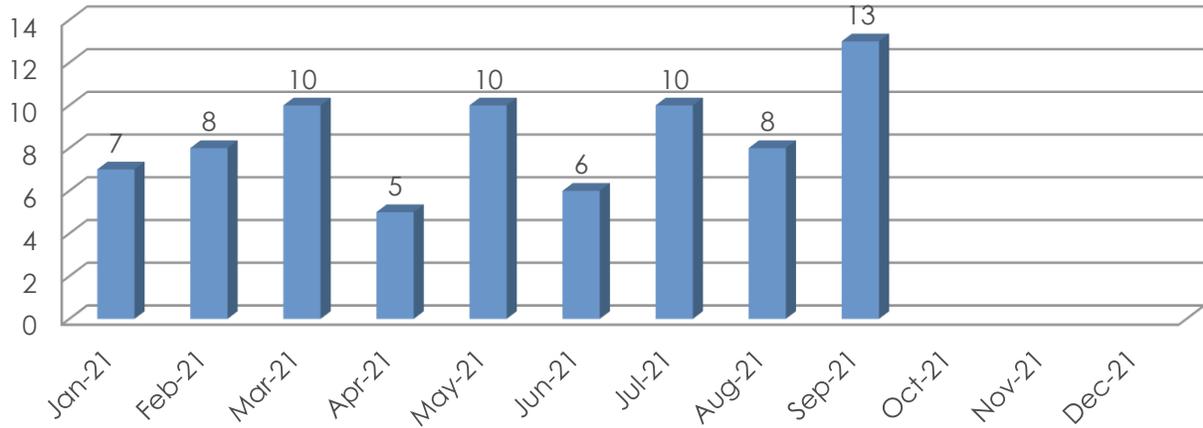
During the inspection, a Multiple Unit (MU) communication cable on a UP train was discovered to have been left in the walkway of the locomotive instead of being stowed in the proper storage receptacle. This is not in compliance with CFR 229.89 (Jumpers; cable connections).

An improperly stowed cable poses a serious tripping hazard for railroad employees working on this locomotive. The inspector documented the condition and notified a UP Manager who immediately directed a crewmember to remove the cable from the walkway which was verified by the inspector.

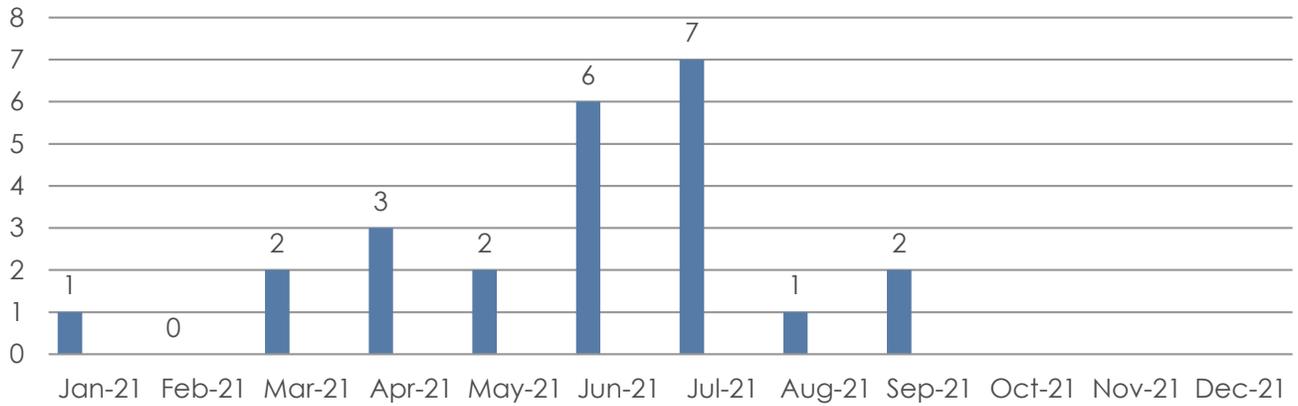
**September 29, 2021:** A CPUC Railroad Safety Inspector performed an inspection of freight equipment at the UP J.R. Davis Yard located in Roseville. The inspector identified a non-compliant condition, specifically, a piece of lumber in the walkway on the north side of track 204. The lumber created a tripping hazard for railroad employees working in the area in violation of GO 118-A, which provides standards for the construction, reconstruction, and maintenance of walkways adjacent to railroad tracks to provide a safe area for railroad employees to work.

The inspector discussed the condition with the UP manager who immediately moved the lumber from the walkway bringing it into regulatory compliance which was verified by the inspector.

