

Monthly Performance Report – March 2024

RAIL SAFETY DIVISION

April 23, 2024



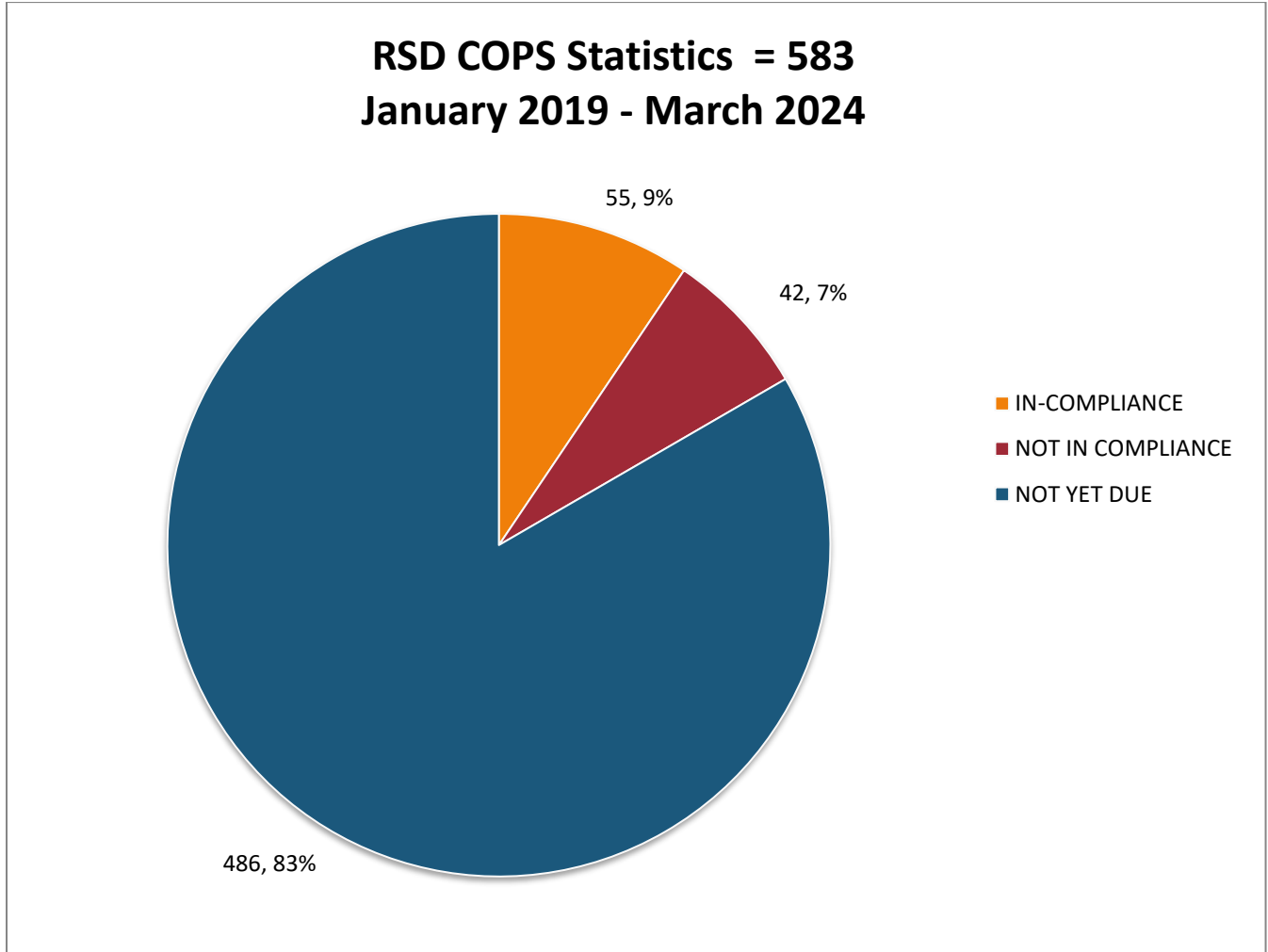
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through March 31, 2024, the Rail Safety Division (RSD) showed 583 total entries in the COPS system, with 55 (9%) reaching compliance, 486 (83%) not yet due for compliance, and 42 (7%) out of compliance. 583 (100%) of all ordering paragraphs (OPs) are assigned to RSD staff.

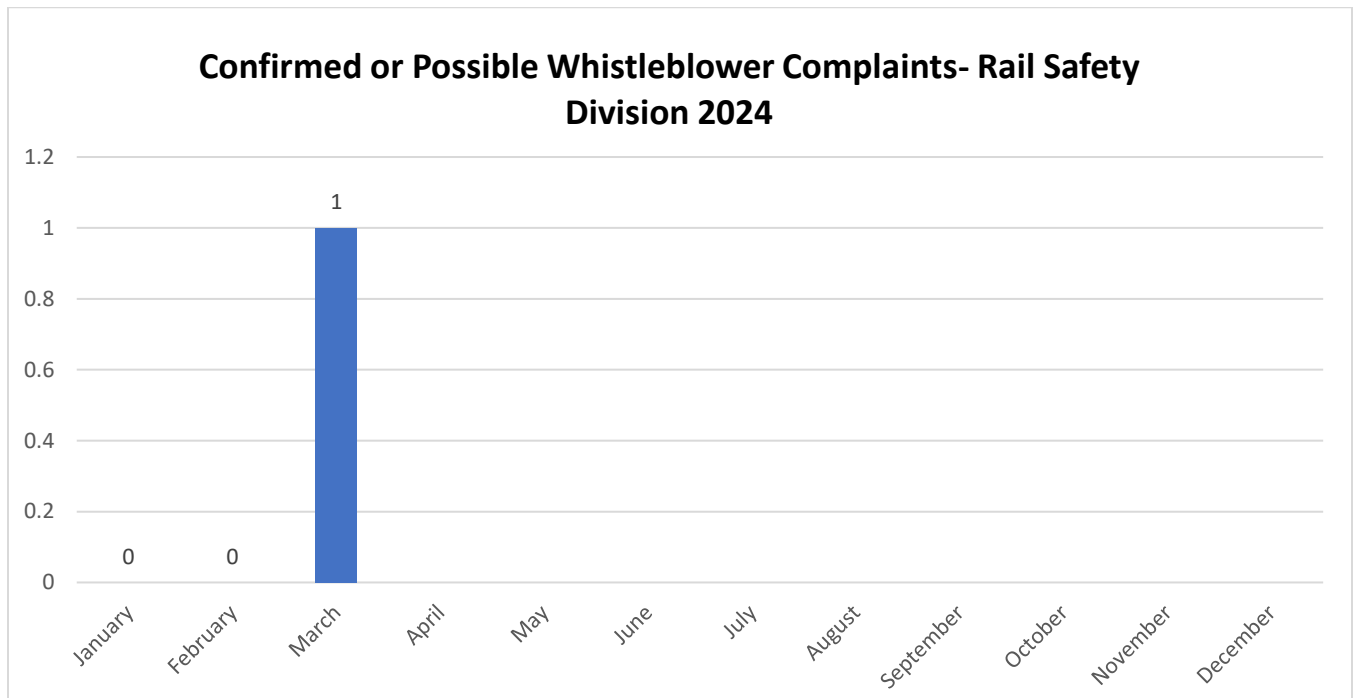


Monitoring the Whistleblower Website

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 – 1/1/2024 – 3/31/2024

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



Railroad Operations and Safety Branch - ROSB

In March 2024, the RSD Railroad Operations and Safety Branch (ROSB) completed the following:

Railroad Operations and Safety Branch	March-2024	YTD 2024
New Incidents Investigated	15	26
Informal Complaints Investigated	1	1
Railroad Bridge Observations	11	44
Railroad Safety Inspections	275	747
Non-compliant conditions identified/corrected	1150	2622
Operation Lifesaver Presentations	0	0

ROSB Inspection, Investigation & Field Activities

March 1, 2024: RSD Railroad Safety Inspectors performed an inspection at the BNSF Railway Yard in Torrance. The inspection focused on federal compliance for labeling, marking, stenciling, placarding, proper handling, and the securement of closures on tank cars containing hazardous materials. Code of Federal Regulations (CFR) 173.31 D1IV states shippers are responsible to assure all closures on tank cars and determine that the closures and all fastenings securing them are properly tightened in place using a bar, wrench, or other suitable tool.

