

Monthly Performance Report – December 2021

RAIL SAFETY DIVISION

January 25, 2022



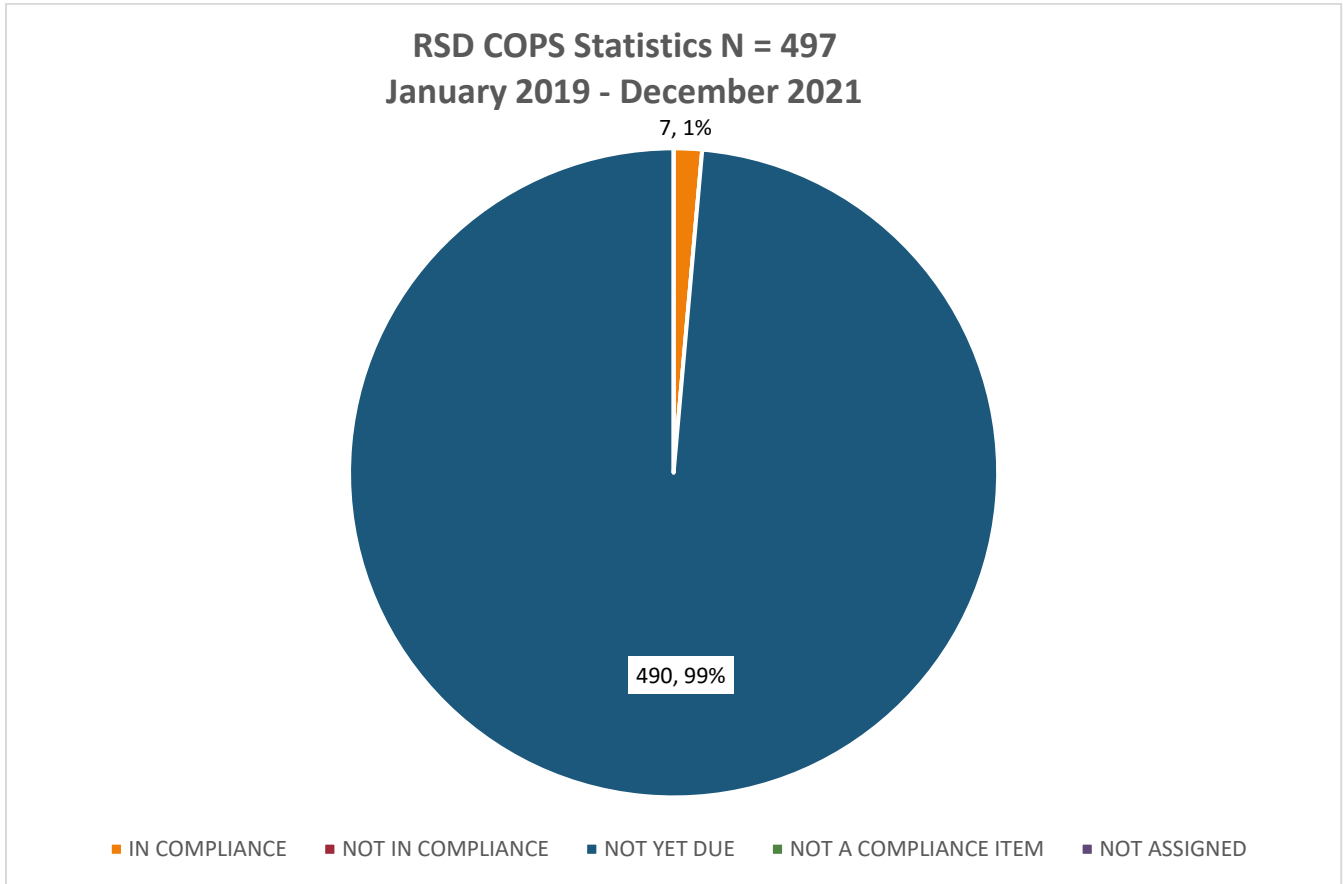
**California Public
Utilities Commission**

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Compliance with Ordering Paragraphs (COPS)

Through December 31, 2021, the Rail Safety Division (RSD) showed 497 total entries in the COPS system, with 7 (1%) reaching compliance, 490 (99%) not yet due for compliance, and 0 (0%) out of compliance. 497 (100%) of all Ordering Paragraphs (OP) are assigned to RSD staff.

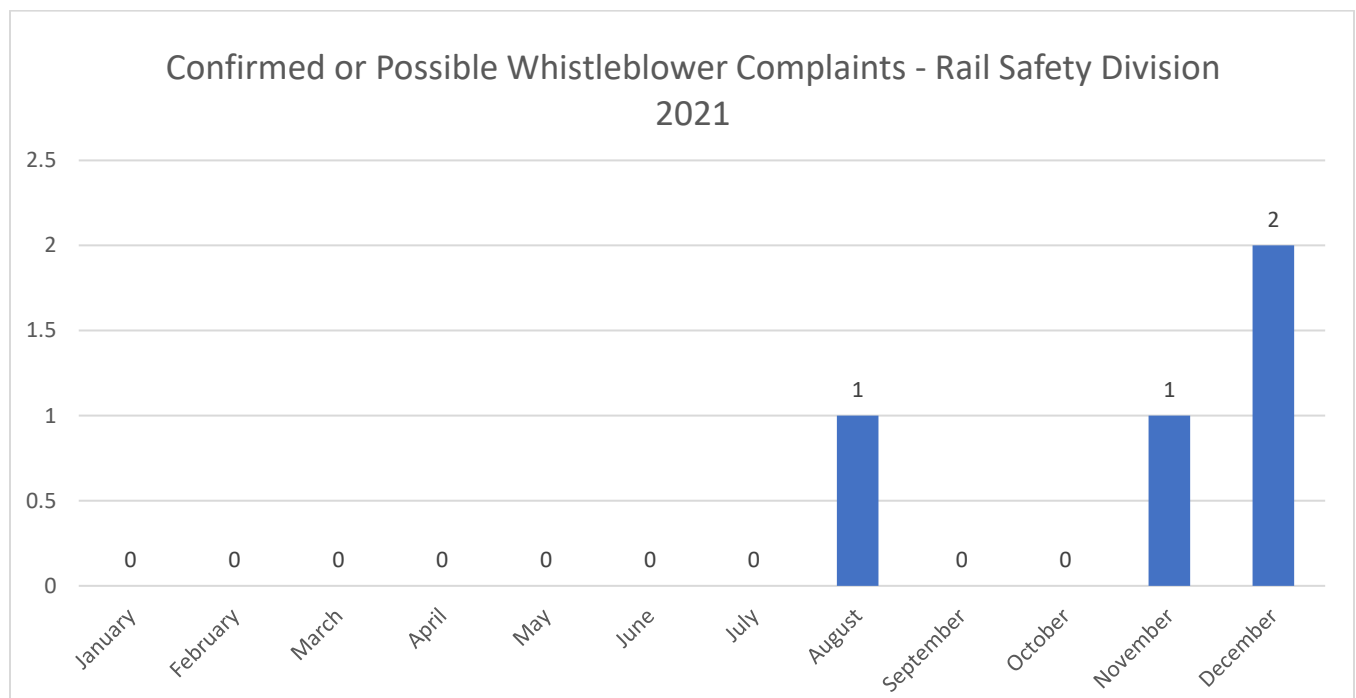


Monitoring the Whistleblower Website

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 – 12/31/2021

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



Railroad Operations Safety Branch - ROSB

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

Railroad Operations Safety Branch	Dec-2021	YTD 2021
New Incidents Investigated	11	104
Informal Complaints Investigated	0	27
Railroad Bridge Observations	9	127
Railroad Safety Inspections	152	2774
Non-compliant conditions identified/corrected	395	7292
Operation Lifesaver Presentations	0	4