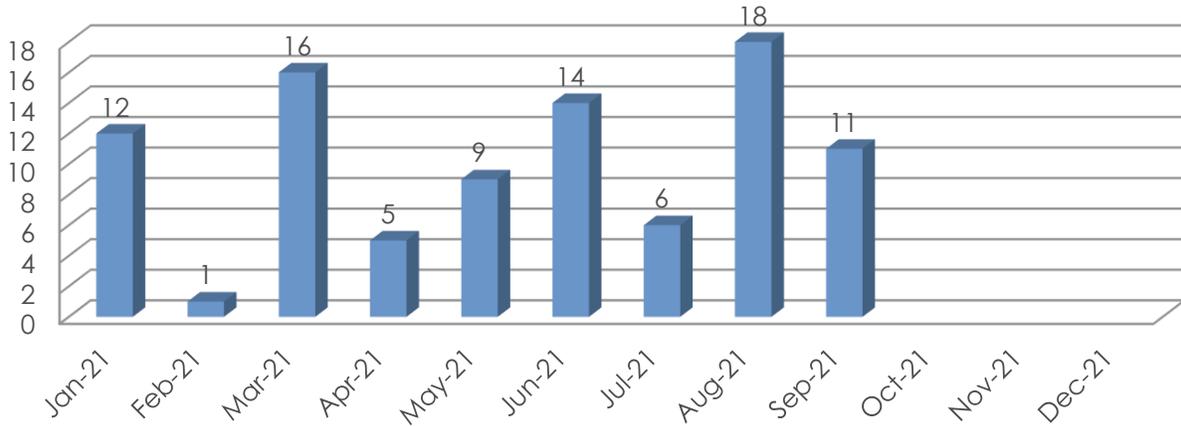
### Incidents Assigned for Investigation YTD N = 77



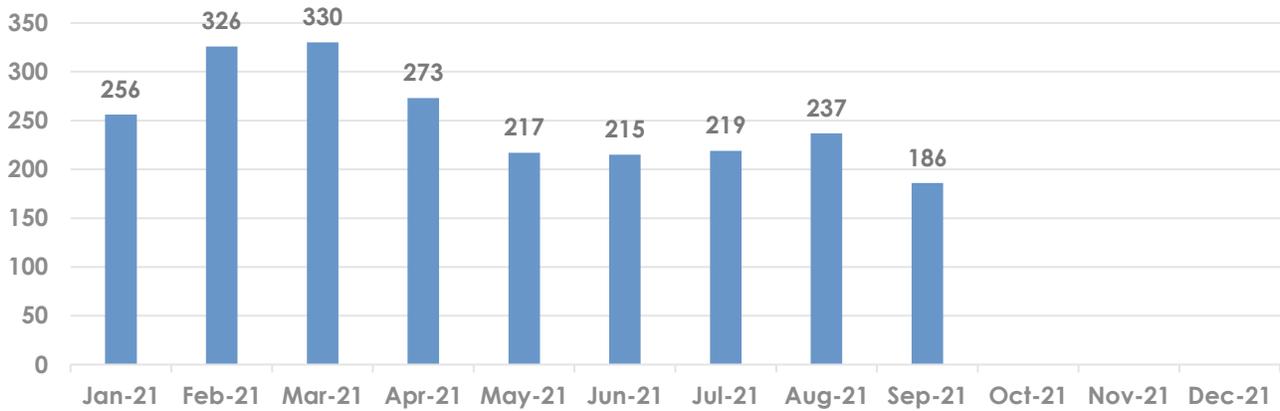
### Informal Complaints YTD N = 24



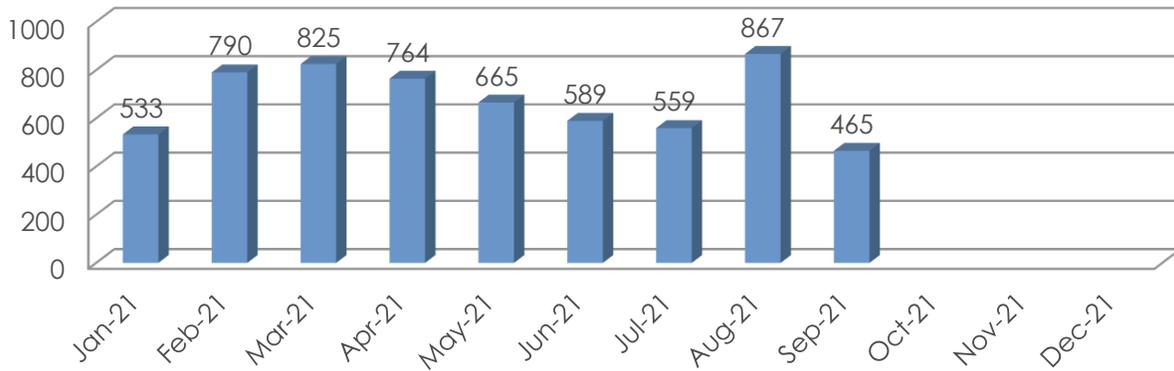
### Railroad Bridge Observations YTD N = 92