The inspection discovered that a tank car containing Liquefied Petroleum Gas (LPG) had three loose valve plugs that were not properly secured per the CFR. A potential leak of LPG could have catastrophic consequences. The inspector notified the BNSF manager on duty of the non-compliant condition who completed corrective repairs to the tank car to bring it into regulatory compliance.

March 19-20, 2024: RSD Railroad Safety Inspectors performed a focused inspection of the Union Pacific Railroad (UP) and Central Oregon & Pacific Railroad (CORP) in rail yards located in the cities of Anderson, Redding, Dunsmuir, Weed, and Montague. The purpose of the inspections was to ensure compliance with CPUC General Orders (GOs) and the Code of Federal Regulations (CFRs) for freight equipment.

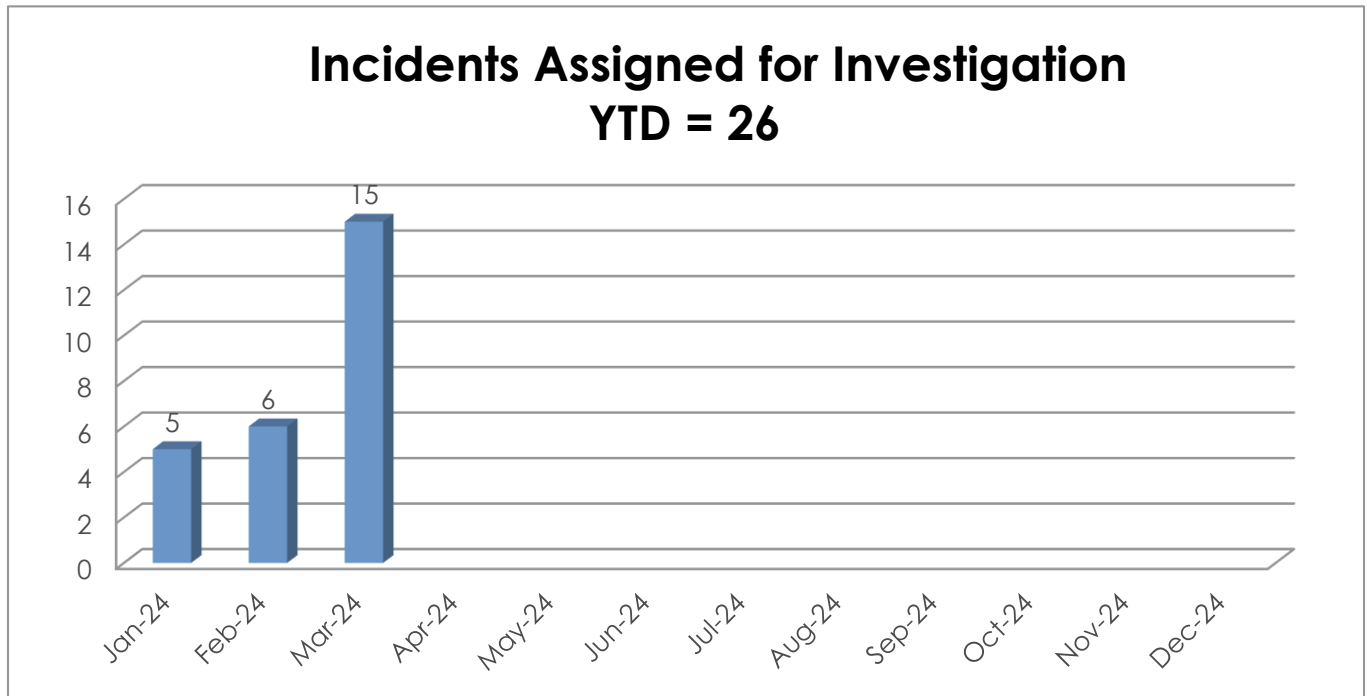
A total of 73 cars were inspected between the Anderson, Redding, Dunsmuir, Weed, and Montague yards/sidings. The inspections revealed a total of 42 cars with 61 documented non-compliant conditions as follows:

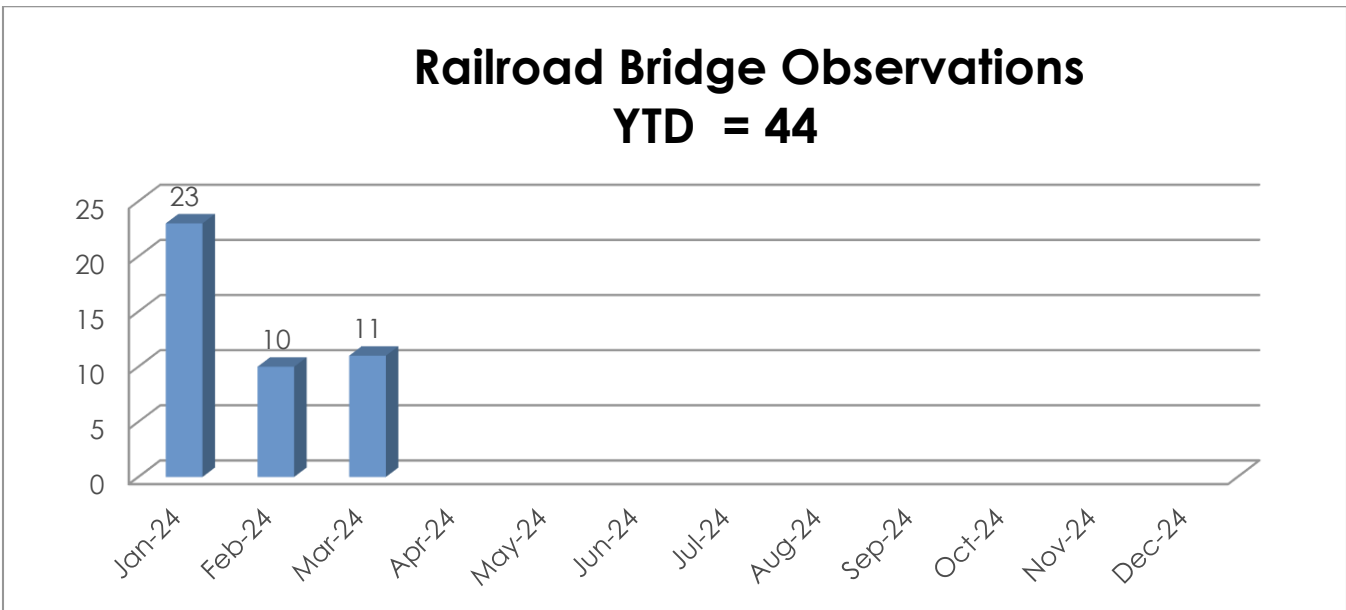
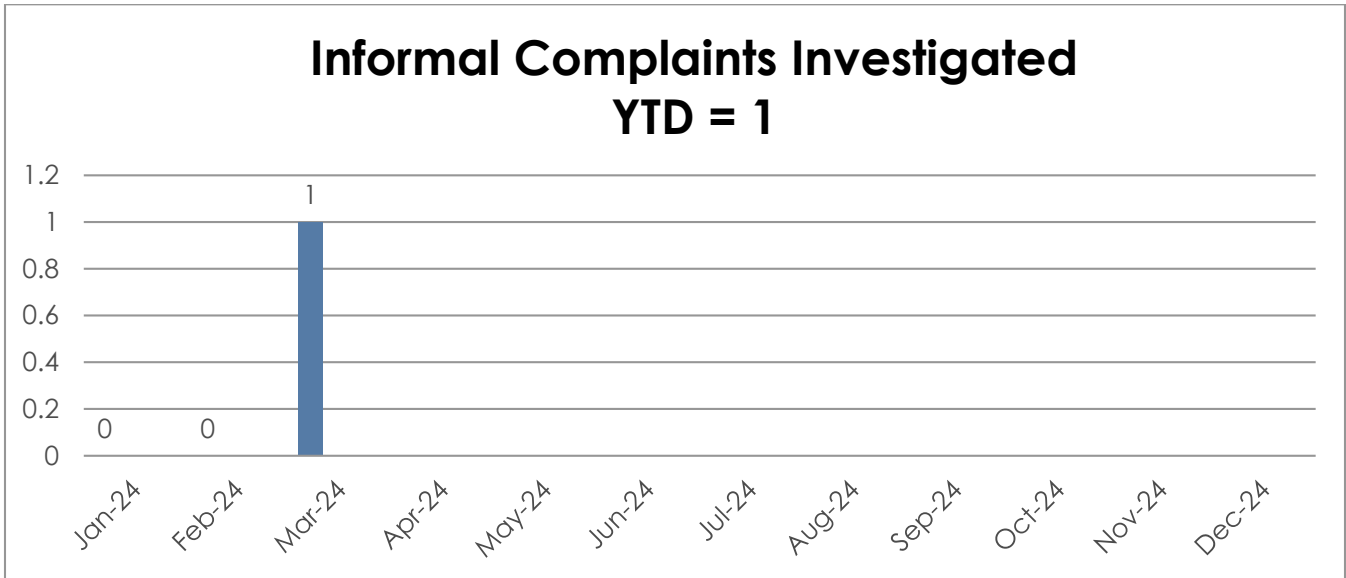
- 21 cars did not comply with 49 CFR Part 215 – Freight Car Standards
- 7 cars did not comply with 49 CFR Part 232 – Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment
- 14 cars did not comply with 49 CFR Part 231 – Railroad Safety Appliance Standards