ROSB Inspection, Investigation & Field Activities

December 8, 2021: An RSD Railroad Safety Inspector conducted an inspection at the BNSF railyard in Barstow. The inspector noticed a noncompliant condition on the walkway along the east end of tracks, specifically there were airline hoses in the walkway of the tracks creating a tripping hazard to railroad employees and not complying with General Order (GO) 118-A. The inspector informed the manager of the railyard of the non-compliant condition and the manager stretched the airline hose on top of the cross ties, eliminating the tripping hazard and bringing the walkway into regulatory compliance as was verified by the inspector.

December 8, 2021: An RSD Railroad Safety Inspector conducted an inspection at the Union Pacific (UP) Fresno railyard. The inspector documented the following non-compliant conditions: Water hoses, garbage bags & lumber lying in the walkway causing a tripping hazard in violation of GO 118-A, which requires that walkways be kept free of debris. The inspector notified the railyard manager of the non-compliant conditions who cleared the walkways of debris bringing them into regulatory compliance as verified by the inspector.

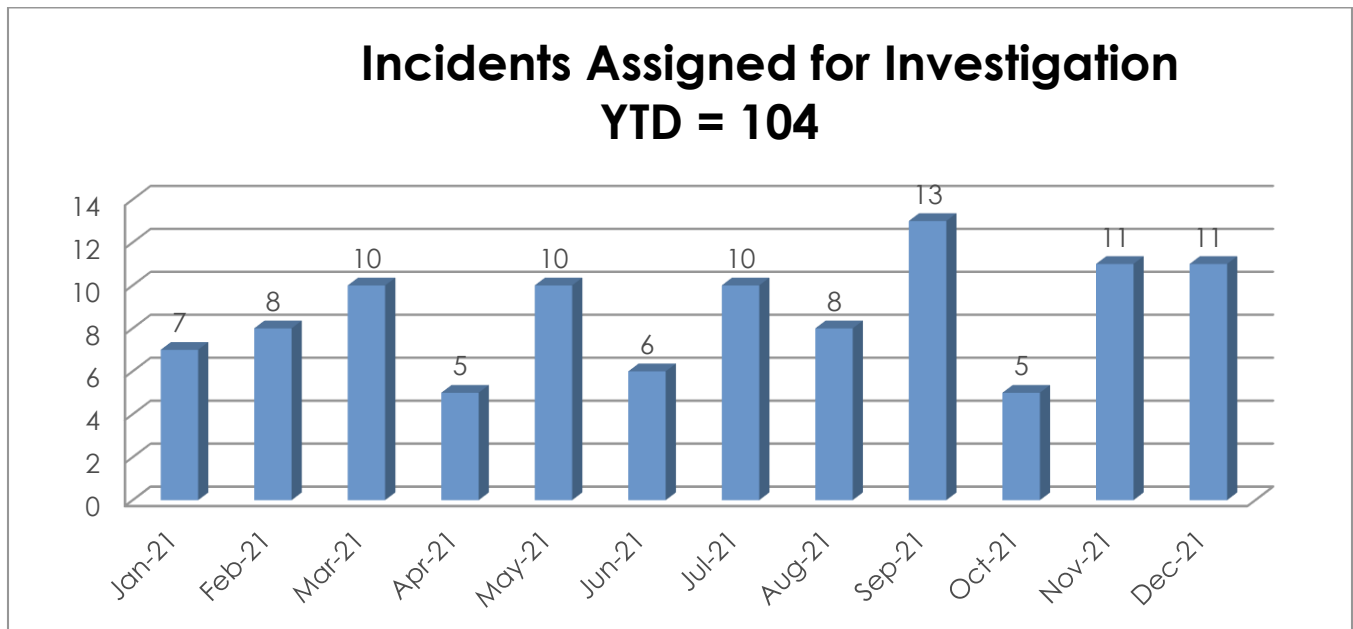
December 14, 2021: An RSD Railroad Safety Inspector performed an inspection at the BNSF Alcoa Yard located in Torrance. The inspector identified a rail car beyond the designated clearance line and determined the findings were not in compliance with the requirements of Title 49 Code of Federal Regulation (CFR) and General Code of Operating Rule (GCOR), which reads:

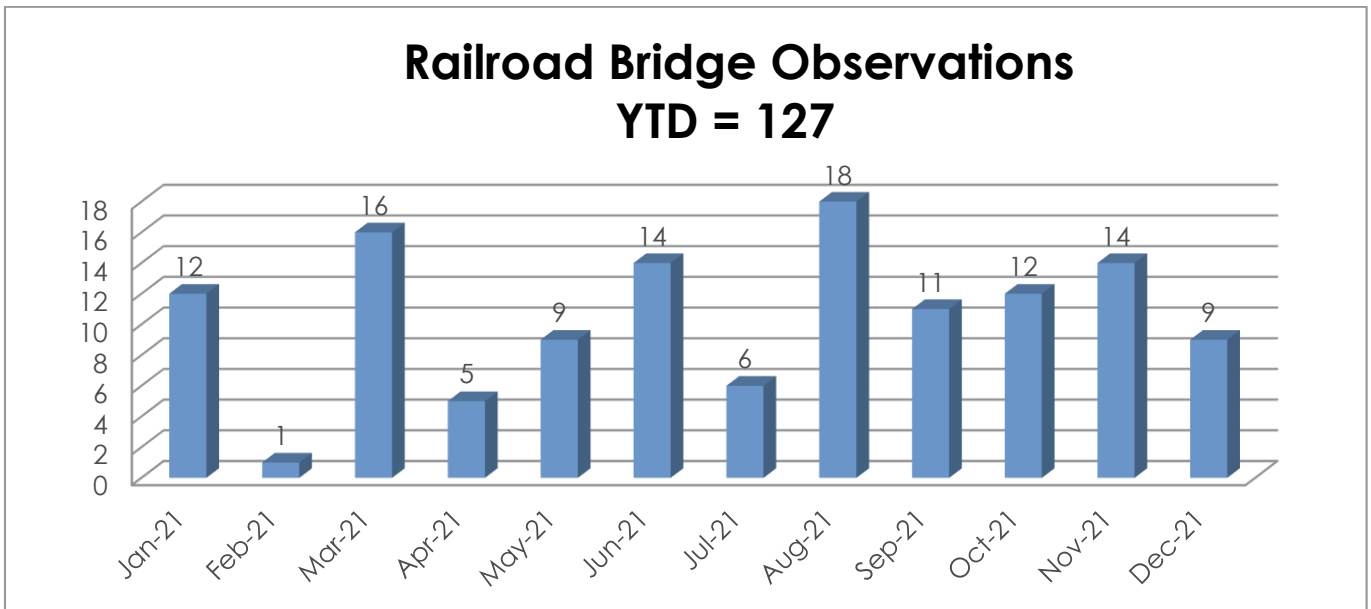
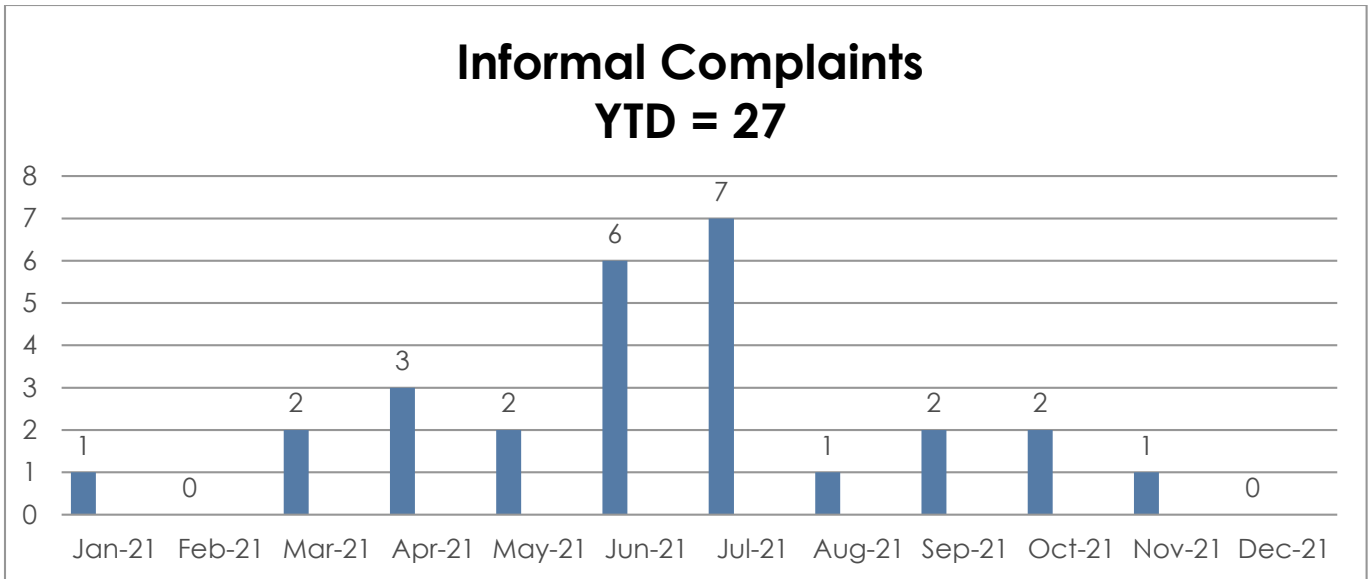
- 218.101(a), each railroad shall adopt and comply with an operating rule which complies with the requirements of this section. When any person including, but not limited to, each railroad, railroad officer, supervisor, and employee violates any requirement of an operating rule which complies with the requirements of this section, that person shall be considered to have violated the requirements of this section.

- GCOR 7.1, on tracks where clearance point is indicated, leave equipment beyond the clearance point.

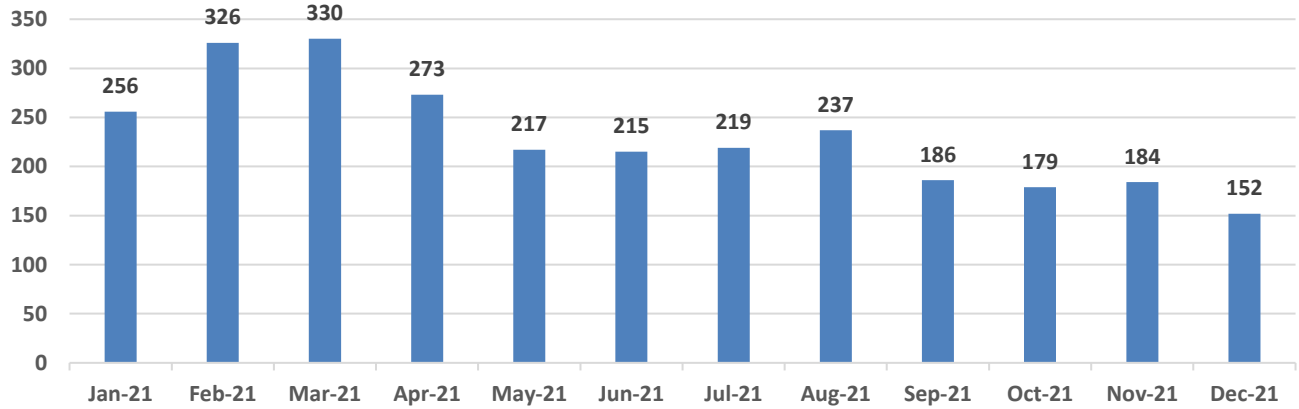
The inspector provided BNSF management with an inspection report that identified the non-compliant condition along with photographic evidence. BNSF management corrected the non-compliant condition bringing it into regulatory compliance as was verified by the inspector. The inspector explained to BNSF management that any future violations could result in a civil penalty against the railroad.

December 29, 2021: An RSD Railroad Safety Inspector conducted an inspection of freight equipment at the Union Pacific (UP) Intermodal Ramp located in Lathrop. The inspection revealed a missing first-aid kit on a locomotive that needed to be stored in a designated location. This is a violation of GO 126, which states each railroad corporation operating in California shall provide and maintain in a plainly designated accessible location on all passenger trains, cabooses, and locomotives used in railroad operations, a first-aid kit in a sanitary container. The contents of the first aid kit must be stored in the designated location (first aid box). The inspector informed the UP Manager of his findings who corrected the situation by installing a first aid kit in the properly designated location on the locomotive which was verified by the inspector.

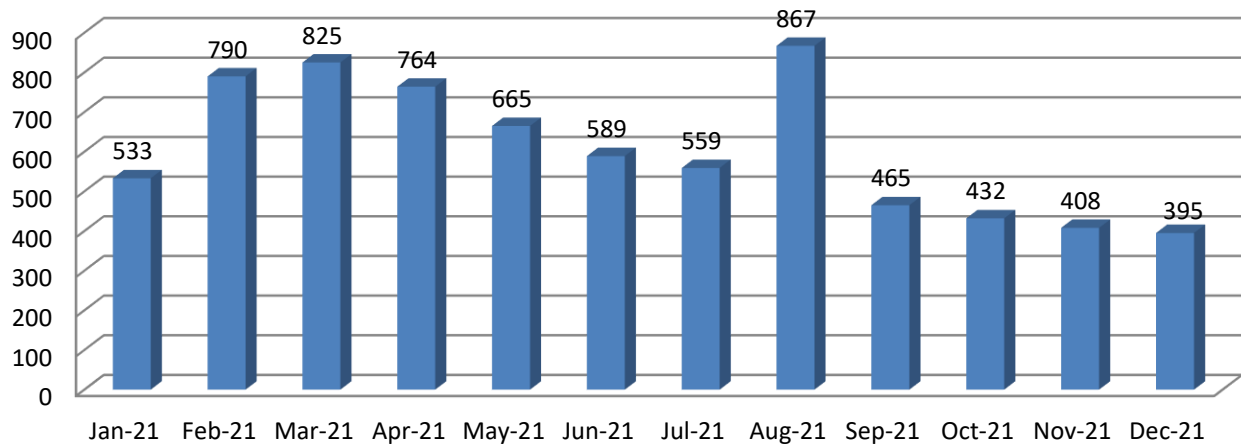


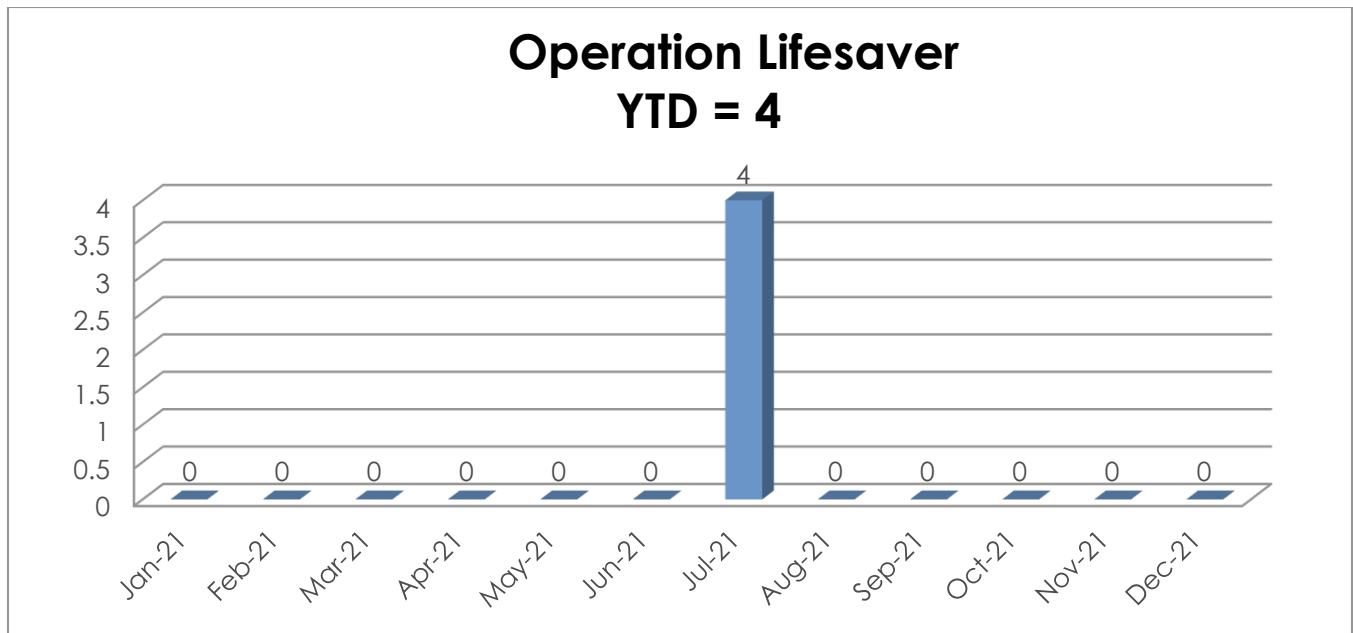


Railroad Safety Inspections YTD = 2774



Non-Compliant Conditions Identified/Corrected YTD = 7292





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 December	# Unit Trains Projected January	# Unit Trains FYTD (21-22)	# Cars Received December	# Cars Projected January	# Cars FYTD (21-22)
Plains All America	N	0	0	1	0	0	100
Kern Oil	N	0	0	4	0	0	400
Ethanol Unit Train Shipments in California							

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.

Consignee	# Unit Trains Received December	# Unit Trains Projected January	# Unit Trains FYTD (21-22)	# Cars Received December	# Cars Projected January	# Cars FYTD (21-22)
Kinder Morgan (Wilmington)	15	19	83	1437	1900	8101
NuStar Energy (Selby)	0	0	0	0	0	0
Storage of Hazardous Material Cars						
Railroad	Loads	Empties	Commodity	County		
Arizona California RR	71	36	LPG	San Bernardino		
Fillmore and Western RR	0	0	N/A	Ventura		
Northwestern Pacific RR	47	31	LPG	Marin		
Santa Maria RR	20	47	LPG	Santa Barbara		
Sierra Northern Railway	117	99	LPG	Stanislaus		
Oakland Global Rail Enterprise	10	21	Biodiesel	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.

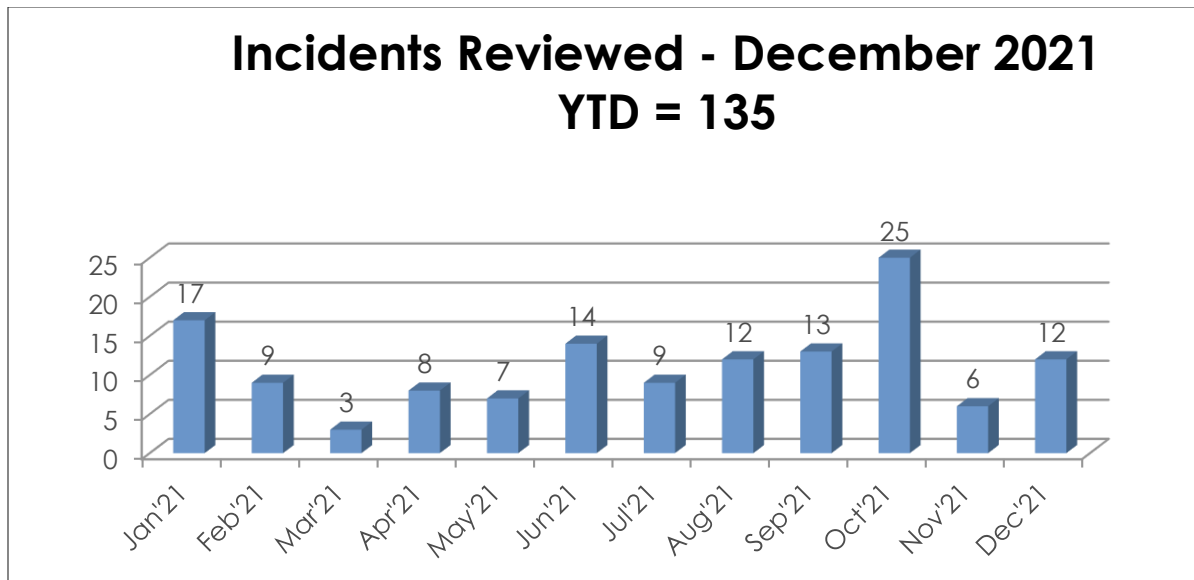
Rail Crossings and Engineering Branch - RCEB

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

	December Closed	Closed YTD
Crossing Incident Reviews	12	135
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	58	520
Proceedings, Resolutions and G.O. 88-B Reviews	11	118

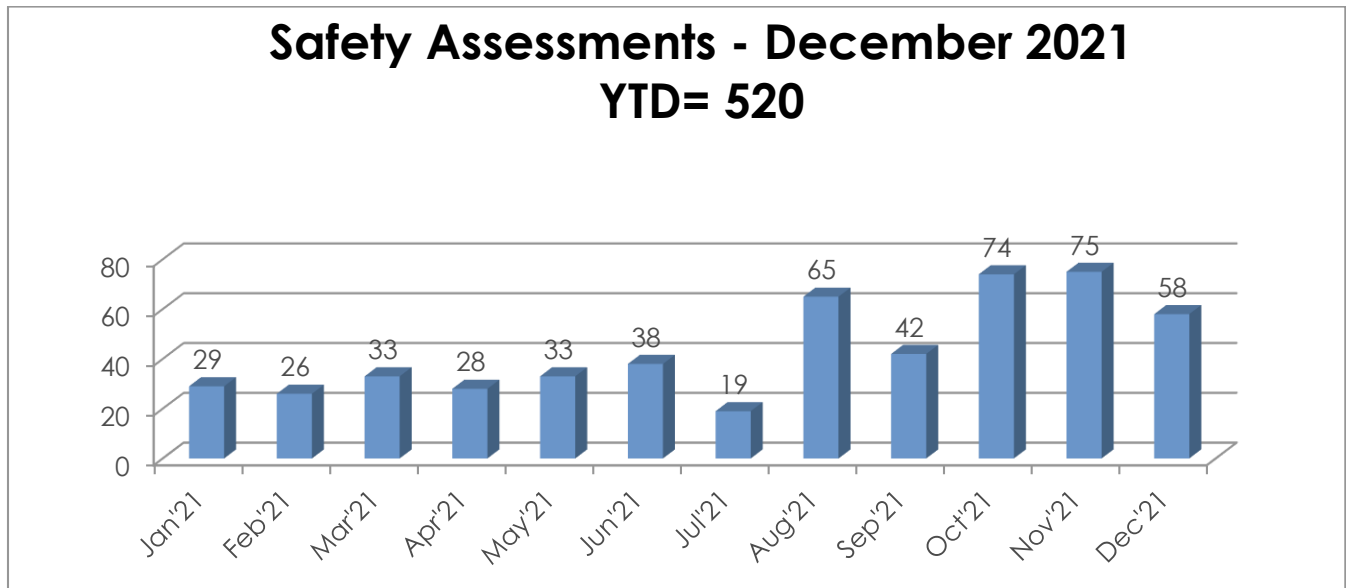
Rail Crossing Incident Investigations

In December 2021, RCEB closed 12 incidents at highway-rail at-grade crossings (crossings). These 12 incidents resulted in five injuries.



Safety Assessments, Quiet Zones and Reviews

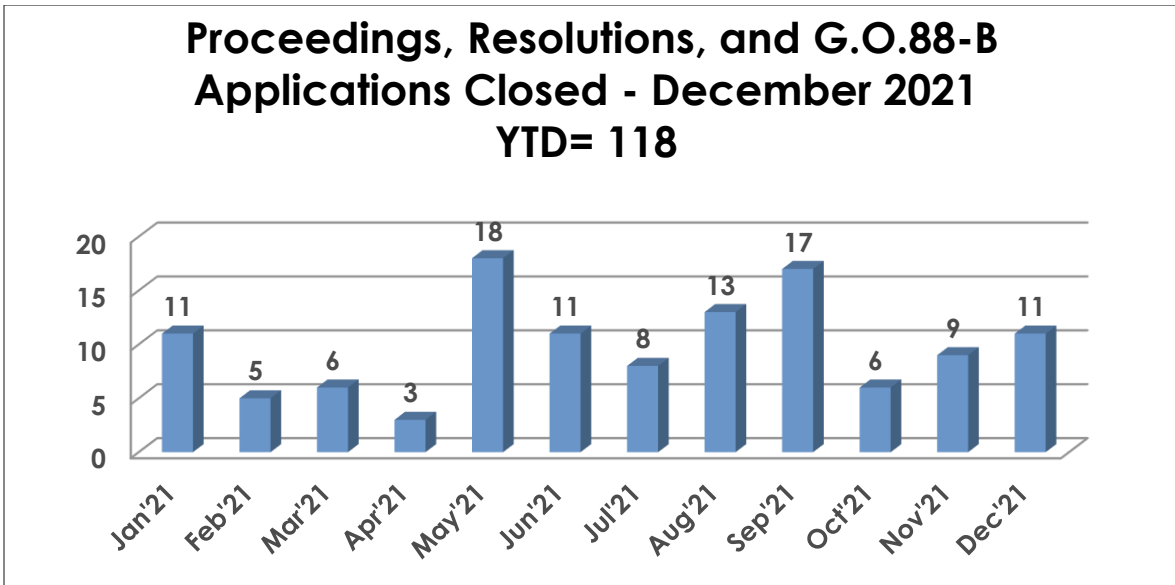
In December 2021, RCEB completed 58 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentation given to railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

In December 2021, RCEB approved nine General Order 88-B requests for authority for alteration to existing crossings. Also, the Commission approved one Proceeding and one Resolution.

1. PROC-A2009015 - Decision 21-12-039 - granting approval for DesertExpress Enterprises, LLC dba XpressWest to construct highspeed tracks under the following public road crossings: Route 58/15 separation, Fort Irwin Rd., East Baker Rd., Bailey Rd., and Nipton Rd. in San Bernardino County.
2. RESL-SX-145 – Recommendation to California Transportation Commission for increased funding amount of \$3,750,000 for FY 2022-2023 for maintaining automatic grade crossing protection devices under PUC Code Section 1231.1.



Rail Transit Safety Branch - RTSB

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

Major Audits

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

Administrative Accomplishments

RCEB-RTSB Quarterly Coordination Meeting:

On December 1, RTSB and RCEB management held their quarterly coordination meeting to discuss issues of common interest.

Training:

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

- Daren Gilbert, James Matus, and Michael Borer completed the *Workplace Harassment Prevention for Managers*.
- Michael Borer completed the *Bridging the Diversity Gap and Your Role in Workplace Diversity*.

- Ainsley Kung, James Matus, and Michael Borer completed *Understanding Unconscious Bias, 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

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

No updates this month.

Traction Power System Improvements Project (TPSIP):

Five sites have been identified for installation of new traction power substations to support the traction power system improvements portion of the Transbay Core Capacity Program. The two West Bay sites are

Civic Center Station and Montgomery Street Station and have estimated completion dates by 2022. The three East Bay sites are in Oakland at Thirty Fourth Street, Concord at David Avenue and Minert Road and Richmond at Yard East, with completion dates not yet estimated. An SCP was approved via Commission Resolution (ST-239) on July 16, 2020.

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

Irvington Station (IRV) Project:

The Irvington Station Project includes construction of a new station halfway between the existing Fremont and Warm Springs/South Fremont stations. The estimated completion year is 2027. The Project is in the engineering design phase. The SCP was approved under Commission Resolution (ST-240) on November 5, 2020.

Project is starting 90% design. Staff provided comments for a SCP revision draft.

New Vehicle Procurement (NVP):

BART is in the process of procuring 1,200 new rail vehicles. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator's cab while E-Cars do not. Upon submittal by BART, Staff reviews testing and certification documents for each group of cars prepared for service and verifies compliance with the testing and certification plan before authorizing the cars for revenue service. To date, RSTB management has certified and approved 286 vehicles for revenue service. Due to continuing intermittent communications loss with wayside equipment and resulting system reboot, BART ceased accepting new vehicles in January 2021 until the vendor, Alstom, resolves that issue.

No updates this month.

Los Angeles County Metropolitan 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). Overall, 50 LRVs remain to be accepted by LACMTA and approved by RTSB management. To date, RTSB management has certified for revenue service 185 vehicles.

In December 2021, LACMTA sent conditional approval documentation for 1 more vehicle, which also has the new communication system.

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 in the LA Metro red and purple (D) line subways, and trains may be made up of several married pairs of HR 4000 vehicles.

Schedule indicates the first set of married pair vehicles to be delivered to LACMTA for testing and evaluation in March 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.

No updates this month.

D Line (Westside) Extension Project:

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

No updates this month.

MGLFECA Foothill Extension Phase 2B:

LACMTA is extending the L (formerly Gold) Line from the current terminus of Azusa Station to the City of Montclair. The Metro Gold Line Foothill Extension Construction Authority (MGLFECA) is an independent transportation planning, design and construction agency created in 1998 by the California State legislature to resume design, contracting, and construction of the Los Angeles to Pasadena Metro Gold Line and dictated its role to plan and construct any “fixed mass transit guide way eastward to Claremont.” The

13.7-mile, Los Angeles to Pasadena Metro Gold Line was completed and opened in 2003 however, planning for the line later extended it to terminate at Montclair’s TransCenter, a regional transit hub for numerous bus and rail operations serving San Bernardino County and the Inland Empire. Once construction is complete, the MGLFECA transfers the project to LACMTA to operate. This relationship is formalized in a Master Cooperative Agreement approved by both agencies’ boards of directors. In August 2019, the MGLFECA awarded the design build contract to the Kiewitt Parsons Joint Venture. Due to funding issues, the current terminus of the new alignment will be changed to Pomona Station with a contract option to build to Montclair if the MGLFECA can secure additional funding by 4th quarter 2021. The estimated completion of the Pomona segment is early 2026. The contract option portion from Pomona to Montclair would be on a shared corridor with Metrolink.

No updates this month.

Crenshaw/LAX Corridor Project:

LACMTA is constructing a new Light Rail Transit (LRT) line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The project consists of Segments A, B1, B2, and C.

RTSB Staff inspected Segments A and B of the alignment on 12/17/2021 and 12/20/2021. Additionally, the track inspection and overhead catenary system clearance measurements were completed in Segment C on 12/20/2021. There were 4 findings that have been communicated to LACMTA.

New A Line Project:

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

No updates this month.

East San Fernando Valley Project:

The East San Fernando Valley project is a new LRT project that will start at the Van Nuys Bus Rapid Transit (BRT) Orange Line and go north for approximately 10 miles through the San Fernando Valley. The alignment will be mostly street running with about 3 miles on a shared corridor with Metrolink/Amtrak as well. Gannett Fleming submitted the 30%/60% design packages to Metro for the preparation of a design build contract. Metro is planning to begin the procurement process for the design build contract at end of 2021. The forecasted revenue service date is June 2028.

Resolution ST-244, approving LACMTA’s East San Fernando Valley Transit Corridor Project Safety Certification Plan was approved by the Commission on 12/16/21 and issued on 12/20/21.

West Santa Ana Branch Transit Corridor Project:

LACMTA is evaluating a new LRT line that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community, and downtown Los Angeles. The West Santa Ana Branch Transit Corridor (WSAB) is a 19-mile corridor project.

LACMTA staff submitted a proposed funding plan and report in December and is exploring Public-Private Partnerships to bridge the funding gap. A locally preferred alternative is to be selected by the Board at their January 27 meeting.

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. Los Angeles Streetcar will continue to engage with the private sector to explore potential Public Private Partnership opportunities and collaborate with public sector partners like LACMTA and LADWP; the main goal is to secure the remaining funding needed.

No updates this month.

Los Angeles World Airports – LAWA

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 guideway construction is 87% complete, with the guideway section over Century Blvd now complete. On December 16, construction crews completed the last pour above Century Blvd using the cast-in-place technique, which is also being used to build the remaining guideway sections at Parking Structure 2B in the CTA and over Sepulveda Blvd.

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.

No updates this month.

Sacramento Regional Transit District – SRTD

LRV (Light Rail Vehicle) Procurement Project:

SRTD will be acquiring 36 new Siemens low floor light rail vehicles. SRTD acquired \$172 M for them and to make changes to its stations to accommodate the new low floor P20 Siemens S700 LRVs. Estimated in-service date of first vehicle is projected for 11/2022. Safety Certification Plan is in development.

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 (SDMTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line that begins at the Old Town Transit Center in San Diego. The project will provide future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego (UC San Diego) and the University City areas with nine (9) new stations. Construction started in 2016 and revenue service is planned to begin November 21, 2021. On November 15, 2021, the Rail Safety Division Director accepted The Project final Safety Certification Verification Report (SCVR), as required by G.O.164-E and Resolution ST-186, and SDMTS granted SDMTS permission to enter revenue service on November 21, 2021. Staff attended the opening event.

Minor open items are continuing to be tracked to closure.

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

SDTI is procuring 45 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 45 LRVs by late 2023. As Siemens cars are delivered on-site at the SDTI Yard, they will undergo commissioning and dynamics tests. Staff will participate 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 SCVTA Board divided the project into two phases. The BART’s Silicon Valley Berryessa extension (phase I) was placed in revenue service on June 13, 2020. On June 16, 2021, Staff received the project SCP for the phase II, and CPUC approval was sent on August 17, 2021, approving the SCP. This project is under preliminary design phase and Staff continues to attend the FTA Project Management Oversight Contractor (PMOC) meetings, Safety and Security Review Committee (SSRC) meetings, Fire Life Safety and Security Committee (FLSSC) meetings.

No updates this month.

Eastridge to BART Regional Connector:

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

No updates this month.

Light Rail Signal Priority Detection Upgrades Project:

The work involved is a replacement of the Train-to-Wayside hard-wired system with a new GPS-based LRV detection system to act as primary detection system for requesting transit service priority (TSP) at non-gated signalized intersections. The necessary equipment for the work would be installed on 98 of VTA’s light rail vehicles and would be installed at 89 signalized intersections. SCVTA submitted the project SCP on May 5, 2021. Staff reviewed and approved the project SCP on June 30, 2021. At its August 19, 2021, meeting the Commission approved Resolution ST-245.

No updates this month.

San Francisco Municipal Transportation Agency – SFMTA

Central Subway Project (CSP):

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

No updates this month.

LRV4 Procurement to Expand and Replace the Rail Fleet:

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

No updates this month.

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

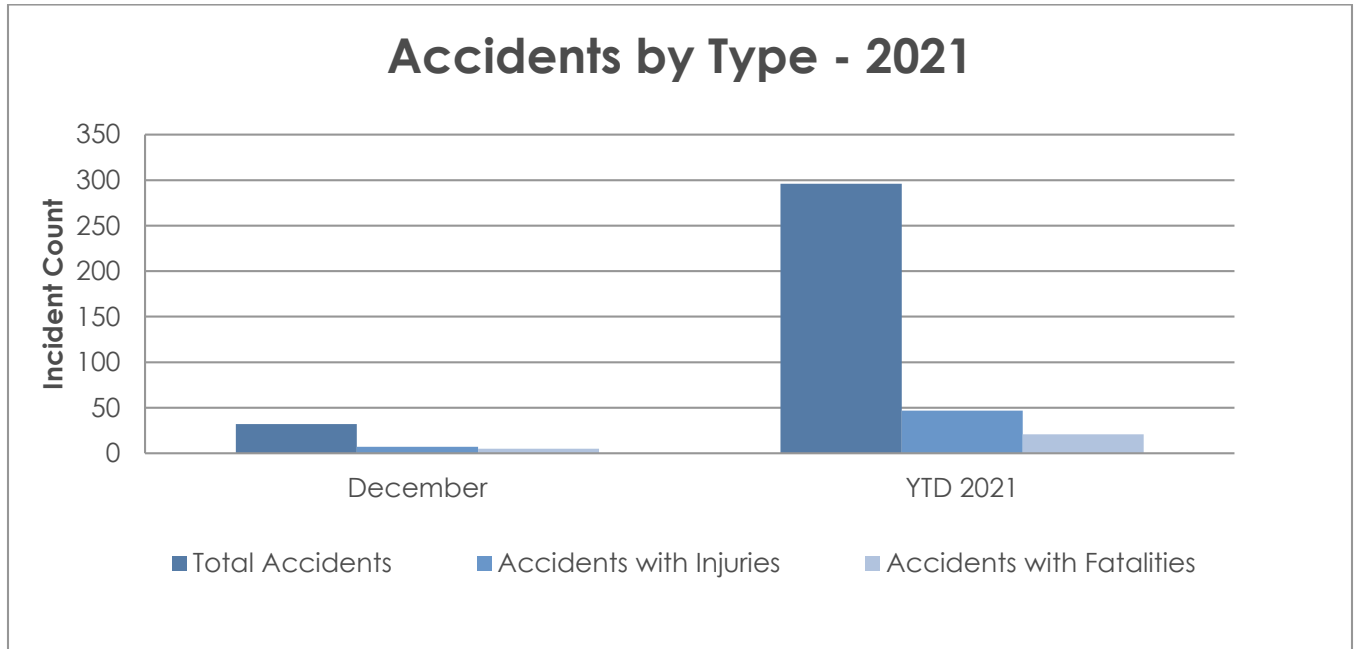
Table 1. Investigation & CAP Data

Investigations	November	YTD2021
Accidents Reported	32	296
Accident Investigations Closed	27	229
Complaints Investigated	2	4
Rail Transit Inspections	20	353
Triennial Review	0	0
Corrective Action Plans	November	YTD 2021
New Corrective Action Plans	19	275
From Triennial Review	0	3
From Incidents	14	42
From Internal Safety/Security Audits	0	14
From Rail Transit Inspections	5	216
From Hazard Management	0	0
Closed Corrective Action Plans	20	224
From Triennial Review	0	5
From Incidents	0	19
From Internal Safety/Security Audits	4	11
From Rail Transit Inspections	16	189
From Hazard Management	0	0

Data collected from RSSIMS

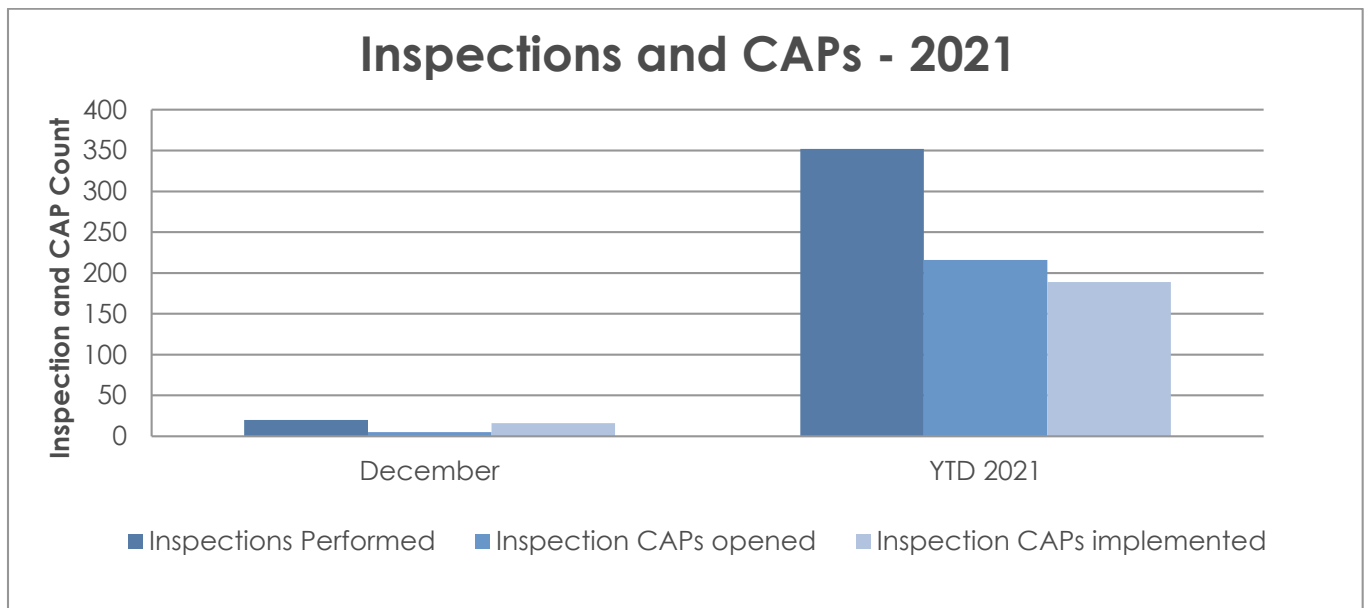
Ongoing Data / Trends

Table 2. Accidents by Type



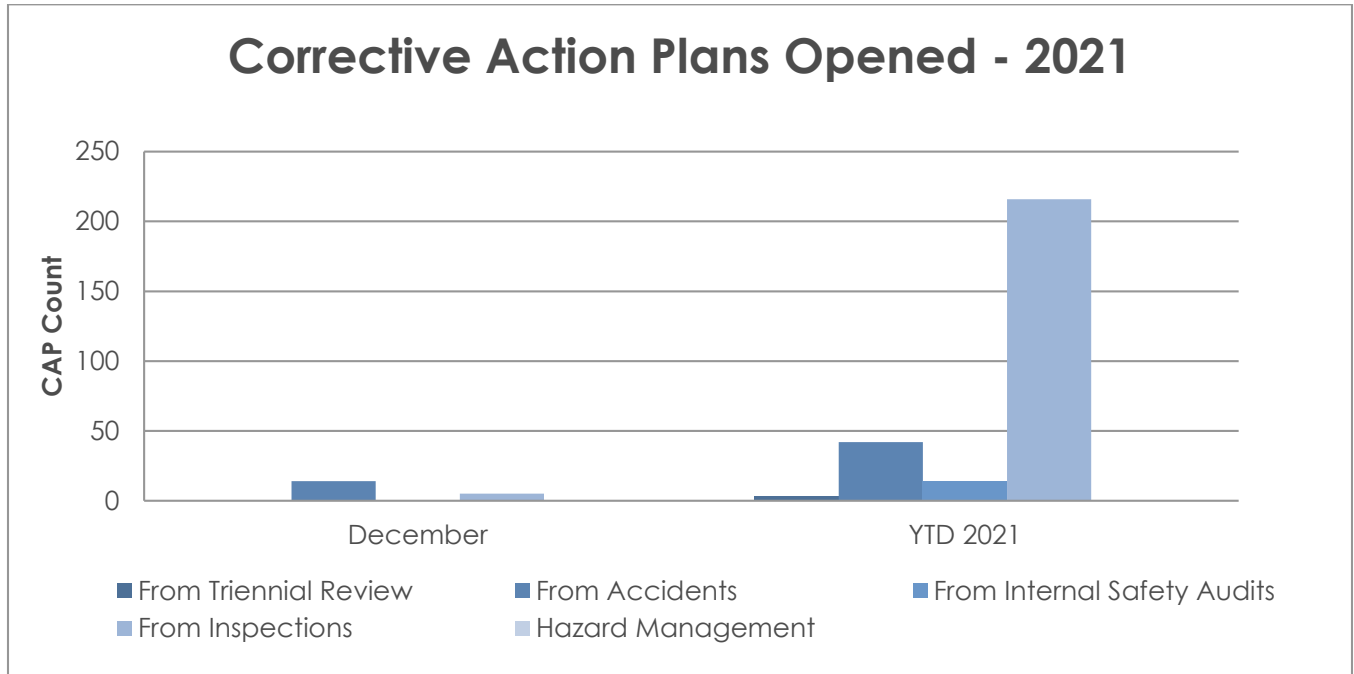
Data collected from RSSIMS

Table 3. Inspections & CAPs



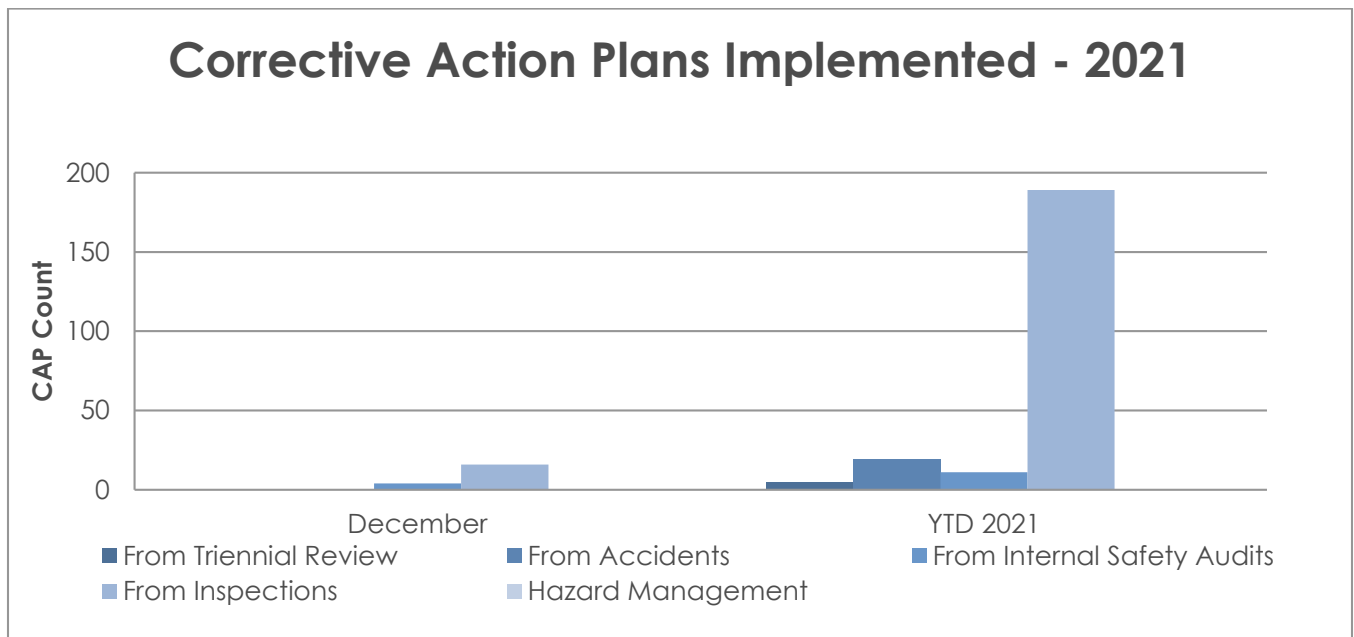
Data collected from RSSIMS

Table 4. CAPs Opened



Data collected from RSSIMS

Table 5. CAPs Closed



Data collected from RSSIMS