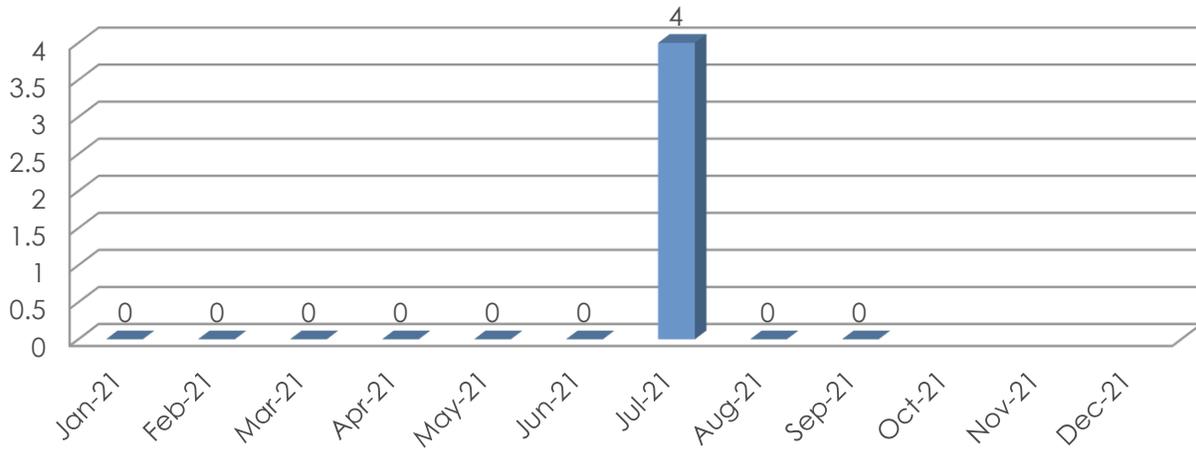
### Railroad Safety Inspections YTD = 2259



### Non-Compliant Conditions Identified/Corrected YTD N = 6057



### 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 September	# Unit Trains Projected October	# Unit Trains FYTD (21-22)	# Cars Received September	# Cars Projected October	# Cars FYTD (21-22)
Plains All America	N	0	0	0	0	0	0
Kern Oil	N	1	1	2	100	100	200
Ethanol Unit Train Shipments in California							
Consignee		# Unit Trains Received September	# Unit Trains Projected October	# Unit Trains FYTD (21-22)	# Cars Received September	# Cars Projected October	# Cars FYTD (21-22)
Kinder Morgan (Wilmington)		12	15	41	1157	1500	4072
NuStar Energy (Selby)		0	0	0	0	0	0
Storage of Hazardous Material Cars							
Railroad		Loads	Empties	Commodity		County	
Arizona California RR		82	65	LPG		San Bernardino	
Fillmore and Western RR		0	0	N/A		Ventura	
Northwestern Pacific RR		77	44	LPG		Marin	
Santa Maria RR		61	54	LPG		Santa Barbara	

<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.

Sierra Northern Railway	243	169	LPG	Stanislaus
Oakland Global Rail Enterprise	0	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.

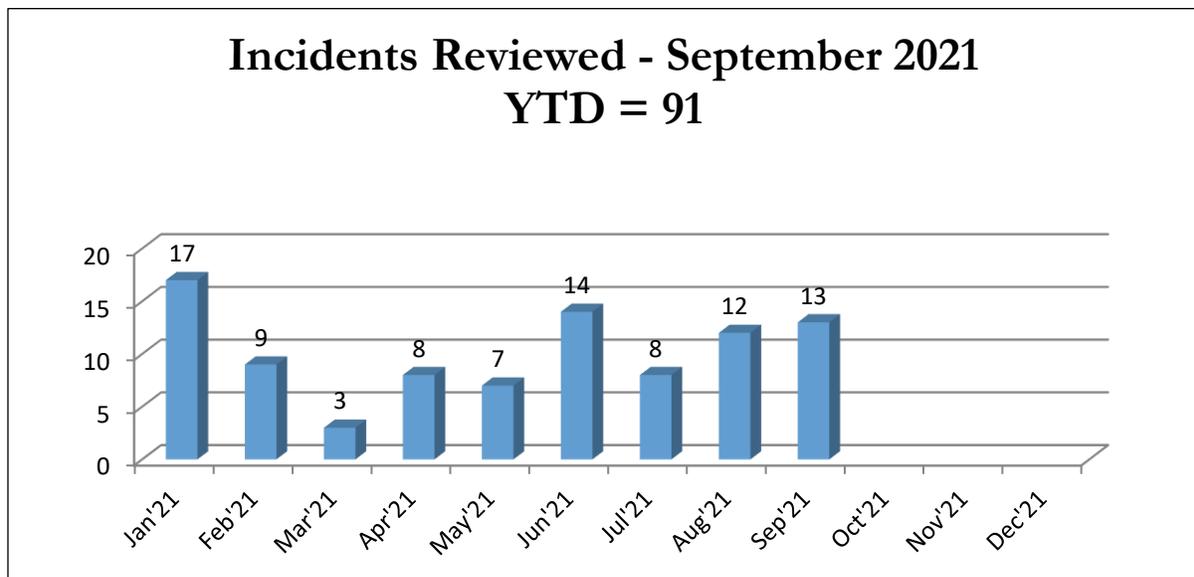
## Rail Crossings and Engineering Branch - RCEB

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

	<b>September Closed</b>	<b>Closed YTD</b>
<b>Crossing Incident Reviews</b>	13	91
<b>Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations</b>	42	313
<b>Proceedings, Resolutions and G.O. 88-B Reviews</b>	17	92