The inspectors documented and submitted to the UP and CORP managers all the non-compliant conditions and all cars were removed from service and repaired, bringing them into regulatory compliance.

March 20, 2024: An RSD Railroad Safety Inspector while performing an inspection of the San Joaquin Valley Railroad (SJVR) in Bakersfield discovered a non-compliant condition at the Wilson Street grade crossing. Specifically, a gate at the crossing was found to be below the minimum height of 3’6” as required by CPUC General Order (GO) 75-D.

The SJVR manager was notified of the non-compliant condition and as verified by the inspector, the crossing gate was repaired to bring it to the correct height bringing the grade crossing into regulatory compliance.

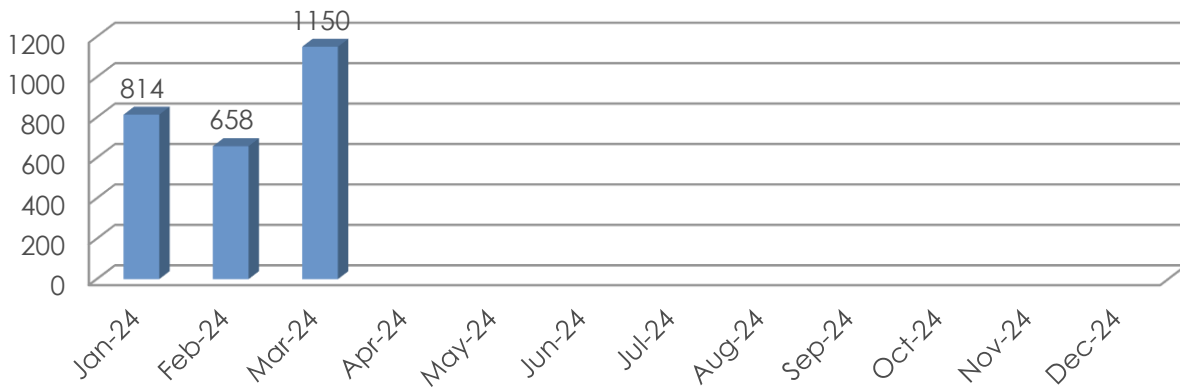


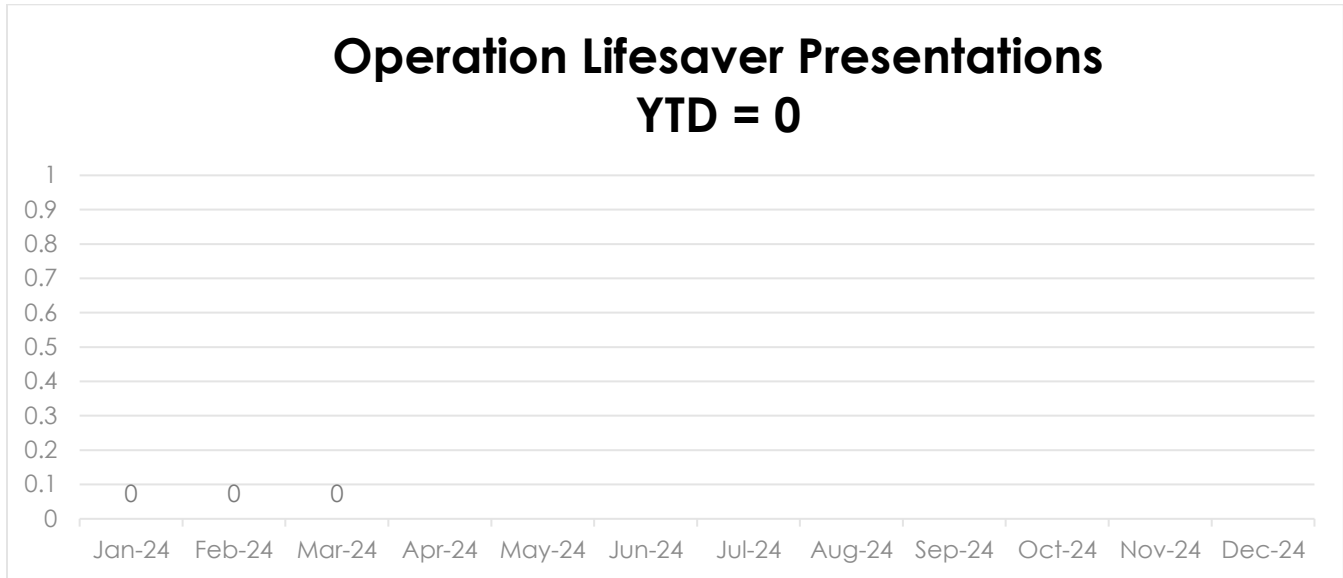


Railroad Safety Inspections YTD = 747



Non-Compliant Conditions Identified/Corrected YTD = 2622





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 March	# Unit Trains Projected April	# Unit Trains FYTD (23-24)	# Cars Received March	# Cars Projected April	# Cars FYTD (23-24)
Plains All America	N	0	0	0	0	0	0
Kern Oil	N	0	2	7	0	213	711

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.

Ethanol Unit Train Shipments in California						
Consignee	# Unit Trains Received March	# Unit Trains Projected April	# Unit Trains FYTD (23-24)	# Cars Received March	# Cars Projected April	# Cars FYTD (23-24)
Kinder Morgan (Wilmington)	15	20	132	1446	1924	12669
Eco-Energy (Stockton)	3	6	36	360	630	3807
Pelican Renewables (Stockton)	0	0	7	0	0	745
Storage of Hazardous Material Cars						
Railroad	Loads	Empties	Commodity	County		
Arizona California RR	79	2	LPG	San Bernardino		
Santa Maria RR	2	177	LPG	Santa Barbara		
Sierra Northern Railway	264	268	LPG	Stanislaus		
Oakland Global Rail Enterprise	0	0	LPG	Alameda		
Yreka Western RR	0	0	N/A	Siskiyou		

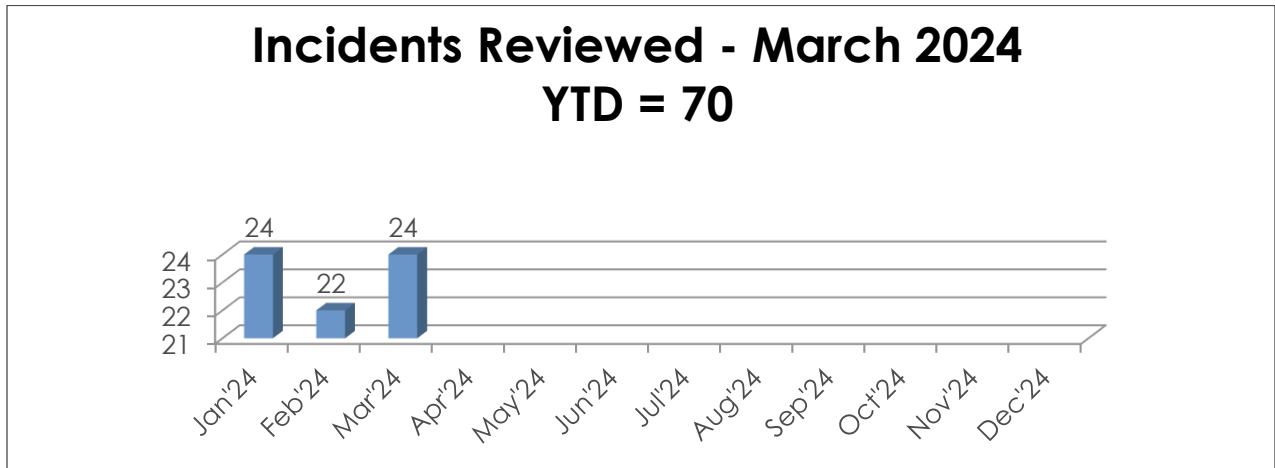
Rail Crossings and Engineering Branch - RCEB

In March 2024, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	March Closed	Closed YTD
Crossing Incident Reviews	24	70
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	72	205
Proceedings, Resolutions and G.O. 88-B Reviews	14	29

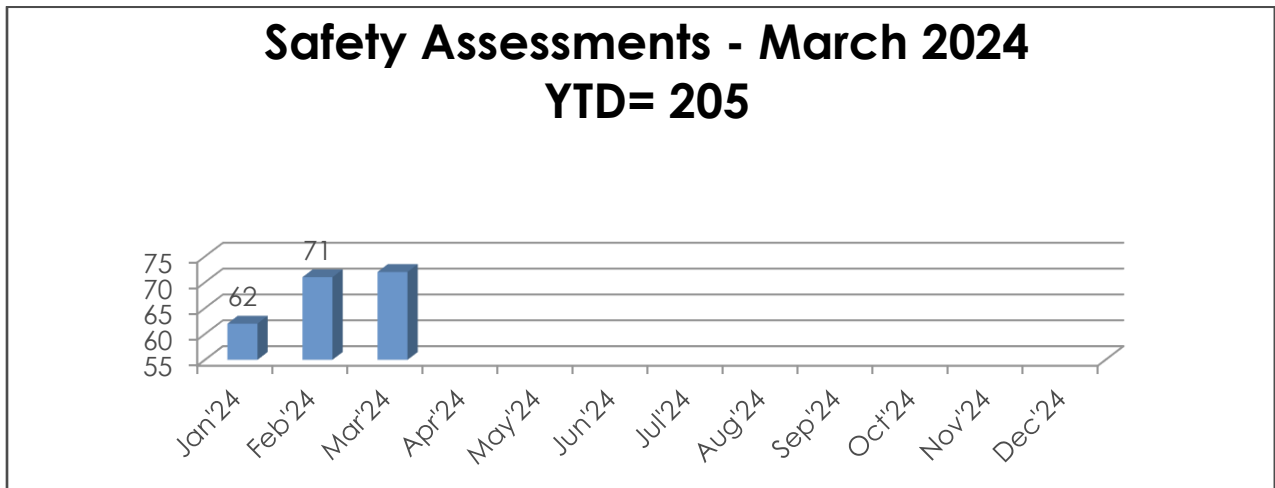
Rail Crossing Incident Investigations

In March 2024, RCEB closed 24 incidents at highway-rail at-grade crossings (crossings). These 24 incidents resulted in six injuries and five fatalities.



Safety Assessments, Quiet ZONES, and Reviews

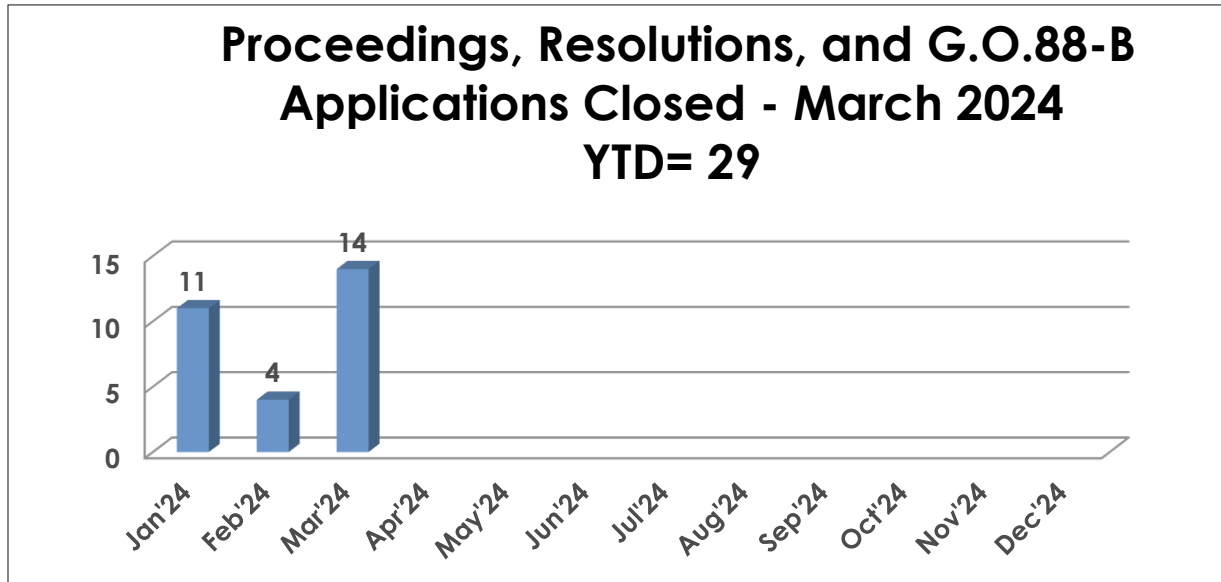
In March 2024, RCEB completed 72 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In March 2024, RCEB approved 12 General Order 88-B requests for authority for alteration to an existing crossing. The Commission approved one formal Application, and one Resolution.

1. PROC - A2306003 - D.24-03-015 - Decision authorizes Southern California Rail Authority to construct a new pedestrian underpass grade separation for the Simi Valley Double Track Project on the Metrolink Ventura Subdivision.
2. RESL - SX-154 - Granting Metro Gold Line Foothill Extension Construction Authority to construct a temporary deviation allowing an overhead clearance of not less than 20 feet above the top of the highest rail at the proposed Towne Ave light rail transit bridge structure in Los Angeles County.



Rail Transit Safety Branch - RTSB

In March 2024, the Rail Transit Safety Branch (RTSB) completed the following:

MAJOR AUDITS

RTSB Staff continues field work, checklist data collection, and other follow-up for the Bay Area Rapid Transit (BART) Triennial Safety and Security Review which started in late November of 2021.

RTSB Staff conducted the Santa Clara Valley Transportation Authority (SCVTA) Triennial Safety and Security Review in April 2022.

RTSB Staff conducted the North [San Diego] County Transit District (NCTD) Triennial Safety and Security Review in June 2022.

ADMINISTRATIVE ACCOMPLISHMENTS

FTA Meeting:

On March 13, RTSB and Federal Transit Administration (FTA) had another monthly meeting to discuss RTSB's progress towards meeting the requirements of FTA Special Directive 22-25, dated October 21, 2022, requiring the CPUC to develop and implement a risk-based inspection program.

APTA Meeting:

On March 28, RTSB participated in the meeting for the American Public Transportation Association's (APTA) Safety Spotlight Webinar.

RCEB-RTSB Coordination Meeting:

On March 6, RTSB and RCEB management met to review items of common interest.

TSOA Meeting:

On February 15, RTSB management participated in a monthly meeting of the Transit Safety Oversight Association (TSOA), a national non-profit association developed to serve professionals in the transit safety oversight field.

Training:

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

- Madeline Ocampo, Eric Madero, and Michael Rose completed the “SMS [Safety Management Systems] Awareness” course offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Sally Nguyen and Yan Solopov completed the “Overseeing the Safety Management Process for State Safety Oversight Agencies” course offered by TSI.
- David “Shane” Roberson completed the “Defensive Driver Training” offered by the California Department of General Services.

RSSIMS Replacement Project:

The three rail branches (RCEB, ROSB, and RTSB) share a database called the Rail Safety and Security Information Management System (RSSIMS). The database is being replaced under a contract and the system is nearing completion and being finalized for an April 2024 go-live date. RTSB is participating in development with the contractor to ensure records in the system contain the proper data fields and formats as well as assisting with system testing. All RTSB staff completed a 2-day training on the new system.

RTA ONGOING PROJECTS

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

Bay Area Rapid Transit – BART

Communications Based Train Control (CBTC):

BART entered into 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. SSRC quarterly meetings started in June 2022. Project completed preliminary design for Phase 1 – ATS upgrade at OCC; Final Design Review is in progress. Hayward test track installation is underway. No update.

BART Hayward Maintenance Complex (HMC) Project:

This project is comprised of two phases. On November 16, 2018, RTSB management approved an element of the first phase of this project, the Component Repair Shop, to commence operations. The Central Warehouse, also an element of Phase I, submitted SCVR on January 7, 2021, and RTSB management approved on January 29, 2021. Construction on the Hayward Maintenance Complex Phase II East Storage Yard began on March 1, 2019. This yard will provide a storage venue for BART revenue vehicles and provide egress to the BART A1 and A2 Mainline Tracks and the Hayward Test Track. Due to funding constraints, BART has sub-divided the HMC Phase II Project into three separate contracts, Civil Grading, Trackwork Procurement, and East Vehicle Storage Yard. At the end of the Hayward Maintenance Complex Project, BART will submit a final SSCVR that will cover both phases. HMC Phase I project scope has been scaled down and is considered by BART to be effectively complete due to budgetary constraints. BART submitted their SSCVR for this phase on July 8th, 2022, has been reviewed by Staff, and Staff has performed site verifications and inspections. The approval letter for Phase I was sent to BART on October 6th, 2022. HMC Phase II completed 100% design completion and is undergoing BART and 3rd Party review. BART submitted their revised SCP Revision 1 on May 24, 2023, updating the document with additional detail and minor changes to scope. The SCP was approved by Staff on September 12, 2023. HMC Phase II has completed 100% design and is undergoing Value Engineering assessment. No update.

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. Project completed design conformance in August 2022. West Bay

sites are under construction. PHA and TVA were complete and reviewed. Construction issue-for-bid contract for East Bay sites was complete and expected to be advertised in Fall of 2024. No update.

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. SCP revision 1 was approved in May 2022. The UPRR crossing application was approved in July by the Rail Crossing Branch. Project completed 90% design package. No update.

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. 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, resolved that issue in February 2022. A total of 696 new cars have been approved.

Inglewood Transit Connector Joint Powers Authority – JPA

Inglewood Transit Connector Project (ITC):

The City of Inglewood has proposed an elevated Automated People Mover (APM) that aims to address a first/last mile gap in Los Angeles County's public transportation network. The project will connect the Los Angeles Metropolitan Transportation Authority's (Metro) K-Line Downtown Inglewood Station to the City's housing and employment centers, and sports and entertainment venues. The 1.6-mile APM will feature three stations, a maintenance and storage facility, two power distribution system substations, and three new parking lots along the route. As of March 2021, Metro's Board approved the formation of the Inglewood Transit Connector Joint Powers Authority (JPA) with the City of Inglewood to implement and operate the project. The city is the lead agency for the project and is responsible for overseeing various aspects. On January 31, 2023, the California State Transportation Agency awarded a \$407 million grant to assist with the construction. This project, which will be a Design Build Finance Operation and Maintenance (DBFOM) project, is expected to break ground in 2023 with the goal of providing passenger service in time for the 2028 Olympics. RTSB Staff is attending the monthly Safety and Security Certification Review Committee Meetings for the ITC Project, which started taking place in December 2022. On October 31st ITC Newsletter updated that the project achieved a positive rating from the Federal Transit Administration (FTA). In January 2024, the Inglewood Transit Connector (ITC) Project gained approval for a substantial federal investment of \$1,009,430,998. This significant funding infusion represents a pivotal move for the project, propelling it closer to the attainment of full financial support. No update.

Los Angeles County Metropolitan Transportation 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. 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). All 235 cars have been accepted by LACMTA and approved by RTSB management. RTSB staff sent the final approval letter for the last 2 cars on May 11, 2023. Now that all cars have been approved, a Final Safety Certification Verification Report (SCVR) will have to be resubmitted by LACMTA with a log of all the approved cars. There was a meeting January 12, 2024, between CPUC and LACMTA to discuss what LACMTA is still tracking internally as well as to discuss the final SCVR package to be submitted to CPUC. On January 19, 2024, the project team informed CPUC that their subject matter experts concluded that the remaining open work orders are not safety critical. CPUC staff replied with a series of questions about inspection frequency and the extent of hazards present, which P3010 staff addressed satisfactorily. Finally, on February 29, 2024, CPUC staff replied stating that there are no issues and the P3010 project can submit final SCVR documentation for CPUC approval. No update.

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). These vehicles will operate as married pairs (MPs) in the LA Metro B and D lines, and trains may be made up of several MPs of HR 4000 vehicles. Once the first MP arrives, it will be used for training and single MP qualification tests. When the other two MPs arrive, they will be coupled to the first one for the 3-MP/6-vehicle qualification and acceptance tests. On January 11, 2024, RTSB staff met LACMTA Staff and China Railway Rolling Stock Corporation (CRRC) staff at the Division 20 shop to view the two MPs currently in the shop. The third MP was supposed to be shipped to LACMTA in January 2024 but was damaged in route and returned to the Springfield final assembly site for repair. In response, production of another MP was expedited and on February 29, 2024, the project team signed off on shipment release of that MP to the Los Angeles site. LACMTA determined from CRRC's schedule that there is a potential 12-car shortage at the start of WPLE 1 revenue service in Spring 2025. In response, CRRC has proposed an "Accelerated Production Schedule" plan, which is under evaluation by LACMTA. In addition, to support the opening of WPLE1, LACMTA is making plans to ensure turnback capability at that time. As of March 13, 2024, there are six pilot vehicles (3 MPs) in the Los Angeles site.

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: Little Tokyo/Arts District Station, Historic Broadway Station, and Grand Av Arts/Bunker Hill Station. The RCTC opened to the public on June 16, 2023. RTSB staff will monitor the project’s remaining open items until closure. No update.

D Line (Westside) Extension Project:

LACMTA is extending the D (formerly Purple) Line from the current terminus at Wilshire/Western station for nine miles to Westwood Veteran’s Administration Hospital. This extension will consist of approximately 9 miles of heavy rail subway with seven new stations and is separated into 3 different projects/segments, PLE1, PLE2, PLE 3. The project is funded mostly by Measure R, Measure M, and federal grants. Section 1 is forecast to open in 2025, Section 2 in 2025, and Section 3 in 2027. Travel time between Westwood and downtown L.A. is expected to take about 25 minutes. The design build contractor for Segment 1 is STS (a joint venture of Skanska, Traylor, Shea). The design build contractor for Segment 2 is TPOG (a joint venture of Tutor Perini and O&G). Tutor Perini is also the design build contractor for Segment 3 tunneling and stations. The Purple Line 1 project team provided an updated System Integration Testing Schedule. Testing is expected to be completed in the third and fourth quarters of 2024.

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. The initial 13.7-mile, Los Angeles to Pasadena Metro Gold Line was completed and opened in 2003. Phase 2A of the Foothill Extension project was completed in March 2016 and extended the Gold Line from Pasadena to Azusa. Once construction of Phase 2B is complete, the MGLFECA will transfer the project to LACMTA to operate. In August 2019, the MGLFECA awarded the design build contract to the Kiewit Parsons Joint Venture. Due to funding issues, the current terminus of the new alignment was changed to Pomona Station with a contract option to continue to Montclair if the MGLFECA can secure additional funding. Metro Rail from Glendora to Pomona is currently under construction and is expected to be completed by 2025. Extension of the rail service further east from Pomona to Montclair will be completed by 2028. All 19 bridges from Glendora to Pomona are now completed. All four stations will be center platform stations, with a track on each side – one for westbound trains, and one for eastbound trains. The 9.1-mile, four-station Glendora to Pomona project continues to remain on budget and on schedule for substantial completion in early-January 2025. Trackwork installation was completed during Summer 2023

and crews are about halfway complete with construction for the four new light rail stations underway in the cities of Glendora, San Dimas, La Verne, and Pomona.

CPUC Staff attended Foothill Phase 2B Roadway Worker Protection Training on March 20, 2024. The training session is in preparation for the System Integration Testing that are scheduled to commence Summer of 2024.

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. Now the AMC (Airport Metro Connector) Station is under construction in Segment A; it will connect to the East Intermodal Transportation Facility (EITF) of the future LAX APM. To avoid the AMC construction zone but allow revenue service, the Crenshaw/LAX project, now known as the K Line, partially opened to the public on October 7, 2022, from the Expo/Crenshaw Station to Westchester/Veterans Station, with a turnback operation north of the AMC. The rest of the alignment leading south to the future LAX APM and the existing Metro C Line (formerly Green) will open within the next 2 years. In a public presentation dated December 20, 2023, LACMTA stated that the K Line connection to the C Line is anticipated in late 2024 and the AMC has an anticipated late 2024 opening as well. On 1/3/2024 RTSB and RCEB staff met LACMTA staff at Oak grade crossing to investigate erratic behavior of traffic signals that had been observed along several K Line grade crossings, which was caused by the temporary turnback operation at Westchester/Veterans Station, the current southern terminus of the K Line. RTSB and RCEB staff have communicated the inspection findings to LACMTA and this problem requires further investigation and coordination with the City of Inglewood.

On 3/20/24 RTSB and RCEB Staff met virtually with LACMTA staff to discuss a possible solution to the signals concern and LACMTA staff stated that they will internally test a potential solution and report the results to CPUC.

East San Fernando Valley Project:

The East San Fernando Valley project alignment will start at the City of Los Angeles Van Nuys Bus Rapid Transit Orange line station and head north for 6.7 miles through the San Fernando Valley, adding 11 new LRT stations, with 34 LRVs serving this alignment. It will be a street running system for the most part with approximately 3 miles on a shared corridor with Metrolink/Amtrak. LACMTA has contracted Gannett Fleming Inc. to develop a 30/60 percent design package. CPUC staff have been working with the project team and LACMTA on development and drafting of the Safety Certification Plan which was approved by the commission on December 16, 2021. Forecast Revenue Service Date is June 2028. LACMTA has completed most of the advanced design for this project and released the Progressive Design Build (PDB) procurement documents in Summer 2022. The PDB delivery method intends to bring the contractor and their designer into the project early, to take the design from 30/60 to approximately 85% while

collaborating with Metro and third parties on pricing the construction costs. On December 2, 2022, LACMTA celebrated the groundbreaking for advanced utility work for this project worth approximately 9 million dollars. The California State Transportation Agency (CalSTA) has announced that Metro will receive a full request of \$600 million in state grant funding for a key expansion of the Metro system, the East San Fernando Valley Light Rail Transit Corridor Project (ESFV). Real estate activities have begun and are expected to run through 2027. In February 2023, Metro awarded the PDB contract to the San Fernando Transit Constructors Joint Venture (SFTCJV) made up of SKANSKA, Stacy and Witbeck, and AECOM. No update.

Southeast Gateway Line 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 Southeast Gateway Line project is a 19-mile corridor project. LACMTA staff submitted a proposed funding plan/report and is exploring Public-Private Partnerships to bridge the funding gap. The Metro Board of Directors met on January 27, 2022, to discuss the selection and approval of the project terminus and a Locally Preferred Alternative (LPA). The Metro Board approved Los Angeles Union Station as the northern terminus of the Southeast Gateway Line project. The 14.8-mile Slauson/A Line to Pioneer route was also approved as the Locally Preferred Alternative (LPA) for the project's initial segment between Artesia and Downtown Los Angeles. The LPA will be advanced as part of the analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), expected for Metro Board certification in 2023. During this period, Metro will also be developing the First/Last Mile plans for the Southeast Gateway Line LPA which will include opportunities for public involvement. The project's groundbreaking is anticipated in 2023-25, with operation of the new line expected in 2033-35. Project executed all master Cooperative Agreements with 10 Corridor Cities in October 2023. The West Santa Ana Branch Transit Corridor Project has changed names to "Southeast Gateway Line project." No update.

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. 44 cars will be built for the APM system, with the cars starting to arrive at the LAX site in the second quarter of 2022. Per the LAX APM webpage, the APM project will open in 2024. On January 30, 2024, RTSB staff and LAWA and contractor staff held a joint workshop to discuss final RTSB comments on GO 143-B applicability. All parties agreed on comments and RTSB will be receiving follow-up documentation. On February 20, 2024, RTSB staff held an internal meeting to review the final LAX APM

Track Allocation and Roadway Worker Protection Plan and sent final comments to LAWA and LAX Integrated Express Solution (LINXS), the project contractor, on February 20, 2024. LAWA is in the process of addressing final CPUC comments on the TA & RWP Plan.

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. The project is currently under construction. The current targeted Revenue Service Date is August 2025. On July 11, 2022, OCTA submitted a draft GO 95 variance request to RTSB. The request is regarding 42 overhead contact system (OCS) poles that are not able to meet the GO 95 minimum clearance requirement or be relocated. In addition, the request includes a reduced minimum clearance requirement for 8 feeder cables that are affected by these OCS poles. OCTA's proposed mitigations include relocation of Southern California Edison (SCE) secondary electric wires near two of the Overhead Catenary System (OCS) poles and installation of an industry-used protective sleeve of the communication wires adjacent to the remaining 40 OCS poles. OCTA has met with affected utility owners and received concurrences on the proposed mitigation method. RTSB reviewed the GO 95 variance request and requested additional detailed information from OCTA. RTSB has involved the Electric Safety and Reliability Branch (ERSB) regarding OCTA's GO 95 variance request. Cars Nos. 1-7 have received final inspection and are being stored at the Siemens Assembly Plant in Rancho Cordova, CA. Car No. 8 is undergoing final equipping of remaining vehicle components and system testing. Station platform work and canopy installations continue along the alignment. Prepping for OCS wire installations. Erection of OCS poles ongoing throughout the project, including brackets and prefabricated arms.

ESRB voiced concerns with the feeder cable clearance reduction part of the variance request. RTSB has notified OCSC of the inability to grant the GO95 variance request as requested and to reevaluate whether additional means can be used to achieve GO95 compliance.

Overall construction is at about 84% completion. Final survey and track confirmation of Santa Ana River and Westminster Bridges. Construction work progresses on double crossover at Harbor Station. There's ongoing interior work and car wash work at the Maintenance Storage Facility (MSF). Preparing for paving in MSF yard track.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

SRTD will be acquiring 32 new Siemens low floor light rail vehicles ordered, with an additional 9 vehicles being ordered in January of 2024. SRTD acquired over \$172M for the LRVs and made changes to its stations to accommodate the new low floor P20 Siemens S700 LRVs. Estimated in-service date of first

vehicle is projected for 2024. Safety Certification Plan is in development and plans and specifications have been submitted. Low Floor Vehicle Platform Conversion Phase 1 is in-process of construction. Expected completion is Summer-2024.

Dos Rios Light Rail Station Project:

The project continues to be delayed because of environmental remediation and DTSC review. The planned project bid for the end of December has been delayed until the remaining funding sources are identified by SHRA and the City of Sacramento. Construction bids would likely not be awarded until late Spring 2024.

Gold Line Double Track Project:

SRTD is in the process of completing the final design and awarded contracts for construction of two passing tracks between Folsom and Sacramento, to accommodate 15-minute service. SRTD has acquired \$35 M for the project. Estimated in-service date of the track is projected for 10/2024. Safety Certification Plan is in development and plans and specifications have been submitted. The project will begin construction during a seven-month shutdown that is scheduled to begin in January 2024.

Sacramento Railyards 7th Street Improvements Project:

The specific improvements included in the Project were selected to satisfy the following goals:

- Implement planned transportation improvements including multi-modal mitigation measures as identified in the Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Draft Subsequential Environmental Impact Report² (subsequently referred to as the RSPU Draft EIR),
- Leverage available grant funding to expedite improvement, and
- Continue build-out of the Railyards Specific Plan Area infrastructure to support development.

SRTD has sent the RCEB a proposed design for a crossing. The design is currently being evaluated by Crossings staff. The construction project is being managed and funded by the City of Sacramento on behalf of SRTD.

Sacramento Streetcar Project:

To maintain project viability, the project has been reduced in scope and the plan is that a revised project is being transferred to SRTD from the Cities of West Sacramento and Sacramento, the original grant applicants. SRTD will now become the lead agency and the project will be an expansion of RTD's existing light rail system that will still link the two cities over the Sacramento River. Design remains in the conceptual stage.

San Diego Metropolitan Transit System – SDMTS

San Diego Trolley, Inc. (SDTI) SD-10 Light Rail Vehicle Procurement:

SDTI is procuring 47 LRVs known as SD10 (Car Nos. 5046 to 5091) to replace the current SD-100 models cars which will be retired from revenue service. The procurement process began September 2020 with an expected schedule completion and acceptance of all 47 LRVs by late 2025. As Siemens cars are delivered on-site to the SDTI Yard, they will undergo commissioning and dynamics tests. Staff will participate in the acceptance testing throughout the procurement process. To date, 24 of 47 LRVs have been accepted.

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 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 SSCP for phase II, and CPUC approval was sent on August 17, 2021, approving the SCP. This project has completed the preliminary engineering design phase and is working towards 60% of design completion packages. Staff continue 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. Revenue Service Date is scheduled to be October of 2036.

The SSCP is currently under project review and will be revised and submitted to the CPUC. CP2 – Tunnel Boring Machine (TBM) has been purchased by the project as required. Detail design and fabrication to commence.

Systems: Design-Bid-Build. PE complete, 60% design underway. Facilities: Design-Bid-Build. PE complete, 60% design underway. No update.

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. Utility Relocation is underway and Station Art Enhancement Community meeting ongoing. Construction to begin 2024. Full Funding has been secured for this project and it will go out for advertisement in late 2023. Bids for construction were opened and they were higher than the available budget. VTA Board members will evaluate whether Measure A can cover the increased cost. No update.

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. At its August 19, 2021, meeting the Commission approved the SCP by Resolution ST-245. All 98 Light Rail Vehicles have been equipped with EMTRAC installation. Sunnyvale Pilot Testing is still underway and city controller cabinets will be updated with new ones. EMTRAC intersection equipment installation Preliminary Hazard Analysis was shared with stakeholders for review and this work is being done by a city’s contractor. Testing plan is being drafted.

GO 88-B applications for San Jose, Milpitas, and Santa Clara cities approved by CPUC RCEB except 3 locations related to Caltrans encroachment permits will be submitted later for review. VTA contracts will go out for bid and are currently under VTA Contracts Department review. No update.

San Francisco Municipal Transportation Agency – SFMTA

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 2020, 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.

On 3/18/2024, RTSB staff sent a letter to authorize SFMTA to place two more LRV4 cars (2132 & 2133) into revenue service upon receipt of the letter. Currently, SFMTA has 133 LRV4’s accepted and revenue service ready.

SFMTA L Taraval Improvement Project:

In response to numerous collisions and reported safety concerns, SFMTA has implemented the L Taraval Rapid project to improve safety by improving transit stops and making other modifications. It also includes a nearly complete rehabilitation on Taraval Street that will replace infrastructure like the worn rails, overhead

wires, water, and sewer lines, as well as repave the entire street. Construction will last approximately three years. Transit service on the L Taraval will remain throughout with a combination of buses and trains.

Once completed, the corridor will boast new transit priority traffic signals, bulb-outs to make pedestrian crossing safer, new trees, high visibility crosswalks, safety boarding islands, and increased accessibility. To minimize disruptions during construction and maximize flexibility, the project is split into two construction segments that will overlap. Segment A: San Francisco Zoo to Sunset Boulevard was completed in July 2021. Segment B: Sunset Boulevard to West Portal – Construction began in early 2022 and rail service is expected to be reactivated in the fall of 2024.

To date, SFMTA has installed:

1. Rail 100%
2. Water 100%
3. Sewer 100%
4. OCS 70%
5. Curb ramps 90%
6. Boarding islands 70%
7. Street base (outside trackway) 60%
8. Repaving is expected to start May 6
9. Special track maintenance work is expected to start May 6

The street base work, repaving and special track work will require the buses to be rerouted around the work area, therefore, bus stops will be temporarily relocated for a period of one day to a week to accommodate construction.

A few more months of work are needed to finish the boarding islands, streetscape elements and repaving. The SFMTA, partner agencies and contractor NTK Construction are working hard to finish on schedule. Crews will test the new tracks and boarding islands this summer to ensure everything is in perfect shape for the public to ride L Taraval trains again starting this fall.

APPENDICES

GENERAL DEFINITIONS

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

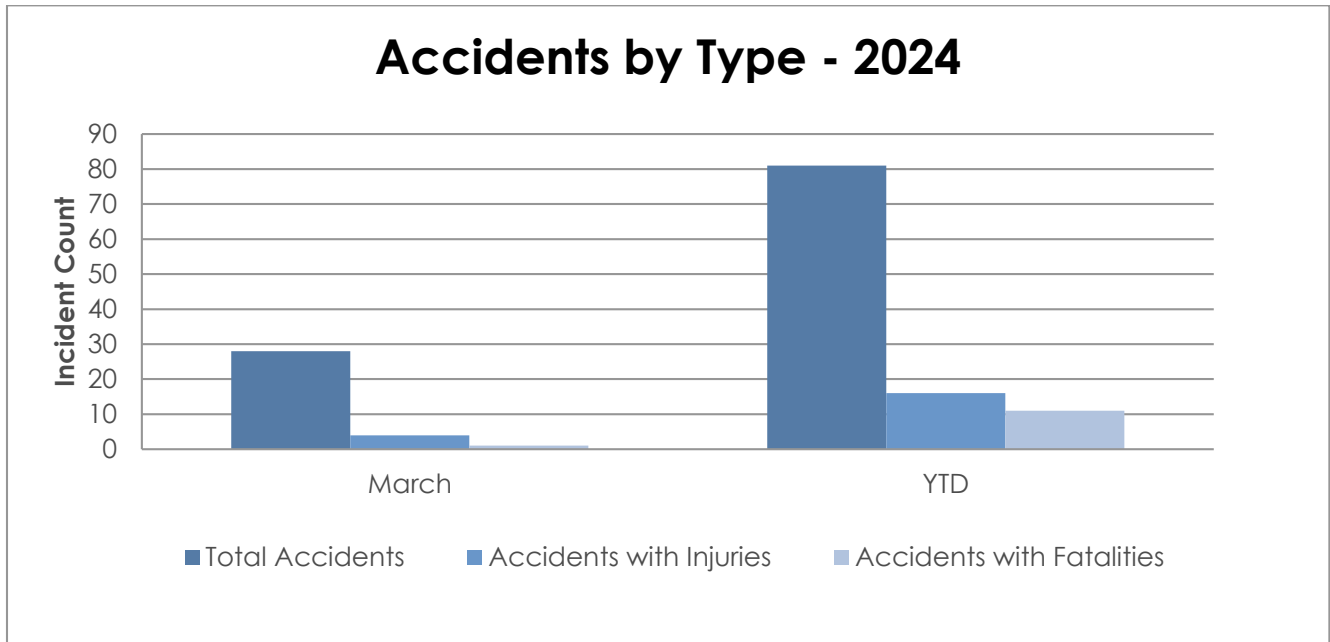
Table 1. Investigation & CAP Data

Investigations	March 2024	YTD 2024
Accidents Reported	28	81
Accident Investigations Closed	29	66
Complaints Investigated	0	0
Rail Transit Inspections	27	121
Corrective Action Plans	March 2024	YTD 2024
New Corrective Action Plans	54	134
From Triennial Review	10	10
From Incidents	35	64
From Internal Safety/Security Audits	0	9
From Rail Transit Inspections	9	44
From Hazard Management	0	7
Closed Corrective Action Plans	16	65
From Triennial Review	1	1
From Incidents	3	13
From Internal Safety/Security Audits	0	7
From Rail Transit Inspections	12	42
From Hazard Management	0	2

Data collected from RSSIMS

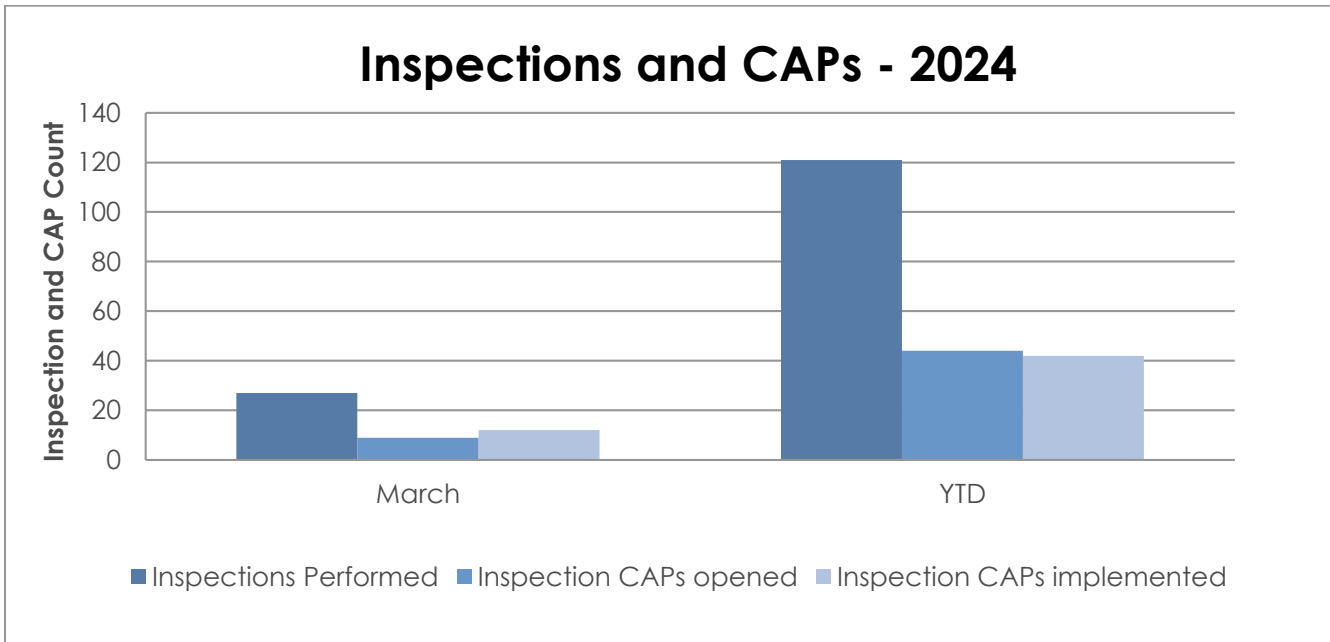
Ongoing Data / Trends

Table 2. Accidents by Type



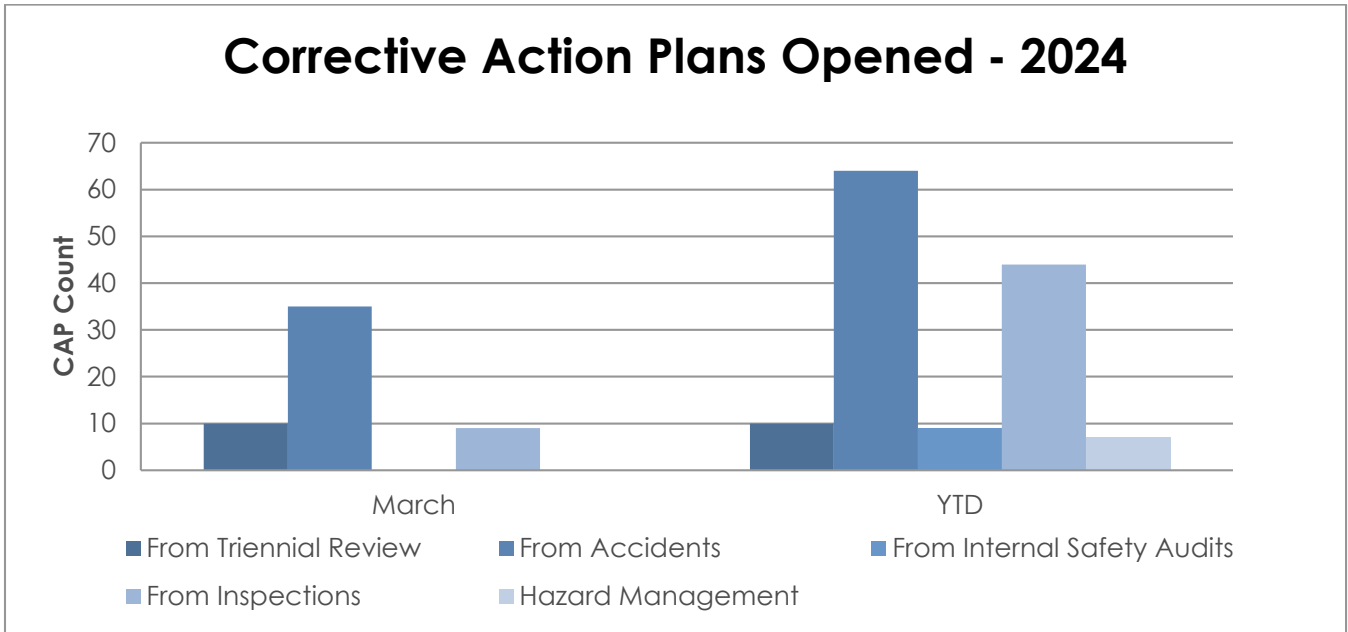
Data collected from RSSIMS

Table 3. Inspections & CAPs



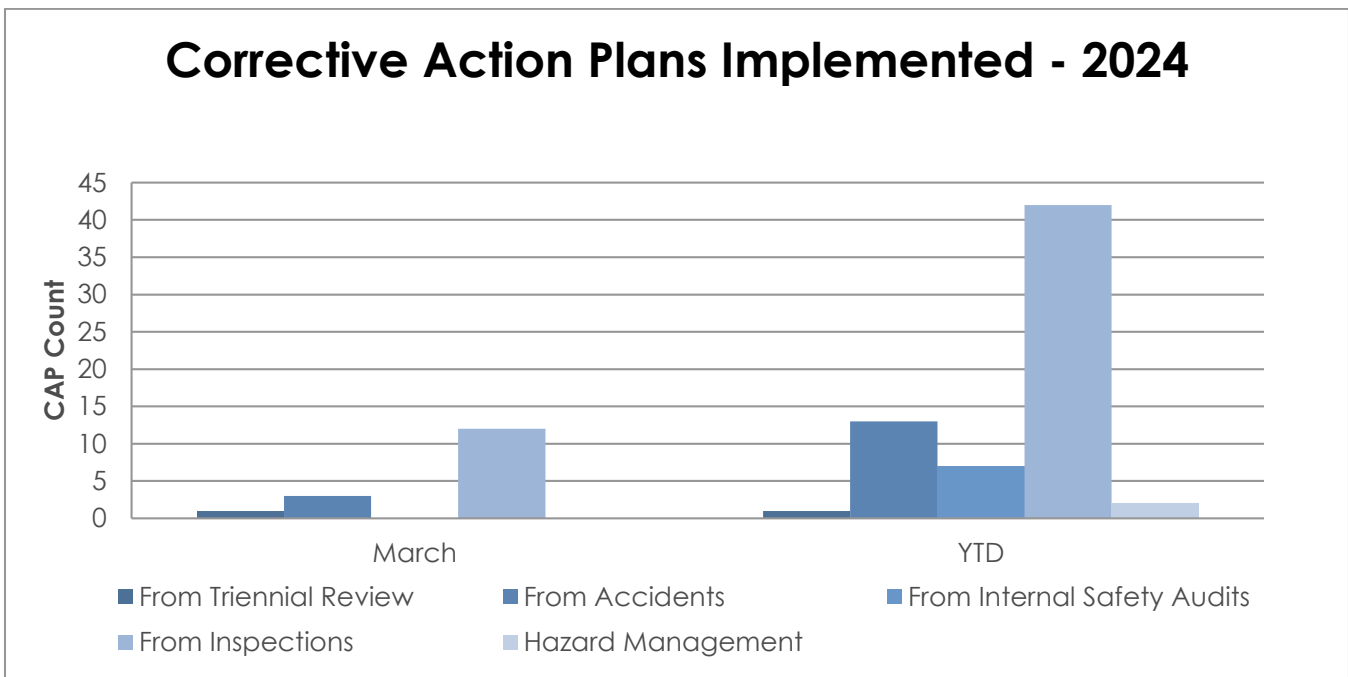
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS