

Rail Safety Division



Monthly Performance Report

June 2020

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Disclaimer

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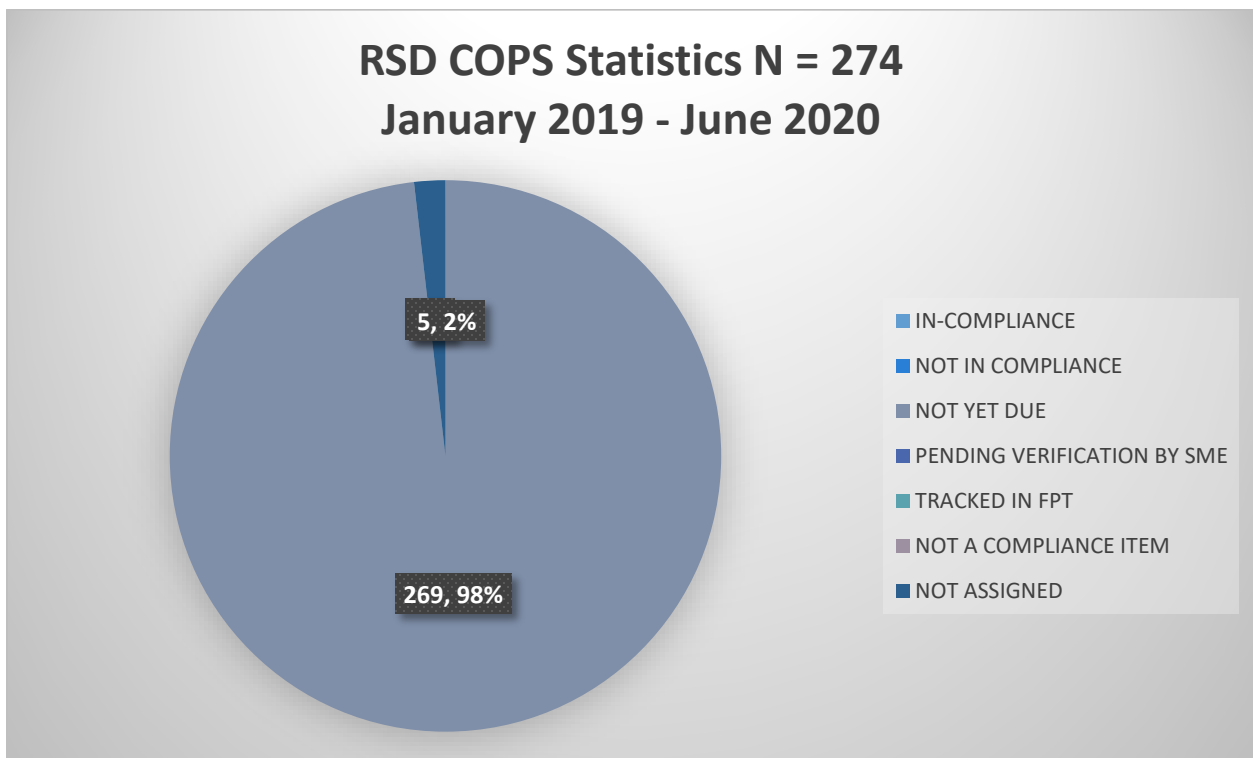
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COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through June 30, 2020, the Rail Safety Division (RSD) shows 274 total entries in the COPS system: with 0 reaching compliance, 269 (98%) not yet due for compliance, and 0 (0%) out of compliance. 0 are pending verification. 269 (98%) of all Ordering Paragraphs are assigned to members of staff.

During June 2020, there were 0 new OPs recorded to the COPS database for the Rail Safety Division. However, there were 14 new OPs recorded for the Rail Safety Division in the COPS database per the May 28th CPUC conference that were not reflected in the May Monthly Performance report but is reflected in this report.

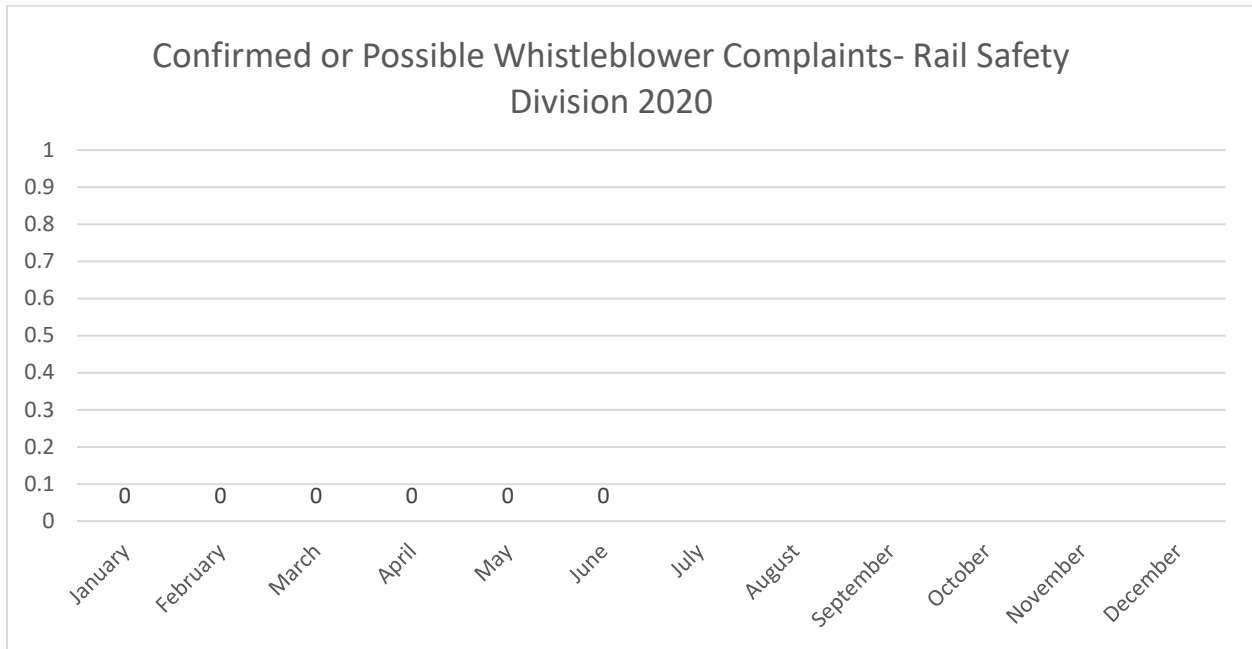


MONITORING THE WHISTLEBLOWER WEBSITE

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 - 1/01/20 – 6/30/20

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



RAILROAD OPERATIONS SAFETY BRANCH – ROSB

In June 2020, the RSD Rail Operations Safety Branch (ROSB) completed the following:

Railroad Operations Safety Branch	June 2020	YTD 2020
New Incidents Investigated	9	43
Informal Complaints Investigated	3	16
Safety Assessments/Reviews	8	64
Compliance Actions	996	6796
Major Inspections Completed	2	16
Operation Lifesaver Presentations	0	11

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

June 6, 2020: A CPUC Rail Safety Inspector conducted a routine inspection of an Amtrak Pacific Surfliner train between the stations of Anaheim and Oceanside. During the inspection, the inspector noticed a blue tape stretched over the main walkway near the vestibule door of car number 3 with the word “RESERVED” showing on that tape. It has been recorded in the past that Amtrak train crews create the blue tape barrier to save on walking and servicing car number 2. This practice is commonly known as “Crowd Control.” There are no regulations against this kind of crowd control measure in place. However, this practice could affect the safety of passengers if the train crew blocks off the routes necessary for evacuating the car in case of need. The inspector contacted Amtrak management and this situation was corrected with the blue tape being removed and the train being put back into service.

June 10, 2020: A CPUC Rail Safety Inspector conducted a routine inspection of the Long Beach Ports when he noticed oversized loads being moved on a railcar. A closer investigation revealed that the loads were four electrical transformers. The cars came out of the Marine terminal in Long Beach and were being assembled by Pacific Harbor Line (PHL) onto a train for further movement. A quick look at the cars revealed that they were not placarded as required by General Order 26-D, height violations. The assistant trainmaster on site was not aware of the regulation so the inspector educated the assistant trainmaster and then proceeded to educate

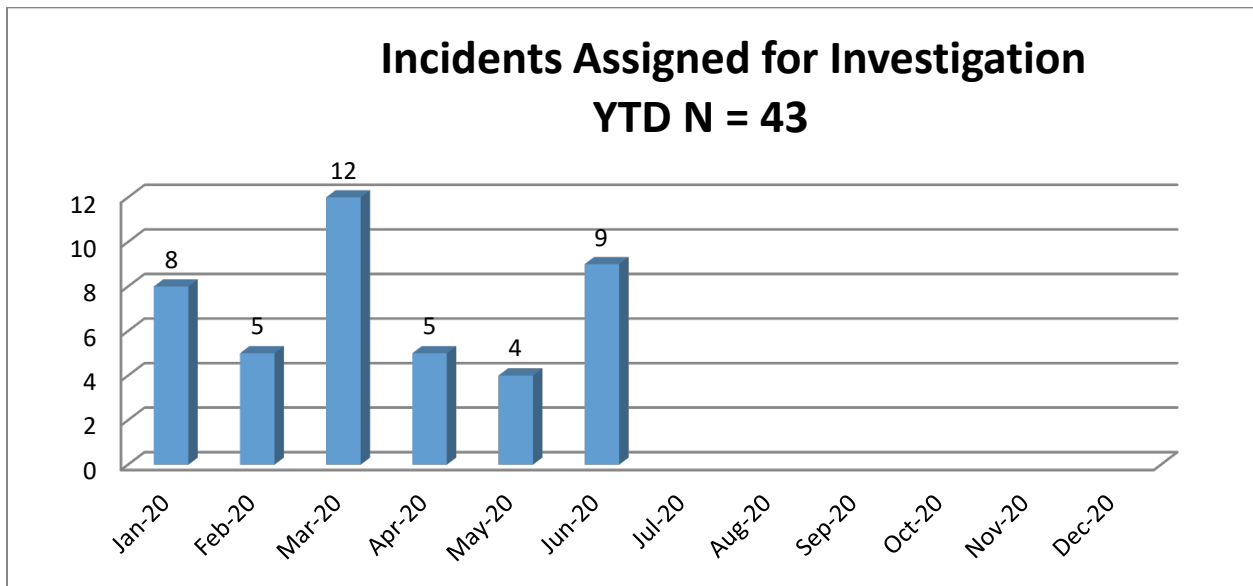
the Vice-President of Operations at PHL, Stephane Perri. Mr. Perri was quick to respond to this incident and placarded the affected cars the same day. A longer discussion with PHL's Mr. Perri resulted in a planned meeting in the near future between the shipper, the Long Beach Port Carrier, PHL and the final carrier Union Pacific Railroad (UP or UPRR), which inspected the loaded cars in the terminal and OK'd them for movement.

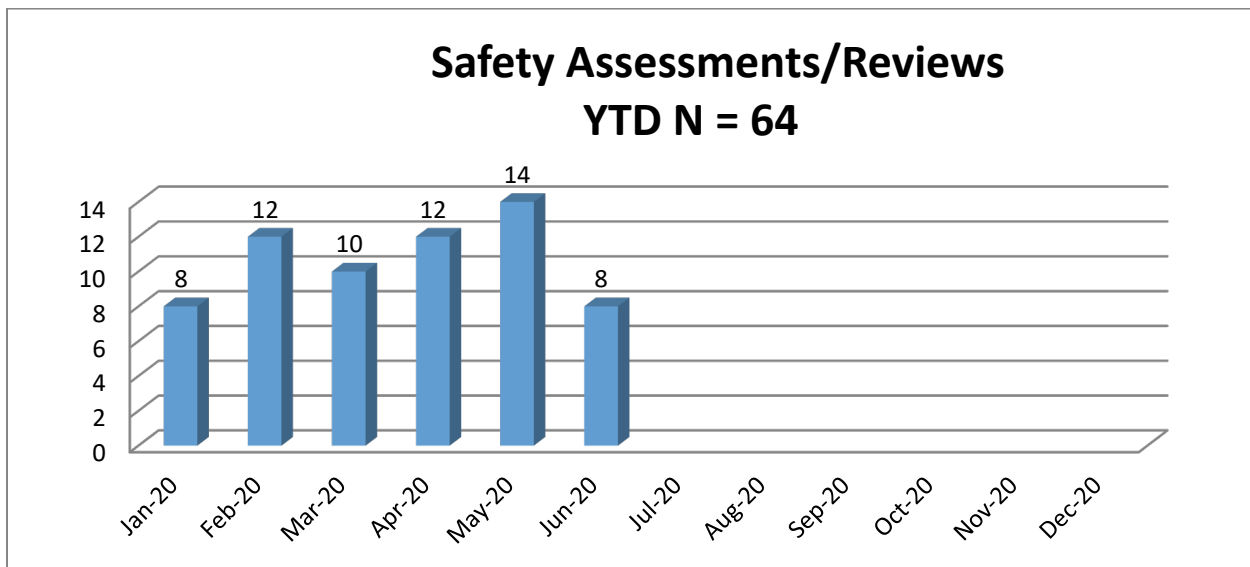
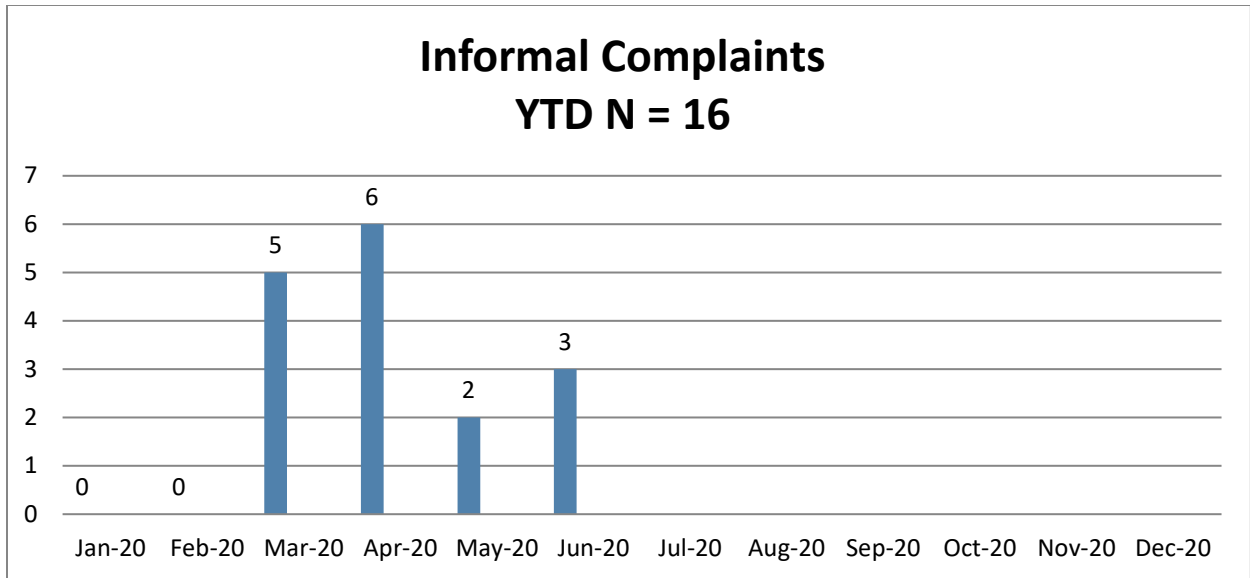
June 11, 2020: A team of CPUC Rail Safety Inspectors conducted a routine inspection of the Los Angeles Transfer Center in the city of Los Angeles. The inspection discovered General Order defective conditions along the track that were non-compliant with walkway and side clearance requirements to protect crew members and other railroad employees from injury while working on and around rail equipment. A locomotive cable and orange cone were discovered on the ground within 8' 6" from center of rail where train crews and rail workers inspect and set out locomotives. These defective conditions were in violation of General Order 118-A, debris along the walkway creating a tripping hazard. Additionally, at the Richmond Street rail crossing leading into the track, a stop sign and a railroad crossing sign were located within 8' 6" from center of rail, creating a side contact hazard to crewmembers in violation of General Order 26-D. The railroad corrected the hazardous conditions with the removal of the debris and relocation of the stop sign and crossing sign.

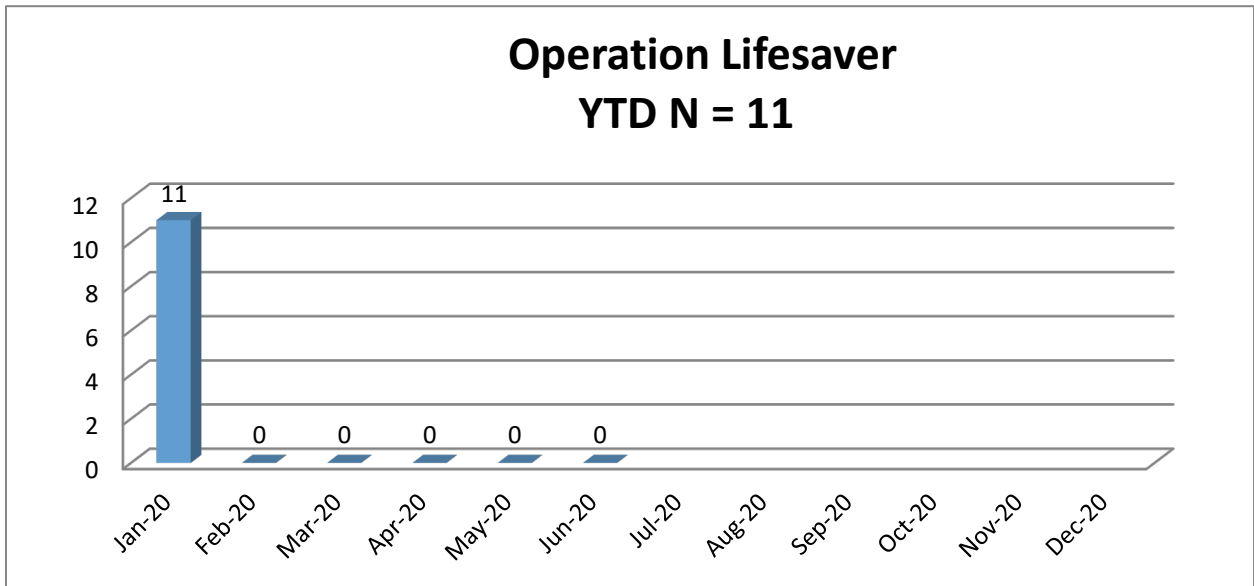
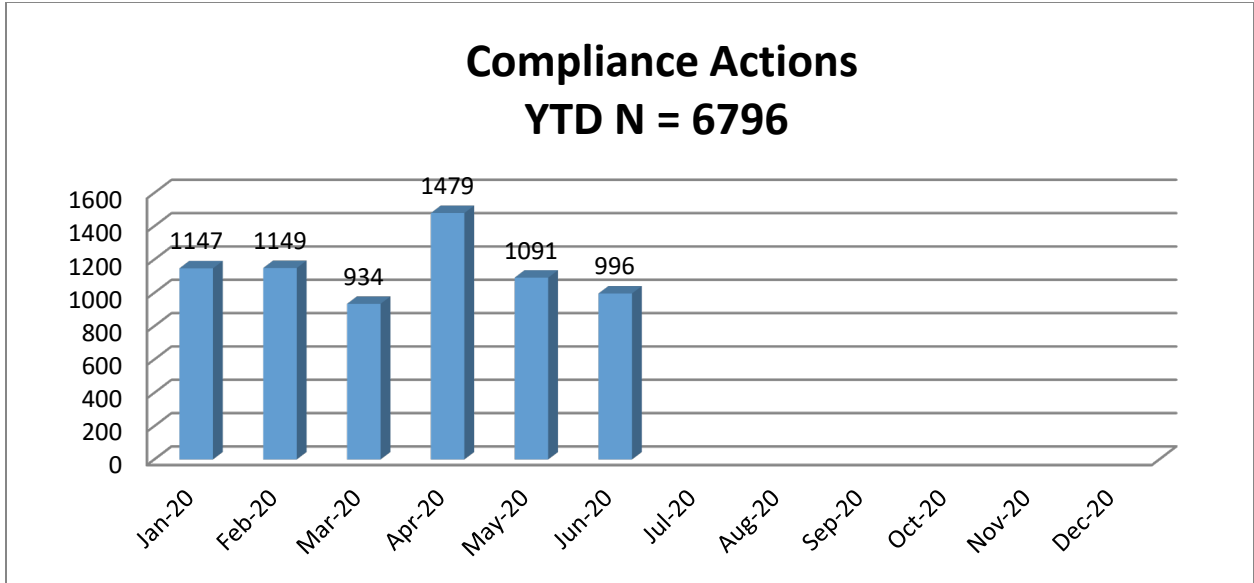
June 15, 2020: A CPUC Rail Safety Inspector contacted the Fillmore & Western Railway to ensure that they understood that prior to receiving hazmat rail cars, they needed to ensure that the training of their train crews includes hazardous material shipping and handling. The inspector also informed them of the requirements for monthly track inspections; to have a DOT registration; to have a valid track lease agreement; and an updated railroad security plan. The inspector was informed that the railroad had completed all requirements and that they would be receiving the first 10 hazmat rail cars on June 17, 2020.

June 17, 2020: Following up on the June 15 contact, a CPUC Rail Safety Inspector met with the management of the Fillmore & Western Railway and reviewed their employee training records, security plan, lease agreement and DOT registration prior to the railroad receiving hazardous

rail cars. The inspector provided the management with regulatory guidance on record keeping and risk assessments of critical infrastructure. Upon completion of the review of records, the inspector and railroad manager traveled to Santa Paula to ensure that the interchange with the UPRR went as planned. The inspector observed the action of the railroad train crew as they properly performed the inspection of the rail cars and conducted an air brake test. The inspector questioned the train conductor and brakeman to assess their level of training and knowledge and was impressed with the train crew’s response and actions. During the observation of the interchange of rail equipment, the inspector observed that the railroad was meeting all Federal and State regulations regarding train handling and records retention.







RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

In June 2020, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	June New	Received YTD	June Closed	Closed YTD
Crossing Incident Reviews	10	76	13	145
Safety Assessments/Quiet Zones/Reviews/Training	63	290	63	290

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Proceedings, Resolutions and G.O. 88-B Reviews	3	27	16	60
Operation LifeSaver Presentations	0	11	0	11

RAIL CROSSING INCIDENT INVESTIGATIONS

In June 2020, the RCEB assigned 10 new incidents at highway-rail at-grade crossings (crossings) for review. These incidents resulted in five fatalities and three injuries. RCEB completed 13 crossing incident reviews. These 13 incidents resulted in two fatalities and 10 injuries.

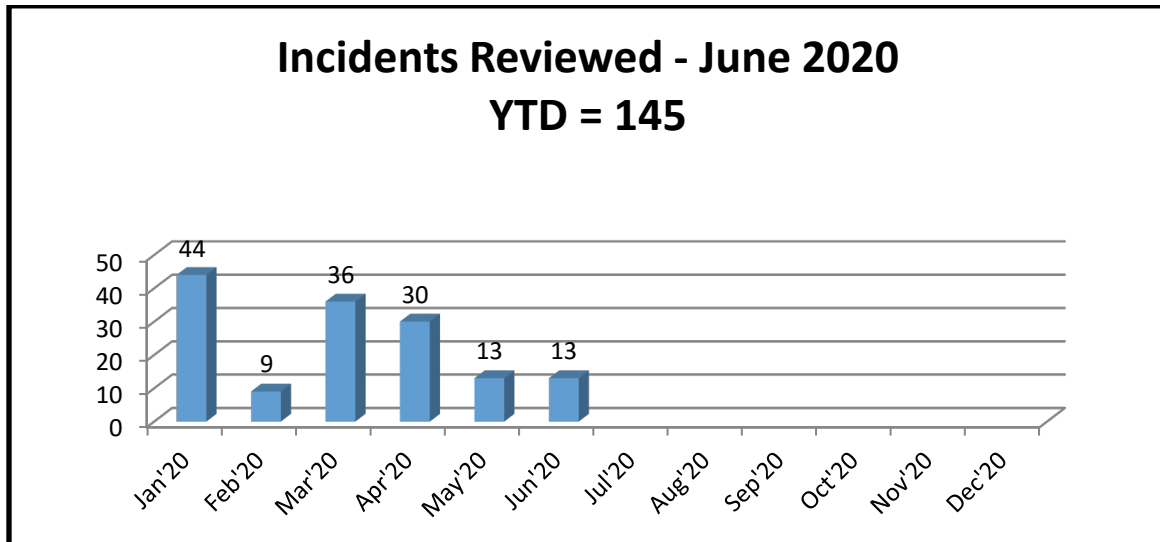
June 2020 Incidents Reviewed

INCX	Incident Date/Time	Summary	RCEB Findings
INCX2019010016	December 27, 2018, at 13:59 hours	An SJVR train struck a pedestrian at Hughes Lane grade crossing in the City of Bakersfield, Kern County.	The train struck a pedestrian who sat on the tracks as the train approached and made no effort to move out of the way before the collision. The incident resulted in injuries.
INCX2019090018	September 26, 2019, at 19:26 hours	An AMTRAK train struck a bicyclist at Grand Ave grade crossing in the City of Carlsbad, San Diego County.	The train struck the bicyclist while he was moving across the tracks. The incident resulted in a fatality.
INCX2019090019	September 27, 2019, at 21:01 hours	An AMTRAK train struck a vehicle at Palm Street grade crossing in the City of San Diego, San Diego County.	The train struck an unoccupied vehicle on the tracks. The driver exited the stalled vehicle prior to the collision. No injuries were reported.
INCX2019110002	October 30, 2019, at 06:40 hours	An AMTRAK train struck a pedestrian at Leucadia Blvd grade crossing in the City of Encinitas, San Diego County.	The train struck a pedestrian who believed he had enough time to cross the railroad tracks. The

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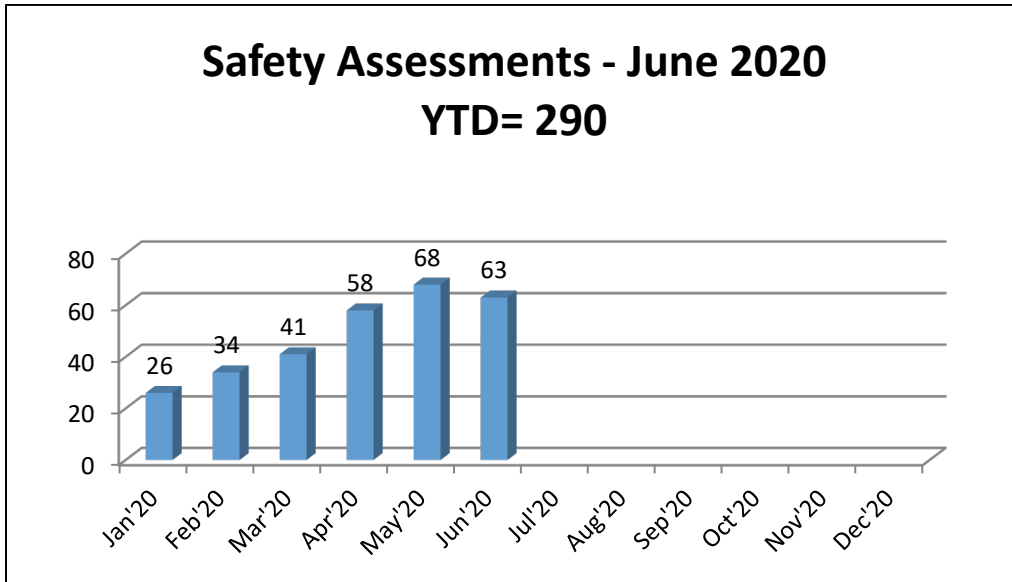
INCX	Incident Date/Time	Summary	RCEB Findings
			incident resulted in a fatality.
INCX2019110006	November 10, 2019, at 21:42 hours	A UP train struck a vehicle at Lemon Road grade crossing in the City of Industry, Los Angeles County.	The train struck a vehicle who was unable to clear the tracks before the train approached. No injuries were reported.
INCX2019110007	November 5, 2019, at 20:27 hours	A BNSF train struck a vehicle at the Beech Ave and Los Angeles Street grade crossing in the Town of Shafter, Kern County.	The train struck a vehicle who attempted to exit the tracks but instead drove onto the tracks. The incident resulted in injuries.
INCX2019120005	November 30, 2019, at 17:55 hours	An AMTRAK train struck a vehicle at East Street grade crossing in the City of Union City, Alameda County.	The train struck a vehicle who turned right onto the tracks. No injuries were reported.
INCX2020010008	January 08, 2020, at 08:39 hours	An AMTRAK train struck a pedestrian at South Cutting Blvd grade crossing in the City of Richmond, Contra Costa County.	The pedestrian walked into the crossing and was struck by the train. The incident resulted in injuries.
INCX2020010009	December 27, 2019, at 18:53 hours	A UP train struck a vehicle at California Street grade crossing in the City of Ventura, Ventura County.	The train struck a vehicle who backed the vehicle onto the tracks, and the train collided with the front of the vehicle. The incident resulted in four injuries.
INCX2020020012	December 21, 2019, at 02:29 hours	A BNSF train struck a vehicle at Santa Fe Road grade crossing in the Town of Summit, San Bernardino County.	The train struck an occupied vehicle at a private grade crossing. No injuries were reported.

INCX	Incident Date/Time	Summary	RCEB Findings
INCX2020010016	January 13, 2020, at 18:31 hours	A SCAX train struck a pedestrian at McKinley Street grade crossing in the City of Corona, San Bernardino County.	A pedestrian attempted to pick up their cell phone from the tracks and was struck by an oncoming train. The incident resulted in injuries.
INCX2020030004	March 04, 2020, at 09:00 hours	An AMTRAK train struck a vehicle at High Street grade crossing in the City of Oakland, Alameda County.	The train struck a vehicle stopped on the tracks. No injuries were reported.
INCX2020040015	April 28, 2020, at 13:54 hours	A SCAX train struck a vehicle at Avenue K grade crossing in the City of Lancaster, Los Angeles County.	The train struck a vehicle which had stopped on the tracks due to an emergency vehicle approaching. The incident resulted in two injuries.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In June 2020, RCEB completed 63 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, and diagnostic reviews with railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In June 2020, RCEB assigned one resolution, and received three new General Order 88-B applications for changes to existing crossings. This month the Commission approved six proceedings. RCEB approved nine General Order 88-B applications.

- **RESL-TED-268** – On June 22, 2020, Decision 17-03-006 granted an extension of time required for construction of the South Bayfront pedestrian and bicycle bridge over nine rail tracks owned by the Union Pacific Railroad’s Martinez subdivision in the city of Emeryville, County of Alameda.
- **PROC A1908010** - On June 25, 2020, the CPUC granted the California High-Speed Rail Authority approval to construct proposed high-speed tracks and rail-rail grade separation over BNSF’S existing main line track at Wasco Ave Mile Post 911.5, located in Kern County.

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- **PROC A1908014** – On June 25, 2020, the CPUC granted the California High-Speed Rail Authority approval to construct one new grade separated crossing, under the proposed high-speed rail tracks at SR43 Mile Post 214.23, located in the County of Fresno.
- **PROC A1909003** - On June 25, 2020, Decision 20-06-038 granted the California High-Speed Rail Authority approval to construct one new grade separated crossing, under the proposed high-speed rail tracks at SR198 Mile Post 223.94, located in the County of Kings.
- **PROC A1909017** – On June 25, 2020, the CPUC granted the California High-Speed Rail Authority approval to construct one new underpass grade separated crossing, under the proposed high-speed rail tracks at Avenue 136 Mile Post 245.77, located in the County of Tulare.
- **PROC A1909018** – On June 25, 2020, the CPUC granted the California High-Speed Rail Authority approval to construct two proposed high-speed rail tracks and rail-rail grade separated at CHSRS’S Mile Post 245.03 crossing over BNSF’s existing mainline and proposed tracks at Mile Post 946.61 near Avenue 144. This is part of the proposed Tule Ave underpass structure in the County of Tulare.
- **PROC A1909019** - On June 25, 2020, the CPUC granted the California High-Speed Rail Authority approval to construct one new underpass grade-separated crossing at Avenue 144, under two proposed high-speed rail tracks at CHSRA’s Mile Post 244.65, part of the proposed Avenue 144 and Tule Avenue underpass structure which includes high-speed rail tracks over BNSF tracks crossing, located in the County of Tulare.

Approved GO 88-B Applications

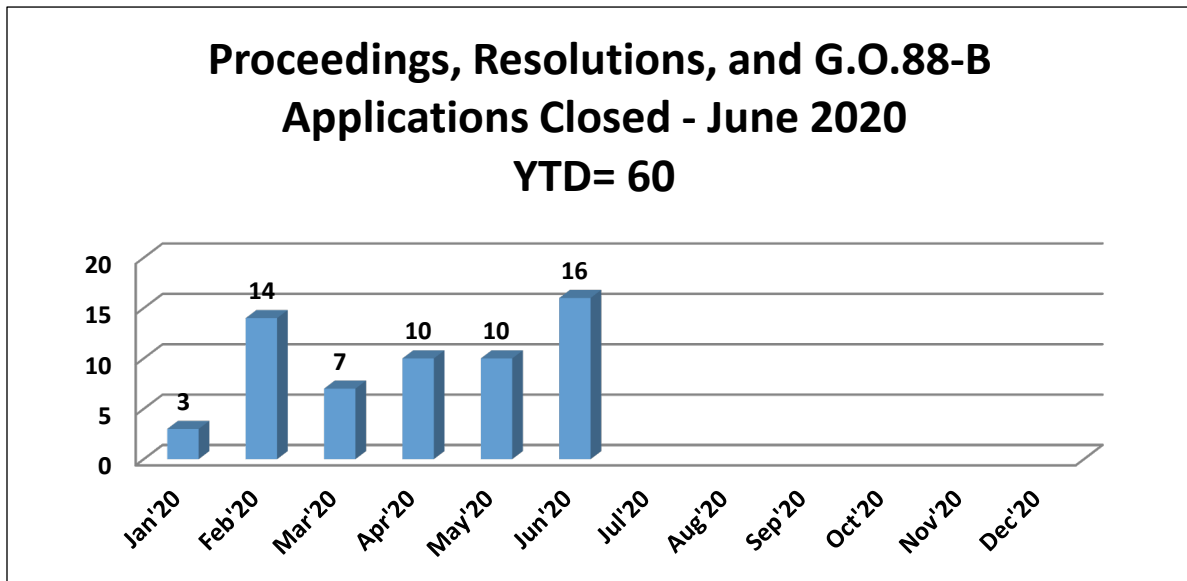
G.O.88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
2017030002 June 29, 2020	California Department of Transportation	County of Los Angeles	Santa Monica Freeway, River East and River West Subdivision 101RI-484.30-A 811269U	Time extension request granted to Modify Santa Monica Freeway (I-10) Grade-Separated	April 18, 2023

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G.O.88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
				Highway-Rail Crossings on the SCRRRA River East and River West Subdivision	
2017080010 June 05, 2020	California High-Speed Rail Authority	County of Fresno	E. Church Ave 001B-207.20 757389N	Time extension granted to alter the E. Church Ave at-grade highway-rail crossing to construct an overpass.	September 15, 2023
2020050002 June 16, 2020	City of Oakland	County of Alameda	Oak Street 001D-7.20 749591D	Request granted to alter the Oak Street at-grade highway-rail crossing.	June 15, 2023
2020050004 June 02, 2020	City of Fresno	County of Fresno	Peach Ave 103BC-210.00 757162V	Request granted to alter the Peach Ave at-grade highway-rail crossing.	June 01, 2023
2020050005 June 23, 2020	City of Hollister	County of San Benito	North Street 001EB-11.40 752413V	Request granted to alter the North Street existing at-grade crossing.	June 22, 2023
2020050007 June 10, 2020	County of San Bernardino	County of San Bernardino	Ranchero Road 001BB- 458.60/SBD-1067 750738X	Request granted to alter the Ranchero Road at-grade highway-rail crossing.	June 09, 2023
2020060001 June 22, 2020	Port of Los Angeles	County of Los Angeles	Reeves Ave 120AF-19.40-C 927843T	Request granted to alter the Reeves at-grade highway-rail crossing.	June 21, 2023
2020060002 June 05, 2020	California Department of transportation	Sutter County	Pennington Road 001C-151.60 753302G	Request granted to alter the Pennington Road at-grade highway-rail crossing.	June 04, 2023

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G.O.88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
2020060003 June 08, 2020	City of Dixon	County of Solano	SR 113 First Street 001A-67.60 751250K	Request granted to alter the SR 113 First Street at-grade highway-rail crossing.	June 07, 2023



RAIL TRANSIT SAFETY BRANCH – RTSB

In June 2020, the Rail Transit Safety Branch (RTSB) completed the following activities:

CORRECTIVE ACTIONS PLANS

- 7 Corrective Action Plans (CAPs)¹ were opened.
- 8 were closed.

¹ General Order 164-E defines Corrective Action Plan as a plan developed by an RTA 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

- 16 accidents were reported by Rail Transit Agencies (RTAs).²
- 42 accident investigations were closed.

MAJOR AUDITS

- A Triennial Safety and Security Review of Santa Clara Valley Transportation Authority (VTA) was conducted in 2017. On June 5, 2020, RTSB management transmitted a letter to VTA that confirmed the acceptance and implementation of all corrective action plans as verified by Staff. This review, as formally embodied in Resolution ST-210, is now closed.
- A Triennial Safety and Security Review of North [San Diego] County Transit District (NCTD) was conducted in August 2018. The security report and resolution have been approved by management and legal staff. A draft resolution of the safety report is under managerial review.
- A Triennial Safety and Security Review of San Francisco Municipal Transit Agency (SFMTA) was conducted in October 2018. The agency's 30-day review comments were received, and Staff have prepared a draft that is under managerial review.
- A Triennial Safety Review of Sacramento County Department of Airports (SCDOA) was conducted in May 2019. The agency's 30-day review comments were received, and Staff have prepared a draft that is under managerial review.
- A Triennial Safety and Security Review of the San Francisco Airport AirTrain (AirTrain) Automated People Mover (APM) was conducted in June 2019. A draft of the security report

² 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.

and safety report that will be subject to 30-day RTA review is being finalized by management.

- A Los Angeles Metropolitan Transportation Authority (LACMTA) Triennial Safety and Security Review was conducted in September 2019. A draft of the security report and safety report that will be subject to 30-day RTA review is being finalized by Staff for management review.
- The Bay Area Rapid Transit (BART) Oakland Airport Connector (OAC) Triennial Safety and Security Review checklists are complete, and the findings and recommendations are under Supervisor review.
- The Getty Tram Triennial Audit Triennial Safety and Security Review has been postponed due to conditions arising from the COVID-19 pandemic.
- The Triennial Safety and Security Review of VTA may be postponed until 2021 due to conditions arising from the COVID-19 pandemic.
- The Sacramento Regional Transit District (SRTD) Triennial Safety and Security Review is scheduled for October 19 to 30 of the current year and may be postponed due to conditions arising from the COVID-19 pandemic.
- The BART Triennial Safety and Security Review is tentatively scheduled for November 30 to December 11 of the current year and may be postponed due to conditions arising from the COVID-19 pandemic.
- The Angels Flight Triennial Safety and Security Review is planned for the current year for a date yet undetermined.

ADMINISTRATIVE ACCOMPLISHMENTS

- **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.
- **New On-line Platform for Tracking CAPs:** RTSB is working with CPUC's Information Technology Services Division 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.

- **Rail Operations & Regulatory Committee (ROAR) Meeting:** On June 18, RTSB management and staff participated in the semi-annual (virtual) ROAR meeting of the California Transit Association (CTA). ROAR serves as CTA's rail operations liaison with the CPUC, California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). ROAR provides a forum for the exchange of information concerning rail systems operation issues. ROAR also coordinates and monitors regulatory matters with the CPUC.
- **Training:** RTSB staff participated in the Heat Illness Prevention Training provided by the CPUC Training Office. Staff also completed the Implicit Bias Training that was provided to all CPUC staff by Dr. Bryant T. Marks.

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."
- **Proposed Resolution ST-239:** The proposed Resolution was served on parties on June 12. It would grant the request of the Bay Area Rapid Transit for approval of the Safety and Security Certification Plan for their Traction Power System Improvements Projects. This item is scheduled for consideration during the July 16 Commission meeting.

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

- **AirTrain Extension Project:** On August 10, 2017, Resolution ST-205 approved AirTrain's Extension Safety Certification Plan (SCP). The project expands the existing AirTrain system to include a new Long-term Parking Garage Station and an additional in-line Hotel Station serving a future hotel. Several additional upgrades to facilities and equipment are part of

the project. The project will have three Safety and Security Certification Verification Reports (SSCVR) as it has three phases. Project culmination and start of revenue service is anticipated to take place in 2020. RTSB management approved the SSCVR that allowed the Hotel Station (Phase 2) to begin revenue service in October 2019. All forty-two (42) cars have now been approved with line-of-sight communication upgrades. The estimated project completion timeframe for the Lot DD Station extension (Phase 3) is the end of the current year.

- **BART Communications Based Train Control (CBTC):** BART entered a \$798 million contract with Hitachi Rail STS USA, Inc to design and build a modern CBTC system. The agency intends for this project to “greatly improve (its) train service.” The Project’s SCP was approved by the Commission via Resolution ST-206. Once funds are secured, BART will issue the contractor a Notice to Proceed.
- **BART 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 the end of 2020. 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. West Bay sites received construction bids in January 2020. East Bay sites are in the engineering design phase. BART submitted a signed SCP in May. The project will be subject to review under a Commission resolution proceeding (ST-239). Staff attend the project’s monthly Safety and Security Review Meetings.
- **BART 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. BART submitted a signed SCP in April. The project will be subject to review under a Commission resolution proceeding (ST-240).

- **BART Fire Life Safety (FLS) Department:** The agency has hired a Deputy Director for its FLS Department. The department was approved in the 2020 BART budget. The BART FLS Dept has identified three main functions: training and drills, inspections and coordinating with the Office of the State Fire Marshal. The FLS works with all the Bay Area local fire departments as well as the California State Fire Department (CalFire.) The FLS Department played an instrumental role in the SCVTA Phase I Milpitas Station EVS testing. BART FLS is in internal discussions regarding the establishment of a review committee for that will identify and plan for mitigation of FLS concerns on BART projects. It is projected to launch by the end of the current year.
- **BART New Vehicle Procurement:** 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 214 vehicles for revenue service.
- **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 is a second element of Phase One. An SSC meeting and walk-through of that element was conducted on June 25. BART plans to submit Certificates of Conformance, Design Criteria Checklists and supporting documents for the Certifiable Element of Central Warehouse of the HMC Project as approved by the Commission under Resolution ST-181 during July or August. This will be an interim SSCVR for Phase One. 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. At the end of the Hayward Maintenance Project, BART will submit a final SSCVR that will cover both phases.

- **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. The project currently has estimated dates of December 4, 2020 for substantial completion of the project and the end of 2021 for service commencement. Heavy construction on stations will continue into the Fall and is scheduled for yearend completion. Staff will participate in a meeting of the Safety and Security Certification Review Committee on July 16.
- **LACMTA P3010 New Vehicle Procurement Project:** LACMTA is in the process of procuring as many as 235 new rail vehicles. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future LAX/Crenshaw line currently under construction. As cars are prepared for service, Staff will recommend official approval to RTSB management after a successful review of the Car History Books (testing documentation) in person. To date, RTSB management has certified for revenue service 185 vehicles. Shipments of the remaining P3010 cars are expected to resume in October.
- **LACMTA 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 Purple Line Extensions, and to replace the aging HRV fleet operating on the Red Line subway. Resolution ST-185 approved the procurement option. The project has been delayed approximately 4-5 months due to global production slow-downs created by COVID-19. In February/March 2021, the first 6 HRVs are expected to be shipped to Los Angeles for final testing. Staff continue to regularly attend the Safety Security Certification Review Team Meetings.
- **LACMTA Regional Connector Project:** Bored tunneling is completed and Flower Street cut and cover tunneling is 70% complete. All three underground stations have been excavated and are in the concrete phase. Rail installation has commenced. The wye junction that will connect the Blue/Expo and Gold Lines is nearing the end of the concrete phase. The existing Little Tokyo Station is scheduled for demolition in the 4th quarter of 2020 and bus bridges

will be implemented. Staff regularly attends LACMTA's monthly Fire Life Safety & Security and Safety & Security Certification Review Committee meetings.

- **LACMTA D (formerly Purple) Line (Westside) Extension Project:** LACMTA is currently extending the Purple Line. The Westside D Line Extension, previously named the Westside Subway Extension, extends service from the terminus at Wilshire/Western Station to Westwood (UCLA and Veteran's Administration Hospital). This extension will consist of nearly nine miles of heavy rail subway and seven stations. The planned revenue service years for D Line Segments 1, 2, and 3 are 2023, 2025, and 2027. For Segment 1, the Tunnel Boring Machines (TBMs) have completed three out of four miles and the three underground stations are fifty-percent complete. A TBM for Segment 2 launched from Century City/Constellation Station on April 30, 2020 and will continue eastbound for approximately 2 years before meeting with Segment 1. Preparation is continuing for the TBM tail track excavation shaft (TTES) on the VA Hospital Campus, near the Westwood/VA Hospital Station where Segment 3 terminates. The TBMs for Segment 3 are scheduled to launch from the TTES in late 2020 or early 2021.
- **LACMTA/MGLFECA Foothill Extension Phase 2B:** LACMTA and Metro Gold Line Foothill Extension Construction Authority (MGLFECA) have submitted the project's SCP. Resolution ST-194 provided approval for the document on January 19, 2017. Phase 2B alignment is from the current terminus of LACMTA Gold Line, Azusa Station, to the City of Montclair. It will traverse six cities with six new stations on 12.3 miles of light rail transit (LRT) at-grade track. In August 2019, the Foothill Gold Line Construction Authority awarded the Design Build contract to the Kiewitt Parsons Joint Venture. Due to funding issues, the current terminus of the 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 September 2021. Heavy construction commences in July of the current year. Estimated completion of the Pomona segment is 2025. The contract option portion from Pomona to Montclair would be on a shared corridor with Metrolink. To date, 48 of 49 grade crossings submitted for the segment from Glendora to Montclair have been approved by the CPUC.

- **LACMTA Crenshaw/LAX Corridor Project:** LACMTA is constructing a new 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 expected substantial completion date is December 2020 or January 2021. Revenue service is expected to commence in 2021.
- **LACMTA New A (formerly Blue) Line Project:** LACMTA is making improvements to its A Line that runs from Downtown Los Angeles to Long Beach. The Blue Line was renamed the “A Line” prior to opening. The “A Line” re-opened to the public on November 2, 2019. Staff continue to monitor the project as there remains one pedestrian crossing under construction at the Willowbrook/Rosa Parks Station. On April 22, 2020 CPUC issued a GO-88 authorization for modifications to warning devices on the eastern half of the southern pedestrian crossing. On the western half, Metro is waiting for Union Pacific Railroad (UPRR) to complete its crossing work that is adjacent to the station. Metro will provide test report submittals for the Division 11 Blue Line Yard Train Control Upgrades in Fall 2020 as this final part of the project is completed.
- **Los Angeles Streetcar:** 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.
- **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. Of the six new stations, three will connect new rental car, airport parking and Metro facilities to the airline terminals. Those in the Central Terminal Area will provide fast and easy connections to nine airline terminals with a pedestrian walkway system. The Project’s Safety and Security Certification Design Checklist Review is scheduled to start within the next few months. Staff continue to participate in regularly scheduled safety certification meetings.

- **Orange County Transportation Authority (OCTA) OC Streetcar Project:** The OC Streetcar (OCSC) project consists of 4.15 miles of track between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. Revenue service is currently scheduled to commence in April 2022. Staff continues to attend the SSRC, Construction Progress, and Fire Life Safety Committee (FLSC) meetings for this project.
- **Sacramento Riverfront Streetcar (SacRT):** Due to funding constraints, the project will proceed following concurrence from all parties involved (City of Sacramento, City of West Sacramento and SACOG). SacRT is updating the “Small Starts” application to reflect the revised scope of the project plans that were submitted in February. The application will also provide a project rating. The “Small Starts” application consists of an updated cost (SCC Workbook), an updated Travel Forecast, an updated Land-Use and Economic Development Plan and an updated Financing Plan. SacRT Design and Environmental Consultants are ready to proceed once the funding constraints are resolved. The required contract amendments are expected to be approved by SacRT Board in August, followed in approximately six months by updated Design and Environmental Documents. If all goes according to plan, SacRT and the FTA intend to execute the Small Starts Grant Agreement by the Summer of 2021 and commence construction in the Fall of 2021. The parties anticipate submittal of a Safety Certification Plan to RTSB by January 2021.
- **Sacramento Regional Transit District (SRTD) LRV (Light Rail Vehicle) Procurement Project:** The first LRV is scheduled to be delivered to SacRT late November 2022. RTSB expects a Safety Certification Plan to be submitted by January 2021.
- **Sacramento Regional Transit District (SRTD) Operations Control Center (OCC):** This project will relocate the OCC from Metro to downtown. RTSB expects a Safety Certification Plan to be submitted by September 2020.
- **Sacramento Regional Transit District (SRTD) SCADA:** SRTD’s Information Technology group has hired a Project Manager to seek grants and work with SRTD Engineering to complete a full assessment of their system.

- **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. Construction started in 2016 and revenue service is planned to begin late 2021. To date, no construction delays are anticipated. An on-site construction tour is tentatively scheduled for June 4 subject to MTS' determination regarding whether it can provide adequate social distancing for the participants.
- **San Diego Light Rail Vehicle Procurement:** SDTI is procuring 45 LRVs 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 delivers cars on-site at the SDTI Yard, they are undergoing commissioning and dynamics tests. Staff is participating in the acceptance testing throughout the procurement process. To date, 31 cars have been approved for revenue service.
- **SFMTA LRV4 Procurement to Expand and Replace the Rail Fleet:** SFMTA requested approval, in a letter dated June 2, for the utilization of three-car Siemens LRV4 consists in revenue operations or that additional field visits and ride-checks would be arranged to facilitate the requested approval in advance of July 17. Management had follow-up questions that will be summarized in the July report. The final car of the expansion phase is expected to be brought on-line in August.

California Public Utilities Commission | Rail Safety Division

STATISTICS SUMMARY

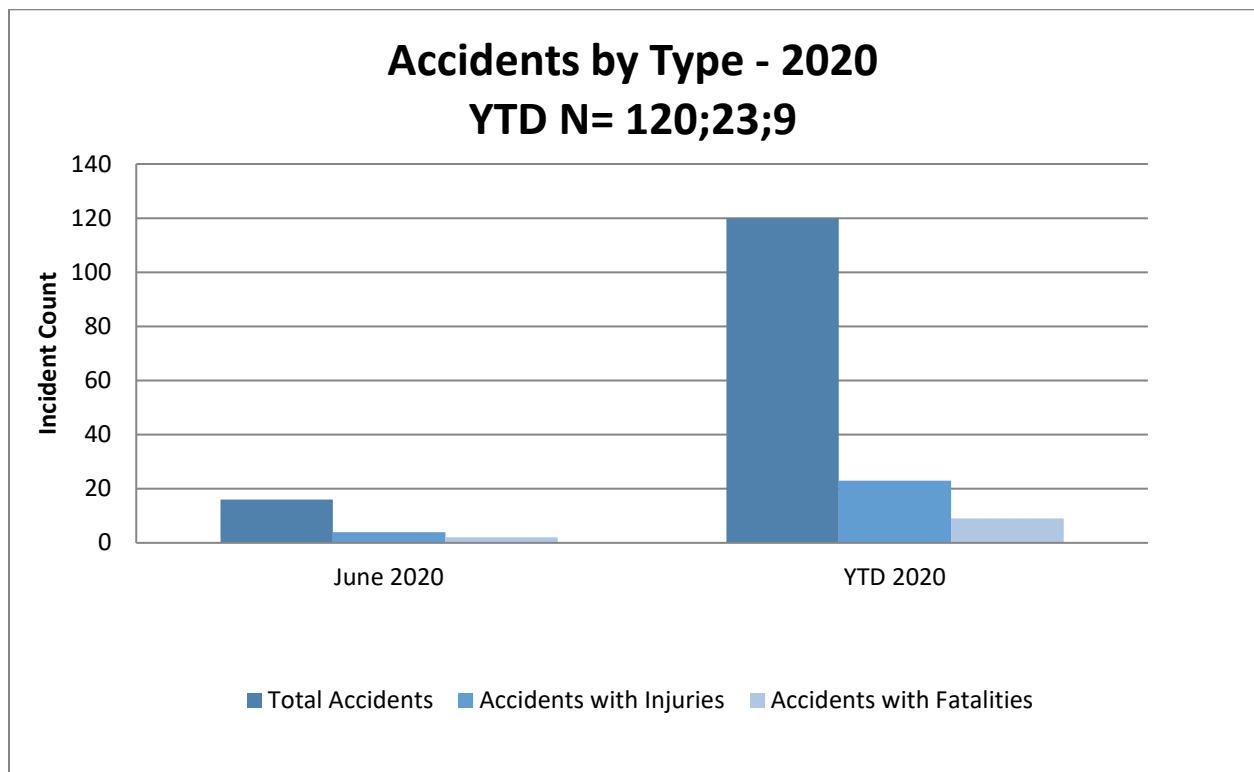
Investigations for Month		YTD 2020
Accidents Reported	16	120
Accident Investigations Closed	42	207
Complaints Investigated	1	2
Rail Transit Inspections	8	125
Triennial Review	0	0

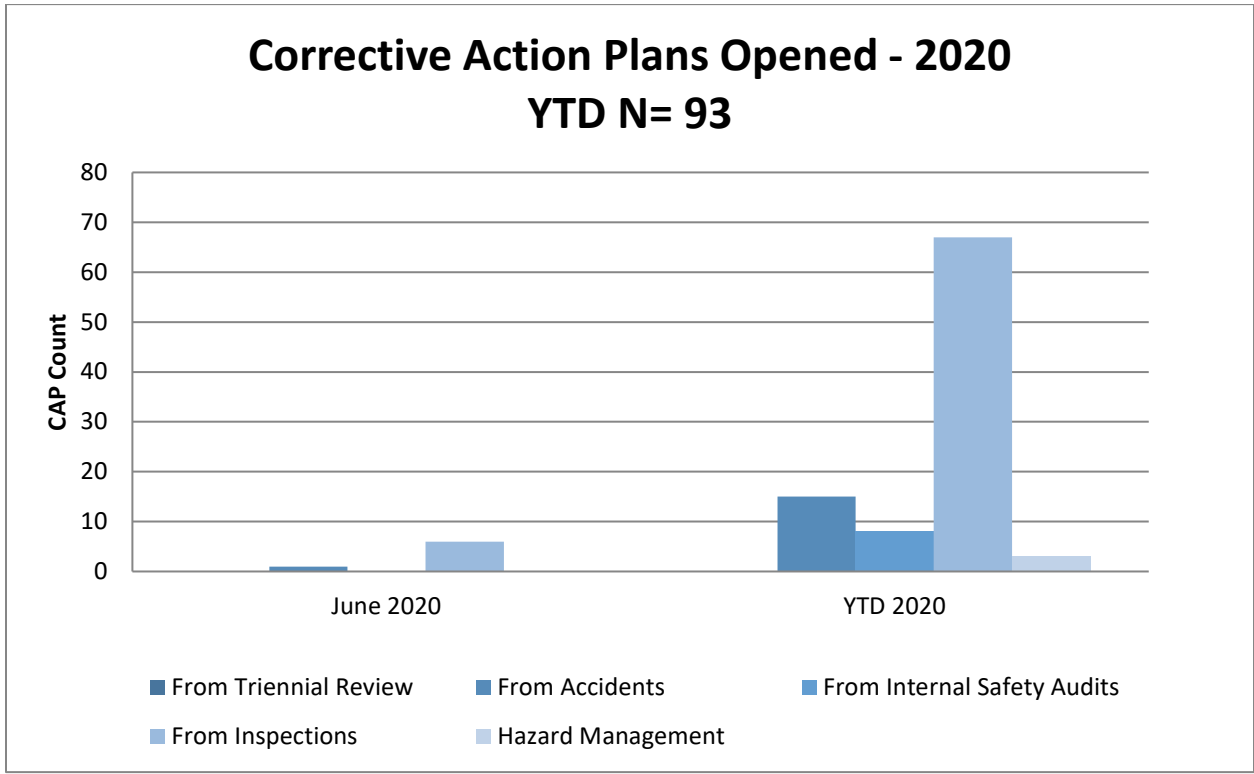
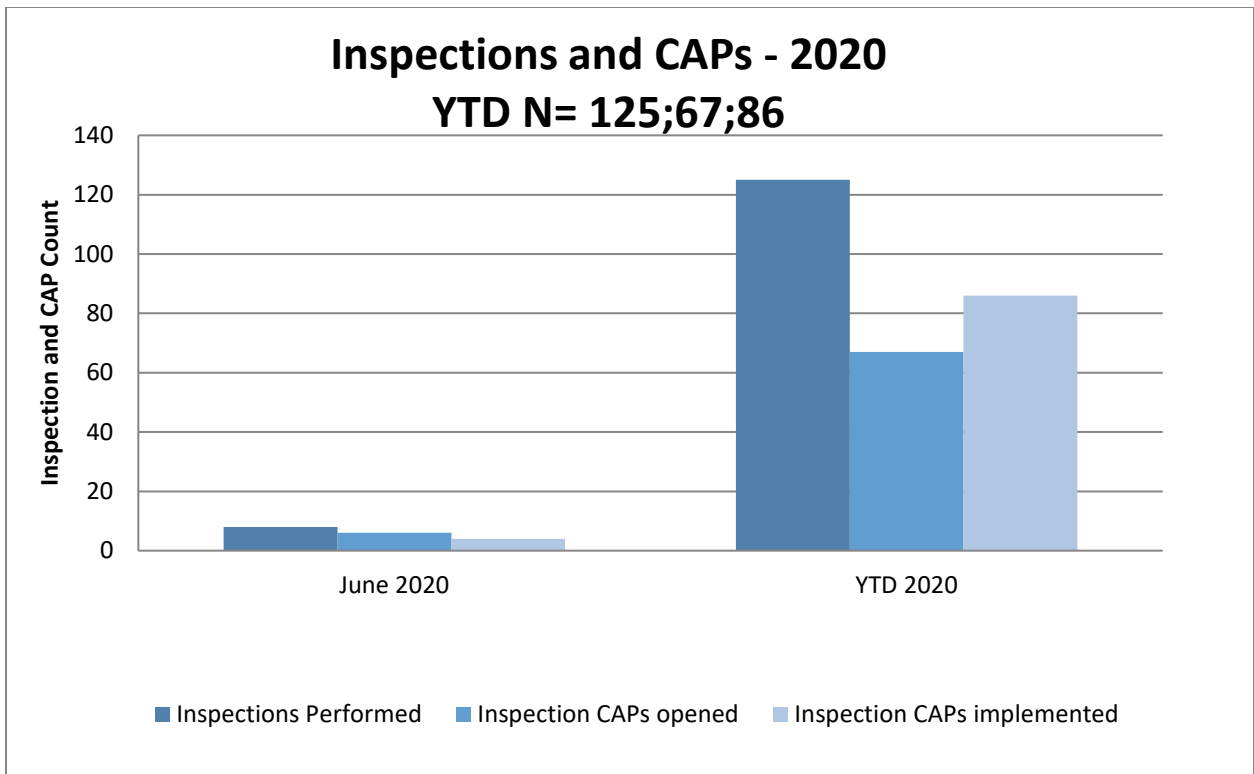
		CAPs YTD
New Corrective Action Plans	7	93
From Triennial Review	0	0
From Incidents	1	15
From Internal Safety/Security Audits	0	8
From Rail Transit Inspections	6	67
From Hazard Management	0	3
Closed Corrective Action Plans	8	138
From Triennial Review	3	16
From Incidents	0	27

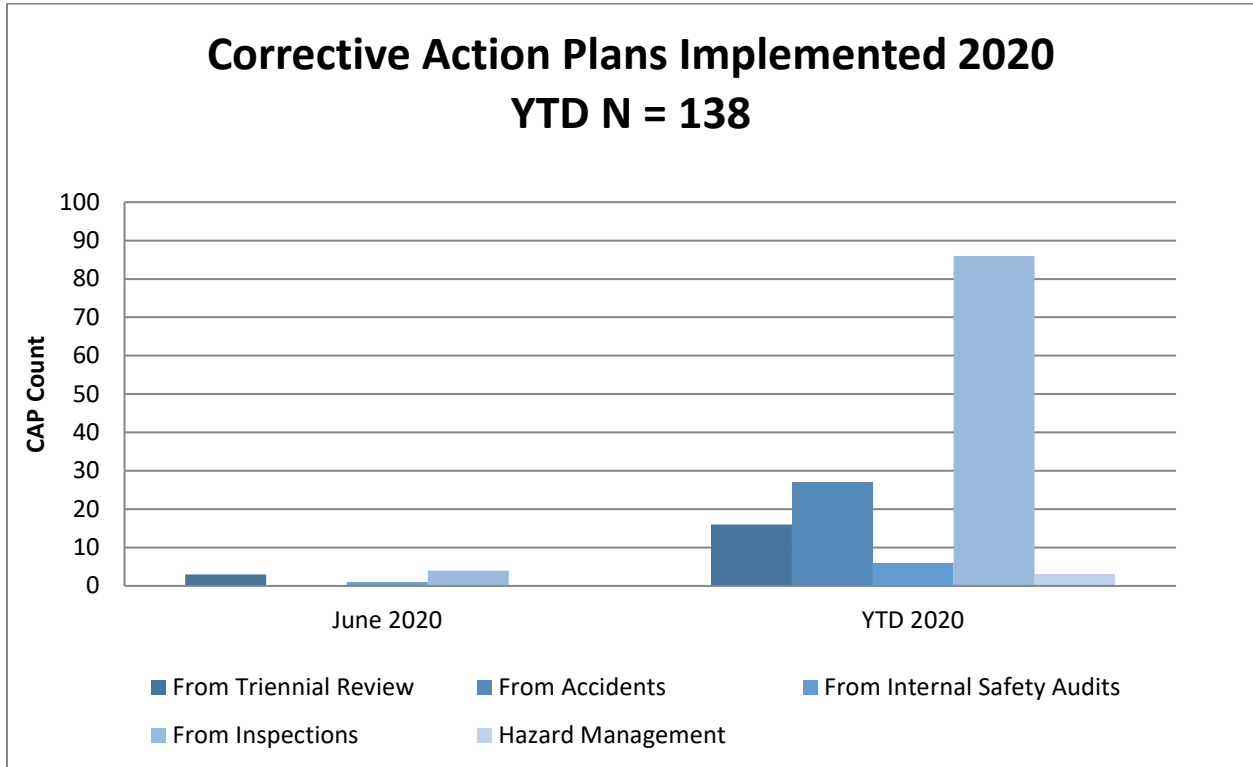
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From Internal Safety/Security Audits	1	6
From Rail Transit Inspections	4	86
From Hazard Management	0	3

ONGOING DATA / TRENDS







CORT MONTHLY REPORT

In California during the month of June:

- The railroads moved no crude oil trains to the three receiving facilities
- The railroads moved 11 trains with 1,190 ethanol cars via unit train

Plains All America: No crude oil trains received in June.

Kern Oil: No crude oil trains received in June.

Delta Trading: No crude oil trains received in June. (Delta is a trans-loading facility located in Bakersfield where California oil cars are moved by manifest train. Delta is still seeking a new customer.)

In other news

U.S. railroads push against oil industry demands for storage in rail cars (excerpts)

[Reuters, April 9, 2020] <https://www.reuters.com/article/us-global-oil-rail-storage/u-s-railroads-push-against-oil-industry-demands-for-storage-in-rail-cars-idUSKCN21R2TO>

Railroads are clamping down on rising demand from oil companies to store crude in rail cars due to safety concerns, sources said, even as the number of places available to stockpile oil is rapidly dwindling.

Storage is filling rapidly as refiners reduce processing and U.S. exports fall. Globally, storage space for crude could run out by mid-2020, according to IHS Markit, and most U.S. onshore storage capacity is expected to fill by May, traders and analysts said.

However, railroads including Union Pacific and BNSF, owned by billionaire Warren Buffett, are telling oil shippers that they do not want them to move loaded crude trains to private rail car storage facilities on their tracks due to safety concerns, three sources in the crude-by-rail industry said. The railroads are telling clients that tank cars are not a prudent long-term storage mechanism for a hazardous commodity such as crude, and do not want to put a loaded crude oil unit train in a private facility and potentially create a safety hazard, they said.

Ethanol Report

Kinder Morgan is a pipeline and off-loading facility located in Wilmington, California adjacent to the Burlington Northern Santa Fe Yard Watson Yard which provides them storage locations on their track. The unit trains they receive are either 96 or 64 cars in length. The trains come from various suppliers and states but travel through California on BNSF lines only on their way to their destinations. When a train is ahead of schedule and the facility is not ready to receive it, the cars are held in the ACTA 1 siding which is two miles away; they are not held more than 48 hours. During the month of June, they received 8 ethanol unit trains totaling 890 cars, and currently have one train holding in California.

Nu Star Energy is an energy provider in Selby, California that is currently receiving ethanol via unit-train delivered by the Union Pacific Railroad. NuStar Selby's rail service is back on-line, and in June received three trains totaling 300 ethanol cars.

Storage of Hazardous Material Cars

Arizona-California Railroad: This railroad runs between Cadiz, California and Matthe, Arizona. A former branch line from Rice - Blythe - Ripley, CA has been shortened as a spur for freight car storage. The tracks at Rice are owned by this railroad but leased by PBF Energy. PBF currently has 204 empties in storage at the site.

Pacific Sun Railroad: This railroad's 68 miles of track serves freight customers of the Escondido subdivision, Miramar industrial spur, and an area between Stuart Mesa and San Onofre. They store empty cars for Phillip 66, with totals ranging from 20 to 30 cars, with rollover in less than 30 days. Currently, Viper Rail Car Storage (Viper), a major broker that operates in the United States and Canada, has 30 empties there.

Santa Maria Railroad: The Santa Maria Valley Railroad is located about 250 miles south of San Francisco and 175 miles north of Los Angeles on the Central Coast of California. This railroad's system consists of 14 miles of main line track interchanging with the Union Pacific Railroad in Guadalupe. Viper currently has 36 loads and 221 empties, all of which hold or held Liquid Petroleum Gas (LPG).

Sierra Northern Railway: Sierra Northern Railway operates over 100 miles of track in Mendocino county, Tuolumne, and Stanislaus, and Yolo counties. Sierra Northern provides rail shipping to all of California through interchanges with the BNSF and UP. Their major customer for storage is Viper, which provides storage services for their primary customer (Chevron) and other customers. They are currently holding 29 empties in West Sacramento.

West Oakland Pacific Railroad: This railroad operates on 10 miles of industrial track surrounding the Oakland Army Base. They are currently storing 130 empties for Viper.

Northwestern Pacific Railroad: This railroad serves the North Coast of California. Its main line is 271 miles long and runs between Schellville and Eureka. An additional portion of the line runs from the Ignacio Wye to the edge of San Rafael. Currently, only the 62 mile stretch between Schellville and Windsor is in operation with freight and Sonoma–Marin Area Rail Transit (SMART) commuter trains. A Viper representative stated that Sierra Northern and Northwestern work together to store their cars: if Sierra Northern runs out of track capacity, Northwestern stores the excess. Currently, Viper has 17 loads and 15 empties stored with this railroad. NWP also has 20 loads and 87 empty LPG cars stored for Tesoro.