### RAIL CROSSING INCIDENT INVESTIGATIONS

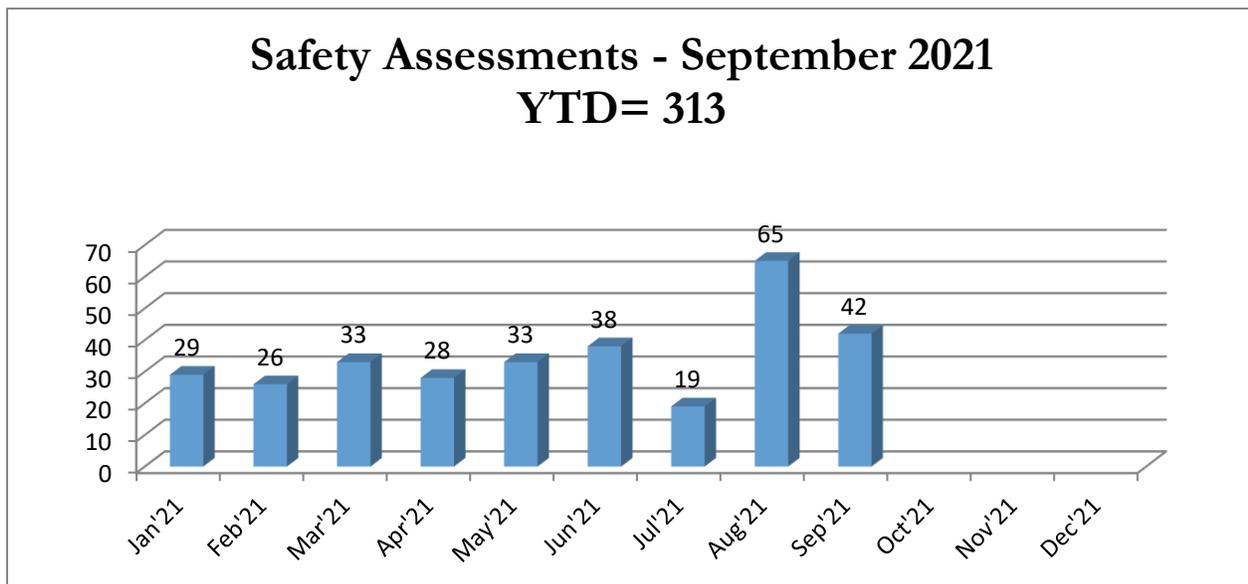
In September 2021, RCEB closed 13 incidents at highway-rail at-grade crossings (crossings). These 13 incidents resulted in three injuries and six fatalities.



**SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS**

In September 2021, RCEB completed 42 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.

OLIP-2021090001 - Presentation was given to the students at Laguna Creek High School.

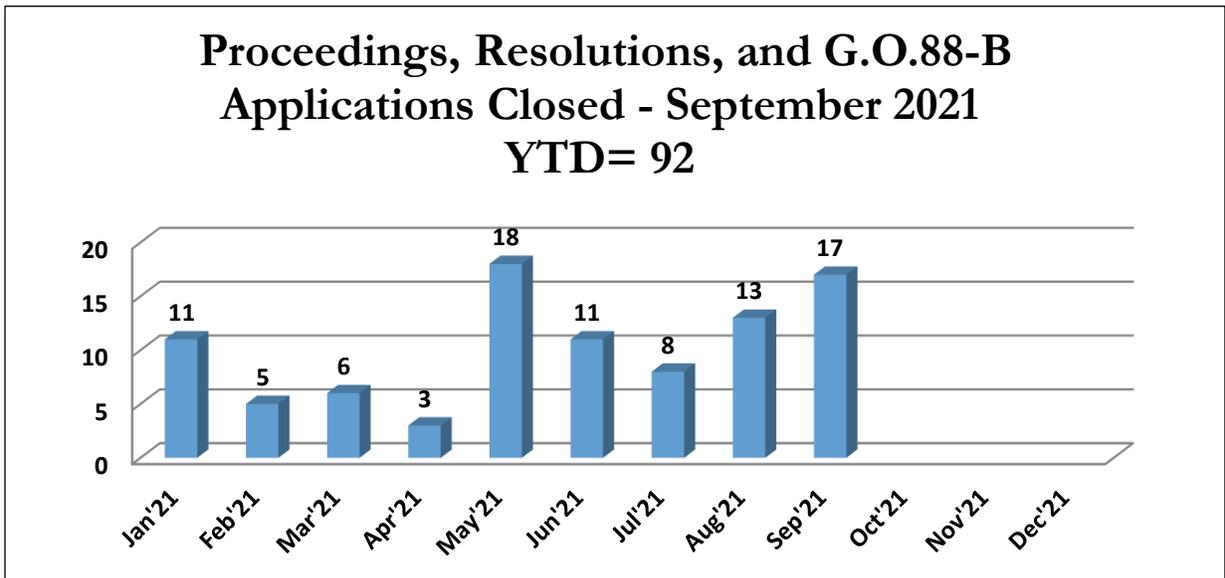


**PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS**

In September 2021, RCEB approved 10 General Order 88-B request for authority for alteration to existing crossings. Also, the Commission approved seven Proceedings.

1. PROC-A1806008 - Decision 21-09-010 granting approval of the Metro Gold Line Foothill Extension Construction Authority for an order authorizing construction of two light rail tracks, and alteration of two commuter rail tracks at the College Ave highway-rail crossing in the City of Claremont, Los Angeles County.
2. PROC-A2004018 - Decision 21-09-007- granting approval for California High-Speed Rail Authority for approval to construct one new underpass grade-separated crossing at State Route 43, under two proposed high-speed rail tracks at CHSRA’s MP 244.79. in the County of Tulare.

3. PROC-A2005009 - Decision 21-09-011- granting approval for San Diego State University to construct a new grade-separated crossing at the SDSU Mission Valley River Park and Street “A” in the City of San Diego on San Diego Metropolitan Transit Systems.
4. PROC-A2009012 - Decision 21-09-031 - granting approval for DesertXpress Enterprises, LLC to construct proposed high-speed tracks for multiple public road crossings in the County of San Bernardino.
5. PROC - A2012008 - Decision 21-09-030 - granting approval for California High-Speed Rail authority to construct two new underpass grade separated crossing in the County of Kings.
6. PROC - A2102010 - Decision 21-09-008 - granting approval for California High-Speed Rail Authority to construct one underpass grade-separated crossing at 7<sup>th</sup> Road, under two proposed high-speed rail tracks as part of the proposed high-speed rail grade-separated structure in the County of Kings.
7. PROC - A2102011 - Decision 21-09-027 - granting approval for California High-Speed Rail Authority to construct one underpass grade-separated crossing, under two proposed high-speed rail tracks as part of the proposed high-speed rail grade-separated structure in the County of Kings.



## Rail Transit Safety Branch - RTSB

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

### Major Audits

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

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

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

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

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

### Administrative Accomplishments

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#### Training:

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

- Samuel Herroz completed the “Effectively Managing Transit Emergencies” course offered by the U.S. Department of Transportation’s Transportation Safety Institute (TSI).
- Daren Gilbert and Daniel Kwok completed the “Overseeing the Safety of Management Process for State Safety Oversight Agencies” course offered by TSI.
- Daren Gilbert completed the series of management training classes titled “CPUC Workplace Harassment Prevention for Employees”, “Understanding Unconscious Bias”, “Bridging the Diversity Gap”, “Your Role in Workplace Diversity”, “Overcoming Your Own Unconscious Biases”, and “Overcoming Unconscious Bias in the Workplace”.

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

PHA and conformance checklists are developing. Project is in preliminary design.

### Traction Power System Improvements Project (TPSIP):

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

East Bay sites are in the engineering design phase. West Bay sites are in construction: Civic Center is in demolition and laying grounding cables; Montgomery is preparing for demolition.

### 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 submitted a crossing application in August 2021 with Rail Crossing Branch for a proposed pedestrian bridge crossing over an existing UPRR track, pending for prehearing with the Commission in Oct 2021.

### 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

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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.

To date, RTSB Management has certified for revenue service 185 vehicles. 50 LRVs remain to be accepted by LACMTA and officially approved by CPUC. Starting in April 2021, LACMTA resumed the conditional acceptance process and sent CPUC LACMTA's conditional approval documentation for 2 out of the remaining 50 vehicles. The remaining 48 vehicles have the latest approved redesigned Communication System fully installed, which is not compatible with the other 187 LRVs. As a result, the project will complete communication system retrofits so that all LRVs are compatible. This effort is estimated to begin in November 2021. In addition, the remaining 48 LRVs require updates to the Automatic Passenger Counter (APC) system. LACMTA and Kinkisharyo agreed to pause conditional acceptance of the 48 LRVs until this issue is fixed, so conditional acceptance is anticipated to begin in mid-October 2021. LACMTA will resume P3010 Safety Certification Review Team Meetings on October 18, 2021 to review the status of the open items and safety certification.

### 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).

Because of COVID-19 the arrival of pilot cars will be postponed from December 2020 to December 31, 2021. Upon the arrival of the vehicles, LACMTA is anticipating vehicle level qualification testing to take 6-9 months at LACMTA's site, followed by the commissioning and conditional acceptance process. However, LACMTA anticipates reviewing the next safety certification checklists beginning of 2022. The design checklist review has already been completed.

### Regional Connector Project:

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.

From the October 12, 2021, FTA Quarterly Meeting, the Project reported that construction is 84.1% complete. Overall project completion is at 85.2%. Rail Activation Team Meetings began on July 28, 2021 and have continued regularly to track and coordinate upcoming Systems Integration Testing, which Staff have observed starting in September 2021. Resolution ST-243 describes a variance request from General Order 95 for non-compliant Overhead Conductor Rail (OCR) clearance, and is scheduled for the November 4, 2021 Commission Meeting.

### 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.

Segment 1: Design progress is at 100%, and construction progress is at 72%. Both Tunnel Boring Machines (TBMs) have reached the final resting point and the project is currently performing TBM demobilization activities.

Segment 2: Design progress is at 99% and construction progress is at 46%. TBM progress for the two tunnels is currently at 31%, and 32% completion.

Segment 3: Design progress is at 89% and construction progress is at 28%. One TBM was re-launched in early August 2021 and has mined approximately 1262 feet. The second TBM is being configured for full production mining.

#### 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.

Heavy construction of this project commenced in July 2020 and current construction completion progress is approximately 33%.

#### 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.

The project construction progress is at 99%. Substantial completion will occur in the coming months for the Crenshaw project, meaning Walsh Shea Corridor Constructors (WSSC) will hand over the project to Metro for the last phases of testing and preparation before revenue service begins. Substantial completion will occur in two parts: first Segment A/B1 will be handed over, followed by Segment B2/C. WSSC plans to request Substantial Completion from LACMTA by November 2021 for Segments A/B1.

#### 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.

Staff continue to monitor three open items of the project: 1) meeting minimum warning times instead of using Metro Rail Operations Bulletins (MROB), and CPUC Staff have no identified concerns with LACMTA’s proposed solution which is expected to be completed by December 31, 2021, 2) resuming tests for Division 11 Blue Line Yard Train Control Upgrades, which is estimated to resume in November 2021 after a safer redesign of the switch controller is implemented at the yard, and 3) proposing changes to the northern emergency crossing at the Willowbrook/Rosa Parks (WRP) Station, which was completed, except for one LED lit handrail. The CPUC will inspect the northern emergency crossing at WRP Station once it is ready.

### 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.

Staff is currently working with the project on submittal of the final draft of the GO-164E required Safety Certification Plan for Commission approval.

### 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.

The project is 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. Draft EIS/EIR comment period concluded on September 28, 2021. Commission Staff submitted comments on September 23, 2021 to LACMTA West Santa Ana Branch Project Team and State Clearinghouse.

### 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

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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.

The APM train guideway is approximately 76.1% complete. Train car testing and assembly continues in Pittsburgh and the first two-car train is anticipated to arrive in November 2021. After breaking ground in July 2019, the Intermodal Transportation Facility West (ITF West), which will be known as LAX Economy Parking, will open to the public in mid-October and will be a ground transportation hub once the APM is online. Staff continue to participate in regularly scheduled safety certification meetings and contingency planning meetings. LAWA Safety Orientation Training followed by a site walk with RTSB Management and LAWA APM Executives will be rescheduled by the end of this year.

## 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.

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 December 2023. The rail facilities construction continues with construction at about 55% completion. The project has started laying track along the PE ROW (semi-exclusive portion). LRV cars 1-7 are undergoing final equipping of remaining vehicle components. Car 8 is in final assembly and then will proceed to static and dynamic testing. Staff continues to attend 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:

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

Safety Certification Plan submittal pending.

## 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 (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.

To date, no construction delays are anticipated, and construction progress is at approximately 90% complete. Staff has been participating in the Weekly Virtual Rail Activation Committee Meetings and the Weekly Start-up Integrated Test Procedure (SITPRO) meetings for the Mid-Coast Project throughout the month of September. On-going station construction work continues for the elevated station for slip/fall protection, elevators installation, and egress stairs.

### San Diego Light Rail Vehicle Procurement:

SDTI procured 45 LRVs known as SD9 (Car Nos. 5001 to 5045) for the Mid-Coast Corridor Project. The procurement process began January 2018 with an expected schedule completion and acceptance of all 45 LRVs by June 2021. As Siemens delivered cars on-site at the SDTI Yard, they underwent commissioning and dynamics tests. Staff participated in the acceptance testing throughout the procurement process.

To date, all 45 cars have been approved for revenue service and Staff sent a formal letter on June 2, 2021, accepting MTS Final Safety Certification Verification Report (SCVR) to Commission staff for review and approval on May 17, 2021. In June 2020, MTS sent a formal letter requesting Commission Staff to review and accept the revised Light Rail Vehicle Procurement Safety Certification Plan (SCP) which added 25 LRV's to the original procurement. The LRVs procured will be called the SD10 cars just to identify this is a new procurement separate from the SD9. The SD10 (Car Nos. 5046 to 5071) and SD9 cars are the same and Staff accepted the revised SCP.

## Santa Clara Valley Transportation Authority – SCVTA

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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 due to VTA Board decision the project was divided into two phases. The BART's Silicon Valley Berryessa extension (phase I) was placed in revenue service on June 13, 2020. On June 16, 2021, Staff received the project SCP for the phase II, and it is currently under review. This project is under preliminary design phase and Staff continues to attend the FTA PMOC meeting, Safety and Security Review Committee (SSRC) meeting, Fire Life Safety and Security Committee (FLSSC) meeting.

The project SSCP was approved by CPUC and an email to BART was sent on 8/17/21 by RTSB. The State Safety and Security Oversight Plan (SSOP) was also included in that email for project reference. BART's comments were incorporated in the SSOP. Design Criteria Manual for all CPs is almost 95% complete. BSVII design team is conducting Technical Working Group (TWG) meetings with BART and local Fire Departments to develop the requirements for the various disciplines and elements that will be prescribed in

the design build contracts. Request For Proposal (RFP) for CP2 completed and contractor meetings being conducted before final RFP issuance.

#### 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.

100% PE design is complete and VTA is preparing for BID advertisement.

#### 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.

VTA is working with various cities on GO88-B application process and finalizing the documentation before submitting formally to CPUC Rail Crossing Engineering Branch for review and approval.

## 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

#### 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.

In September 2021, RTSB inspectors inspected the doors and rear-view system. Inspectors found the resign acceptable which will allow the CPUC to approve the redesigned cars moving forward.

## 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

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### Statistics Summary

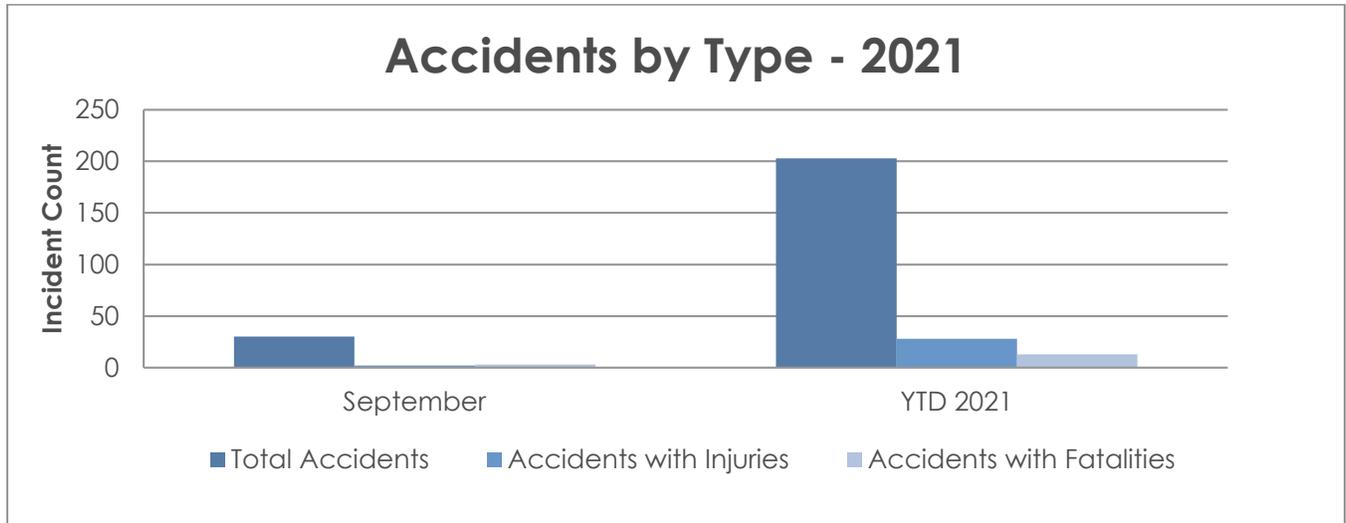
Table 1. Investigation &amp; CAP Data

<b>Investigations</b>	<b>September 2021</b>	<b>YTD2021</b>
<b>Accidents Reported</b>	30	<b>203</b>
<b>Accident Investigations Closed</b>	17	<b>158</b>
<b>Complaints Investigated</b>	0	<b>0</b>
<b>Rail Transit Inspections</b>	44	<b>295</b>
<b>Triennial Review</b>	0	<b>0</b>
<b>Corrective Action Plans</b>	<b>September 2021</b>	<b>YTD 2021</b>
<b>New Corrective Action Plans</b>	20	<b>231</b>
<b>From Triennial Review</b>	0	<b>3</b>
<b>From Incidents</b>	3	<b>25</b>
<b>From Internal Safety/Security Audits</b>	0	<b>10</b>
<b>From Rail Transit Inspections</b>	17	<b>193</b>
<b>From Hazard Management</b>	0	<b>0</b>
<b>Closed Corrective Action Plans</b>	25	<b>170</b>
<b>From Triennial Review</b>	0	<b>3</b>
<b>From Incidents</b>	0	<b>16</b>
<b>From Internal Safety/Security Audits</b>	0	<b>6</b>
<b>From Rail Transit Inspections</b>	25	<b>145</b>
<b>From Hazard Management</b>	0	<b>0</b>

Data collected from RSSIMS

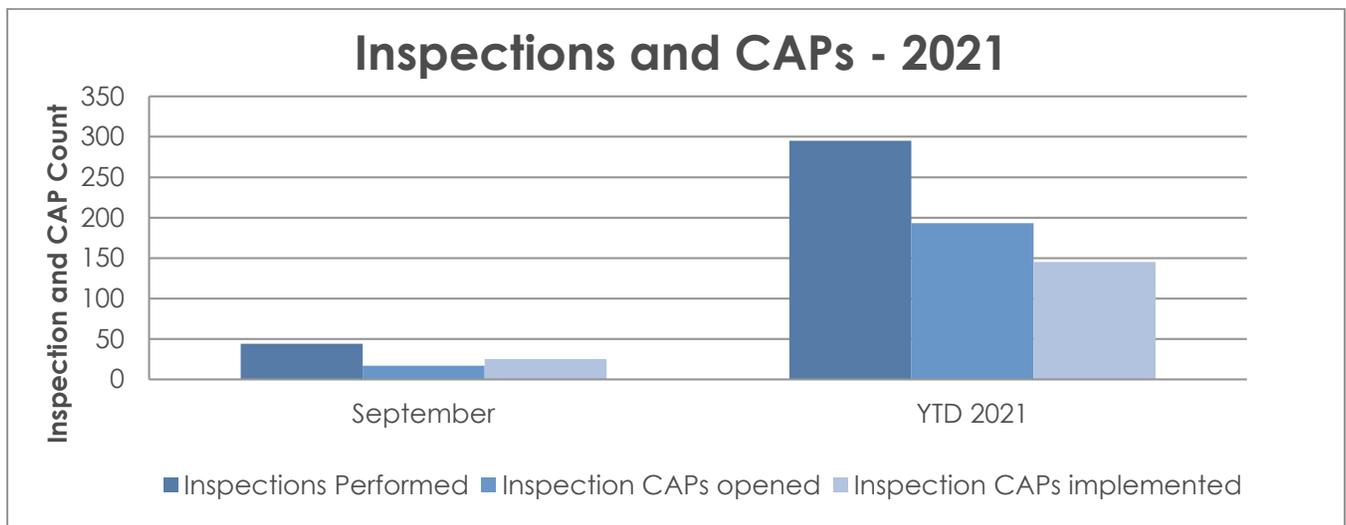
Ongoing Data / Trends

Table 2. Accidents by Type



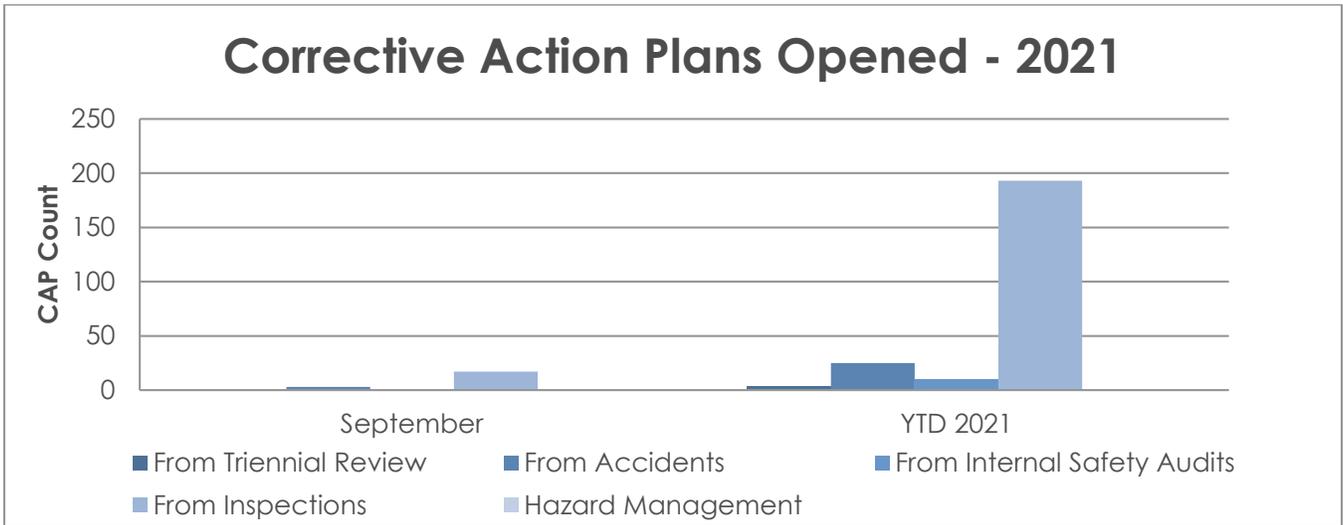
Data collected from RSSIMS

Table 3. Inspections & CAPs



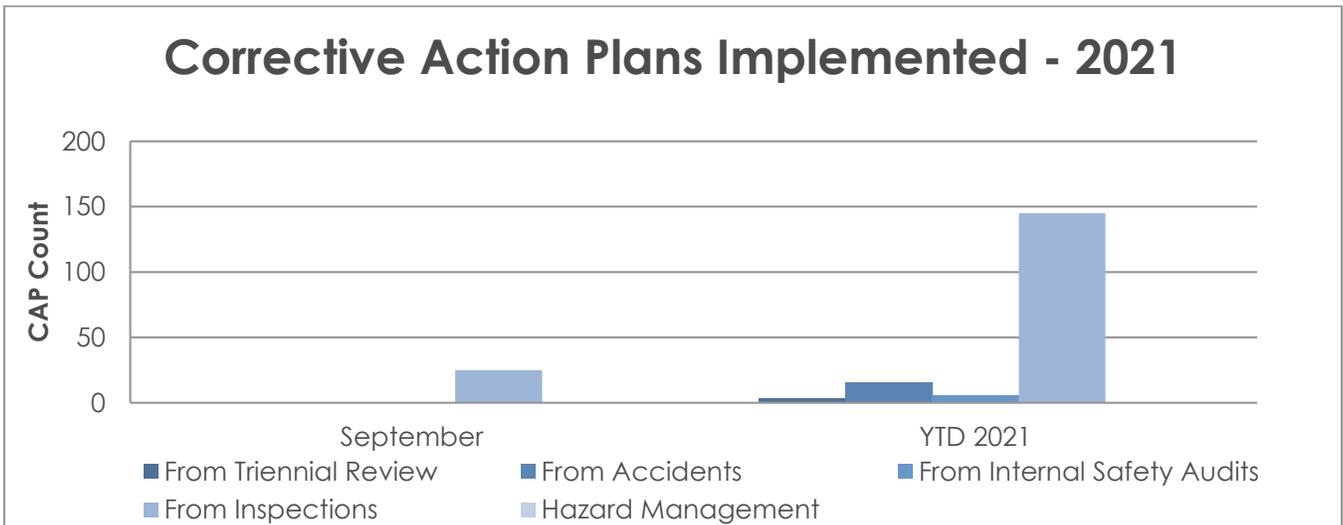
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS