

Rail Safety Division



Monthly Performance Report

April 2020

TABLE OF CONTENTS

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)	2
MONITORING THE WHISTLEBLOWER WEBSITE	3
<i>Statistics - 1/01/20 – 4/30/20</i>	3
RAILROAD OPERATIONS SAFETY BRANCH – ROSB	4
<i>ROSB Inspection, Investigation & Field Activities</i>	4
RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB.....	8
<i>Rail Crossing Incident Investigations</i>	8
<i>Safety Assessments, Quiet Zones and Reviews</i>	14
<i>Proceedings, Resolutions and G.O. 88B Reviews</i>	15
RAIL TRANSIT SAFETY BRANCH - RTSB	17
<i>Corrective Actions Plans</i>	17
<i>Accident Investigations</i>	18
<i>Major Audits</i>	18
<i>Administrative Accomplishments</i>	19
<i>Safety Certification and Oversight of Rail Transit Agency Projects</i>	20
<i>Statistics Summary</i>	25
<i>Ongoing Data / Trends</i>	27
CORT MONTHLY REPORT.....	29

Disclaimer

This Report was prepared by California Public Utilities Commission (CPUC) staff. It does not necessarily represent the views of the CPUC, its Commissioners, or the State of California.

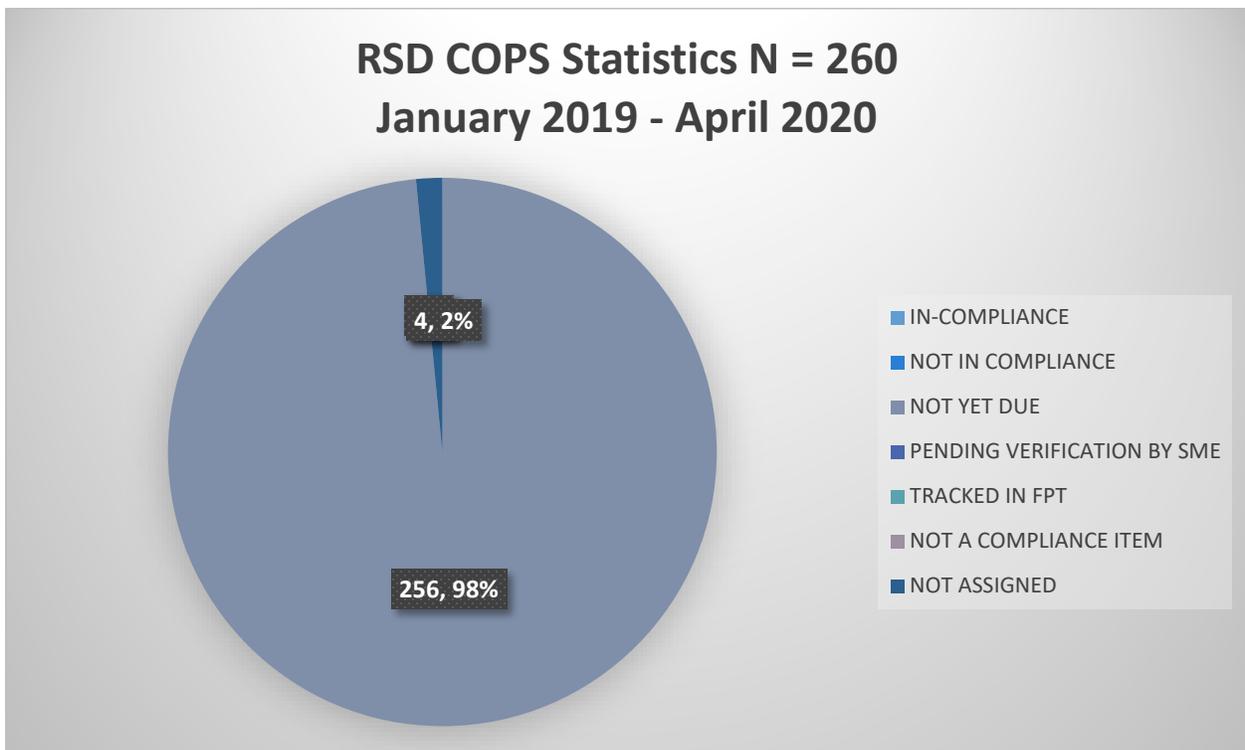
The CPUC, the State of California, its employees, contractors, and subcontractors make no warrants, expressed or implied, and assume no legal liability for the information in this Report.

This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through April 30, 2020, the Rail Safety Division (RSD) shows 260 total entries in the COPS system: with 0 reaching compliance, 256 (98%) not yet due for compliance, and 0 (0%) out of compliance. 0 are pending verification. 256 (98%) of all Ordering Paragraphs are assigned to members of staff.

During April 2020, there were 0 new OPs recorded to the COPS database for the Rail Safety Division.

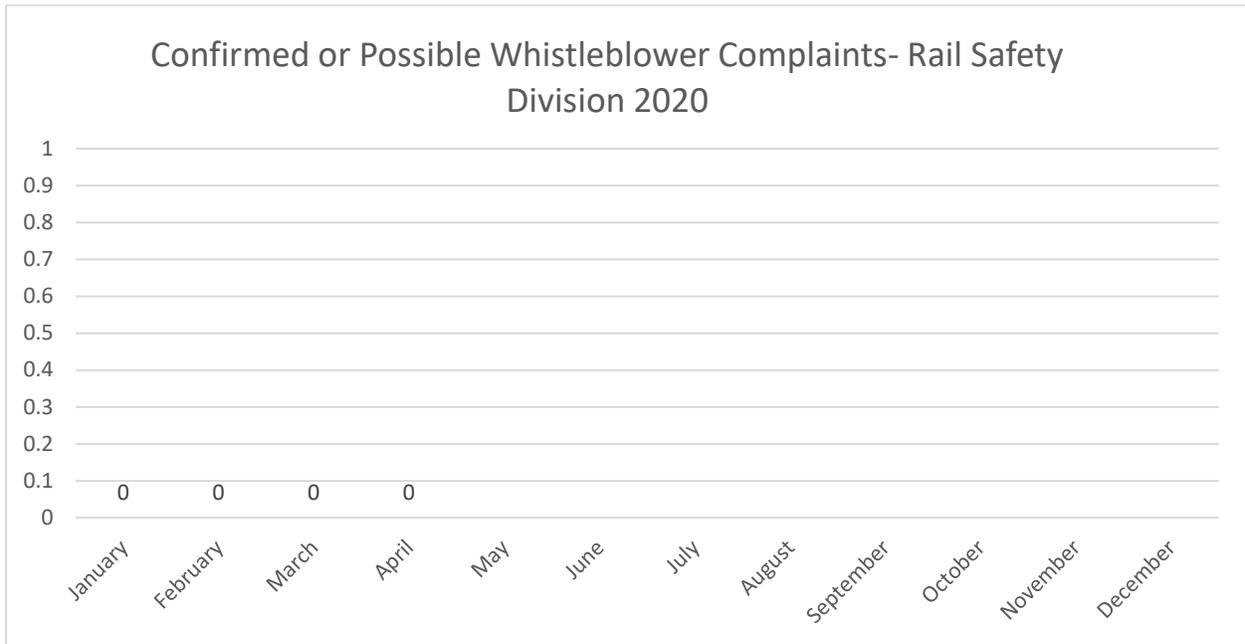


MONITORING THE WHISTLEBLOWER WEBSITE

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 – 4/30/20

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



RAILROAD OPERATIONS SAFETY BRANCH – ROSB

In April 2020, RSD Staff’s Railroad Operations group completed the following:

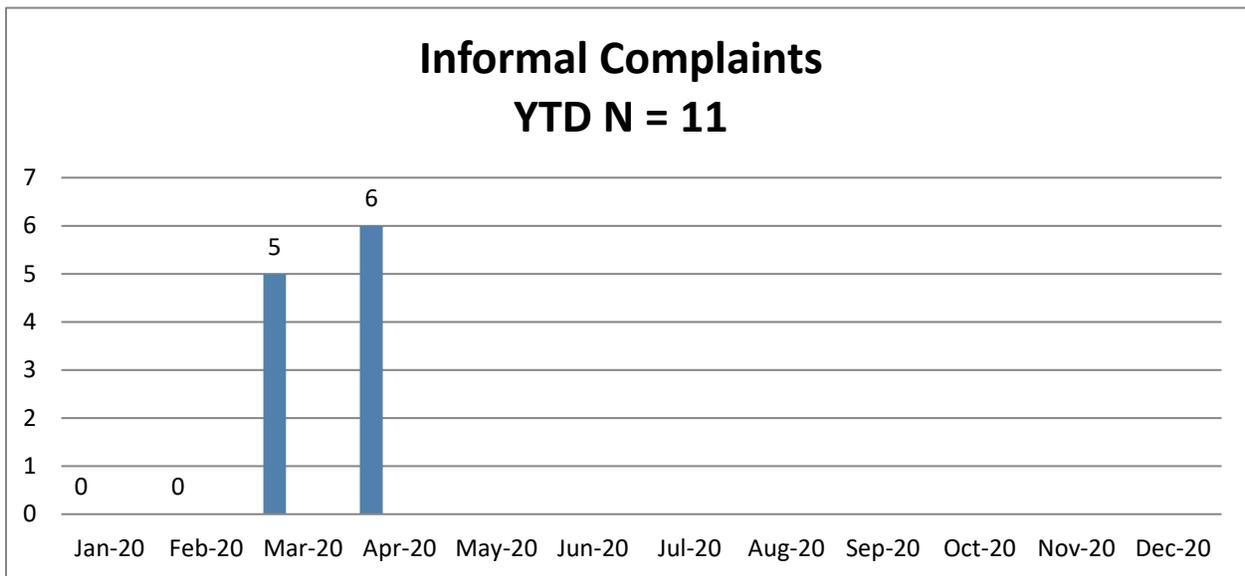
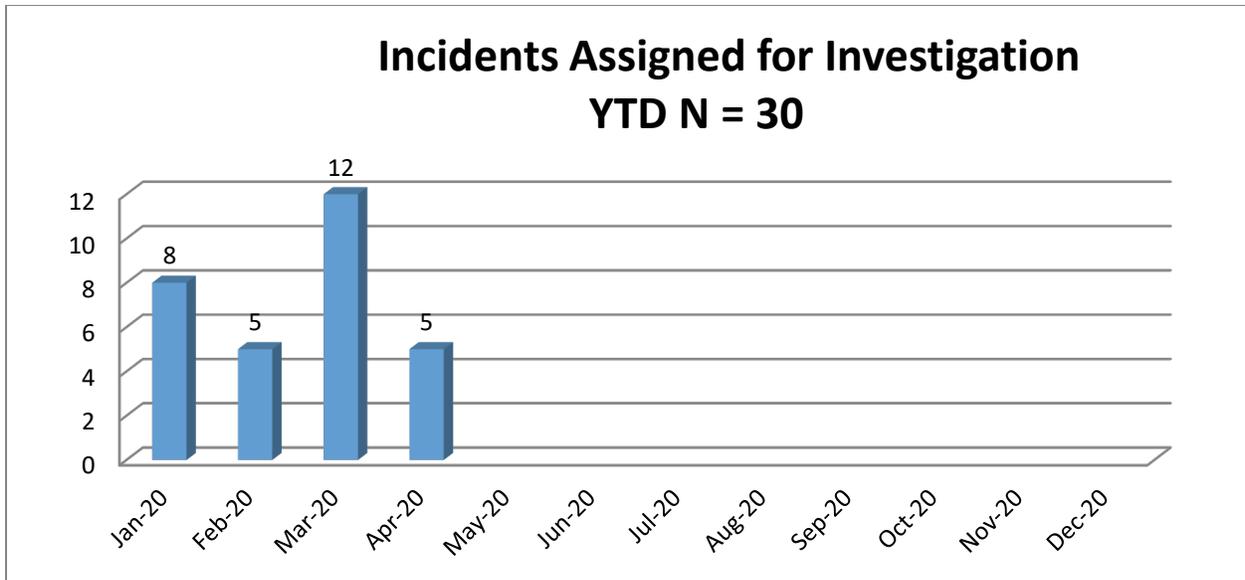
Railroad Operations Safety Branch	Apr-20	YTD 2020
New Incidents Investigated	5	30
Informal Complaints Investigated	6	11
Safety Assessments/Reviews	12	42
Compliance Actions	1479	4709
Major Inspections Completed	3	12
Operation Lifesaver Presentations	0	11

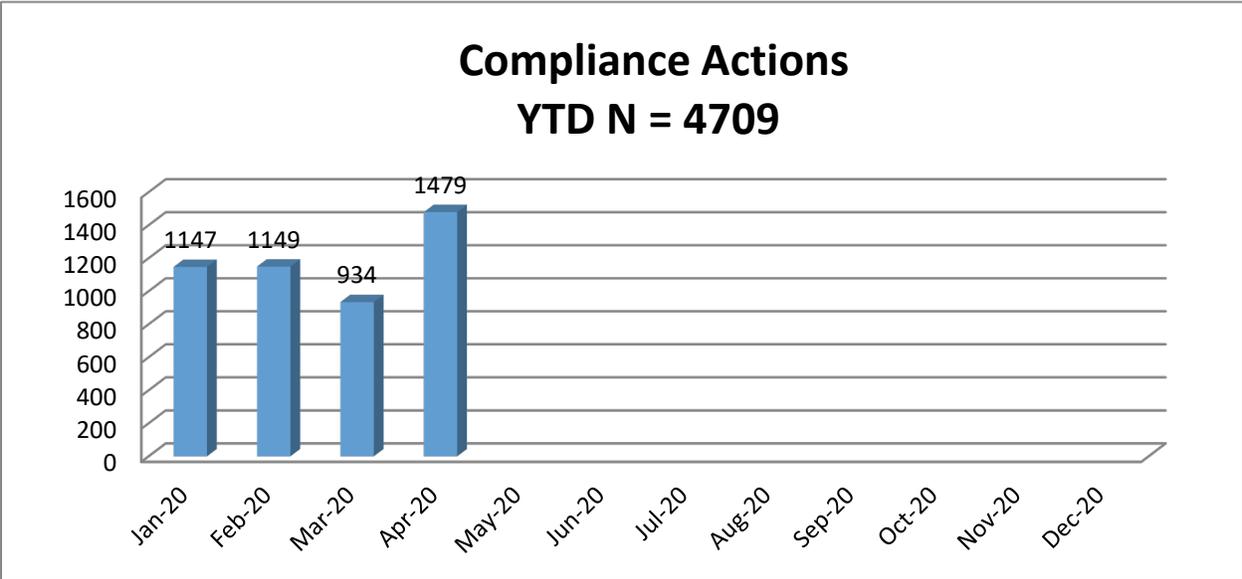
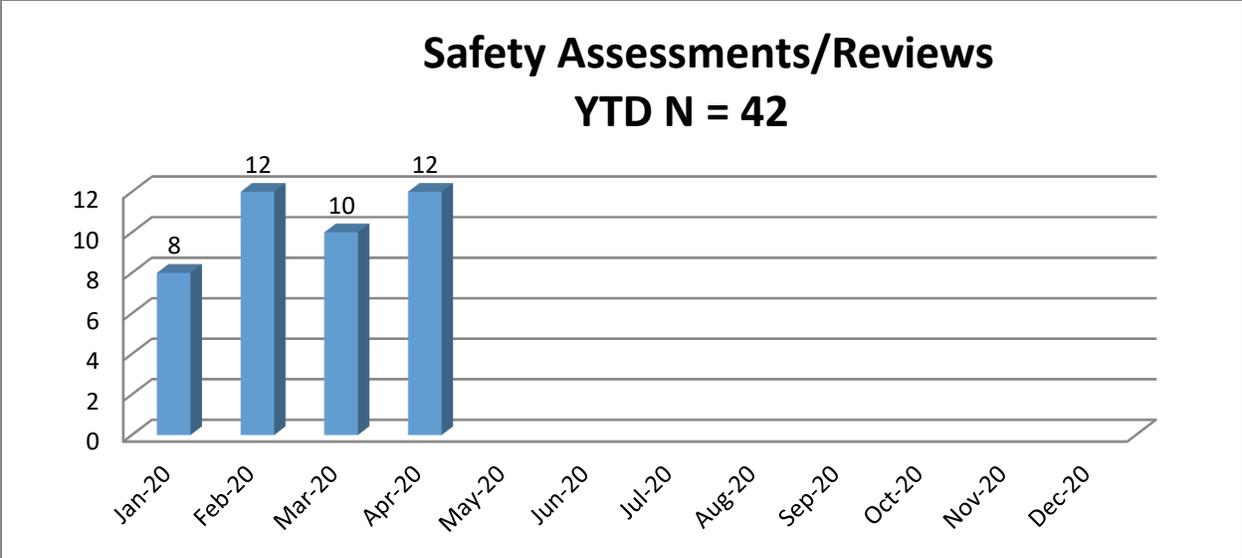
ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

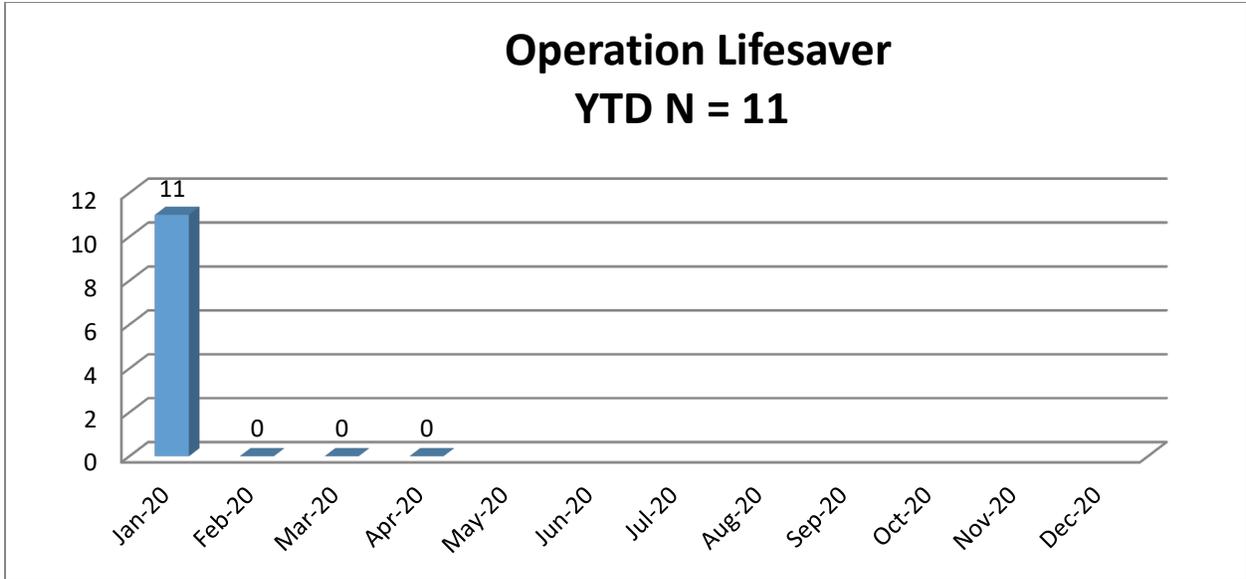
April 13, 2020: On February 13, 2020 two CPUC railroad safety inspectors performed a routine inspection of the BNSF railroad crossings near Le Grand. The inspectors identified two crossings as having unsafe and defective railroad crossing conditions. The asphalt had cracked, broken apart, and lifted in several areas along the track and pedestrian walkways. This crossing experiences heavy vehicle, pedestrian, and bicycle traffic. Bicycles and wheelchair wheels could get stuck in the cracked asphalt creating a hazardous condition. The crossing is also a driving hazard to vehicle traffic, which could experience abrupt wheel handling and wheel damage crossing the tracks. General Order 72-B requires each railroad corporation to maintain the crossing area between lines two feet outside the rails of each track. California General Order 72-B also requires the surface of the highway to conform substantially to the plane of the rails for the entire area between rails and between tracks and 2 feet outside the rails. The CPUC railroad safety inspectors notified the railroad manager who agreed with the inspectors’ findings and said that the crossing would be brought into compliance within a reasonable time. On April 13th, the inspectors performed a follow-up inspection and noted that the railroad crossing was repaired so that pedestrians, bicyclists, and motorists can traverse the crossing safely. No further regulatory action was issued.

April 20, 2020: Two CPUC railroad safety inspectors performed a routine inspection of the UPRR crossings near Escalon. The inspectors identified non-compliant and unsafe railroad grade crossing condition. The asphalt had cracked, broken apart, and lifted in several areas along the track, and the railroad covered the crossing with dirt and gravel creating a driving hazard to any type of vehicle traffic that traverses the crossing. State General Order 72-B requires each railroad corporation to maintain the crossing area between lines two feet outside the rails of each track. California General Order 72-B also requires the surface of the highway to conform substantially to the plane of the rails for the entire area between rails and between tracks and two feet outside the rails. The CPUC railroad safety inspectors notified the railroad manager who agreed with the inspectors' findings and said that the crossing would be brought into compliance within 15 days.

April 22, 2020: A CPUC inspector specializing in track conducted a walking inspection on the BNSF in Shafter. The inspector observed a California State General Order 26-D defect creating a side clearance issue along the track. An almond tree in the adjacent orchard fell over within the nine feet and six inches of curved track, creating a non-compliant condition and posing a hazard for train crew member that maybe riding the side of rail cars to spot the industry tracks at this location. California State General Order 26-D regulations requires eight feet six inches of side clearance for tangent (straight) track and add one extra foot for curved track to require nine feet six inches for train crew personnel riding on the side of rail car with no obstruction's. The CPUC track inspector informed the BNSF track inspector about the defective condition. The BNSF track inspector sent an operator with removal equipment to the location and had the tree removed before the next train. The defective condition was repaired the same day of discovery. On April 23rd, the inspectors performed a follow-up inspection and noted that the railroad crossing was brought into compliance. Bicyclists, and motorists can now traverse the crossing safely and no further regulatory action was issued.







RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

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

	April New	Received YTD	April Closed	Closed YTD
Crossing Incident Reviews	16	55	30	119
Safety Assessments/Quiet Zones/Reviews/Training	58	159	58	159
Proceedings, Resolutions and G.O. 88-B Reviews	7	22	10	34
Operation LifeSaver Presentations	0	11	0	11

RAIL CROSSING INCIDENT INVESTIGATIONS

In April 2020, the RCEB assigned 16 new incidents at highway-rail at-grade crossings (crossings) for review. These incidents resulted in two fatalities and 10 injuries. RCEB completed 27 crossing incident reviews and three reviews along the rail right of way. These 30 incidents resulted in seven fatalities and 11 injuries.

California Public Utilities Commission | Rail Safety Division

April 2020 Incidents Reviewed

INCX	Incident Date/Time	Summary	RCEB Findings
INCX2018120001	November 26, 2018, at 21:14 hours	A UP train struck a pedestrian at Baker Street grade crossing in the City of Bakersfield, Kern County.	The train struck a pedestrian who was crawling under a slow-moving train. The incident resulted in injuries.
INCX2019010032	January 15, 2019, at 22:52 hours	A UP train struck a vehicle at Snow Road grade crossing in the City of Bakersfield, Kern County.	The train struck an unoccupied vehicle at the crossing. No injuries were reported.
INCX2019020010	February 17, 2019, at 23:16 hours	An SDTI (LRV) train struck a pedestrian at Hazard Center West Driveway in the City of San Diego, San Diego County.	The train struck a pedestrian along the pedestrian route. The incident resulted in injuries.
INCX2019030002	February 26, 2019, at 18:45 hours	A SCAX train struck a vehicle at Walnut Ave grade crossing in the City of Orange, Orange County.	The train struck a vehicle who failed to stop behind the limit line. No injuries were reported.
INCX2019030012	March 21, 2019, at 22:15 hours	An Amtrak train struck a pedestrian near the Washington Street grade crossing on the railroad right-of-way, in the City of San Diego, San Diego County, resulting in a fatality.	The train struck a pedestrian along the railroad right-of-way. The incident resulted in a fatality.
INCX2019030014	March 25, 2019, at 14:32 hours	A UP train struck a vehicle at 132 nd Street grade crossing in the City of Hawthorne, Los Angeles County.	The train struck an illegally parked tow truck near the train's path. The truck was unoccupied. No injuries were reported.
INCX2019040004	April 8, 2019, at	A SCAX train struck a	The train collided with

California Public Utilities Commission | Rail Safety Division

INCX	Incident Date/Time	Summary	RCEB Findings
	08:10 hours	trailer at a private crossing in the City of San Juan Capistrano, Orange County.	a truck trailer who failed to stop at the stop sign. No injuries were reported.
INCX2019040016	April 18, 2019, at 15:52 hours	An AMTRAK train struck a pedestrian at Wisconsin Ave grade crossing in the City of Oceanside, San Diego County, resulting in a fatality.	The train struck a pedestrian standing in the middle of the tracks. The incident was a possible suicide.
INCX019050001	April 23, 2019, at 14:39 hours	An AMTRAK train struck a vehicle at TAPO Street grade crossing in the City of Simi Valley, Ventura County.	The train struck a vehicle which was stopped on the tracks. No injuries were reported.
INCX2019060004	June 12, 2019, at 16:42 hours	A Sprinter struck a vehicle at College Blvd in the City of Oceanside, San Diego County.	The train struck a vehicle stopped on the tracks. The driver of the vehicle drove away immediately after impact. No injuries were reported.
INCX2019060005	June 7, 2019, at 15:10 hours	A UP train struck a vehicle at Los Nietos Ave grade crossing in the City of Whittier, Los Angeles County.	The train struck a vehicle who made a U-turn at the crossing, it collided with the train and left the scene. No injuries were reported.
INCX2019060006	June 13, 2019, at 20:51 hours	A SCAX train struck a pedestrian at Badillo-Ramon Blvd grade crossing in the City of Baldwin Park, Los Angeles County, resulting in a fatality.	The train struck a pedestrian who sat on the tracks while the train approached. Cause of death ruled as suicide.
INCX2019060007	June 14, 2019, at 10:41 hours	A BNSF equipment train was struck by a	A roadway track equipment was struck

California Public Utilities Commission | Rail Safety Division

INCX	Incident Date/Time	Summary	RCEB Findings
		vehicle at McKinley Street grade crossing in the City of Corona, Riverside County.	by a motorist who refused to stop. The incident was a hit and run. No injuries were reported.
INCX2019070006	July 15, 2019, at 07:05 hours	A SCAX train struck a pedestrian at Avenue R grade crossing in the City of Palmdale, Los Angeles County.	The train struck a pedestrian who claimed he did not see the flashing lights. The incident resulted in injuries.
INCX2019090012	September 19, 2019, at 07:53 hours	A SCAX train struck a pedestrian near the Montebello Blvd grade crossing on the railroad right of way in the City of Montebello, Los Angeles County.	The train struck a pedestrian at the railroad right of way. The incident resulted in injuries.
INCX2019100016	October 6, 2019, at 12:53 hours	A UP train struck a pedestrian near Rowland Street grade crossing on the railroad right of way in the City of Industry, Los Angeles County, resulting in a fatality.	The train struck a pedestrian on the railroad right of way. Incident was determined to be a suicide.
INCX2019100017	October 9, 2019, at 16:55 hours	A BNSF train struck a vehicle at Hinkley Road grade crossing in the City of Barstow, San Bernardino County.	The train struck an all-terrain vehicle parked on the tracks causing major damage to the grade crossing. The driver fled the scene. No injuries were reported.
INCX2019100018	October 7, 2019, at 15:48 hours	A UP train struck a vehicle at the Montebello Blvd	The train struck a vehicle that was stopped on the tracks.

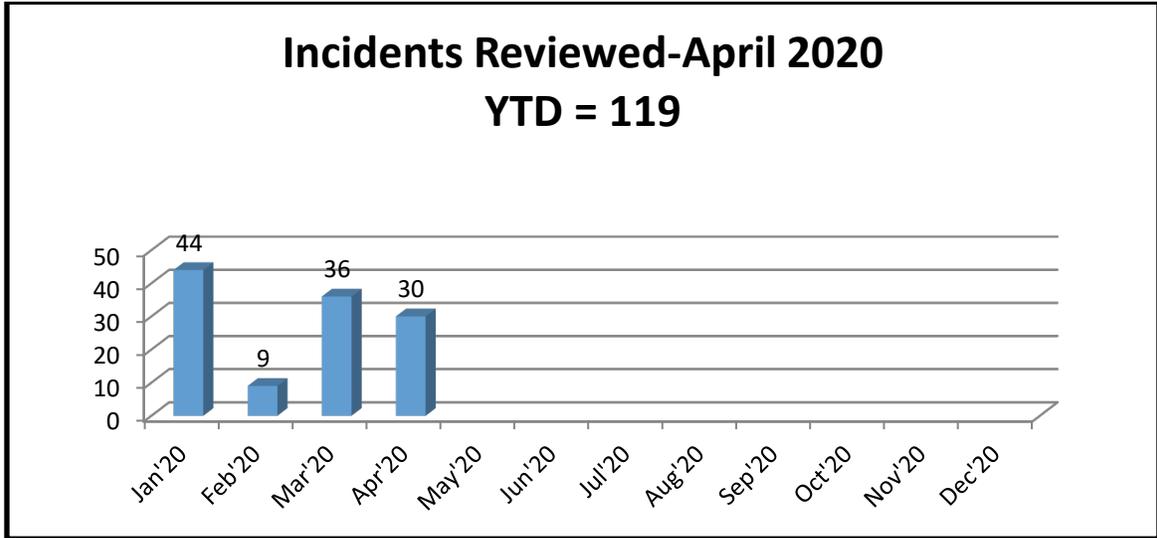
California Public Utilities Commission | Rail Safety Division

INCX	Incident Date/Time	Summary	RCEB Findings
		grade crossing in the City of Montebello, Los Angeles county.	No injuries were reported.
INCX2019110008	November 8, 2019, at 11:20 hours	A BNSF train struck a vehicle at Vista Road grade crossing in the City of Helendale, San Bernardino County.	The train struck a vehicle that drove around the crossing gates. The incident resulted in injuries.
INCX2019110009	November 14, 2019, at 11:26 hours	An AMTRAK train struck a pedestrian at Taylor Street grade crossing in the City of San Diego, San Diego County, resulting in a fatality.	The train struck a pedestrian on the tracks. The incident was determined to be a suicide.
INCX2019110015	November 16, 2019, at 10:30 hours	A BNSF train struck a pedestrian at Rialto Ave grade crossing in the City of Rialto, San Bernardino County.	The train struck a pedestrian who stepped out in front of the approaching train, suffered non-fatal injuries.
INCX2019110016	November 22, 2019, at 17:27 hours	A SCAX train struck a vehicle at McFadden Ave grade crossing in the City of Santa Ana, Orange County.	The train struck a pickup truck who drove around the gate. No injuries were reported.
INCX2019120001	November 15, 2019, at 19:29 hours	A PCJX train struck a vehicle at Churchill Ave grade crossing in the City of Palo Alto, Santa Clara County.	The train struck an unoccupied vehicle stopped on the crossing. No injuries were reported.
INCX2019120003	December 8, 2019, at 14:42 hours	A SCAX strain struck a pedestrian at Mission Ave grade crossing in the City of Oceanside, San Diego County, resulting in a fatality.	The pedestrian walked into the intersection, between the rails as the train approached. The incident was determined to be a suicide.

California Public Utilities Commission | Rail Safety Division

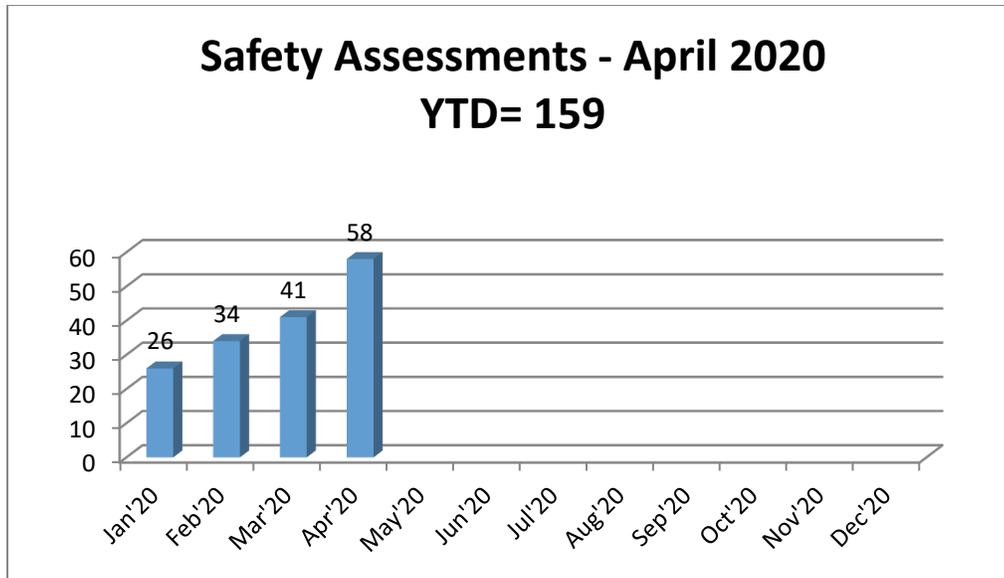
INCX	Incident Date/Time	Summary	RCEB Findings
INCX2020020001	February 6, 2019, at 07:53 hours	A UP train struck a vehicle at Fulkerth Rd grade crossing in the City of Turlock, Stanislaus County.	The train struck a vehicle which had been struck in the rear by another vehicle and was unable to restart before the train approached. The incident resulted in injuries.
INCX2020030002	February 15, 2020, at 00:00 hours	A BNSF train struck a pedestrian at Belmont Ave grade crossing in the City of Fresno, Fresno County.	The train struck a pedestrian at the crossing. The incident resulted in injuries.
INCX2020030005	March 8, 2020, at 22:18 hours	A UP train struck a vehicle at Turtle Mountain Road grade crossing in the town of Herlong, Lassen County.	The train struck an abandoned vehicle purposely left on the tracks. No injuries were reported.
INCX2020030006	March 7, 2020, at 01:33 hours	A UP train struck a pedestrian at Olive Drive grade crossing in the City of Bakersfield, Kern County, resulting in a fatality.	The train struck a pedestrian on the tracks. The incident was a possible suicide.
INCX2020040001	March 31, 2020, at 07:36 hours	A UP train struck a pedestrian at Beach Blvd grade crossing in the town of Stanton, Orange County.	The train struck a pedestrian who was attempting suicide. The incident resulted in serious injuries.
INCX2020040009	September 8, 2015, at 04:23 hours	A BNSF train struck a vehicle at Pond Road grade crossing in the City of Wasco, Kern County.	The train struck a vehicle who drove into the path of the train. The incident resulted in injuries to the driver

INCX	Incident Date/Time	Summary	RCEB Findings
			of the vehicle and the railroad employee.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In April 2020, RCEB completed 58 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 April 2020, RCEB received nine new General Order 88-B applications for changes to an existing crossing. This month RCEB approved 10 General Order 88-B applications.

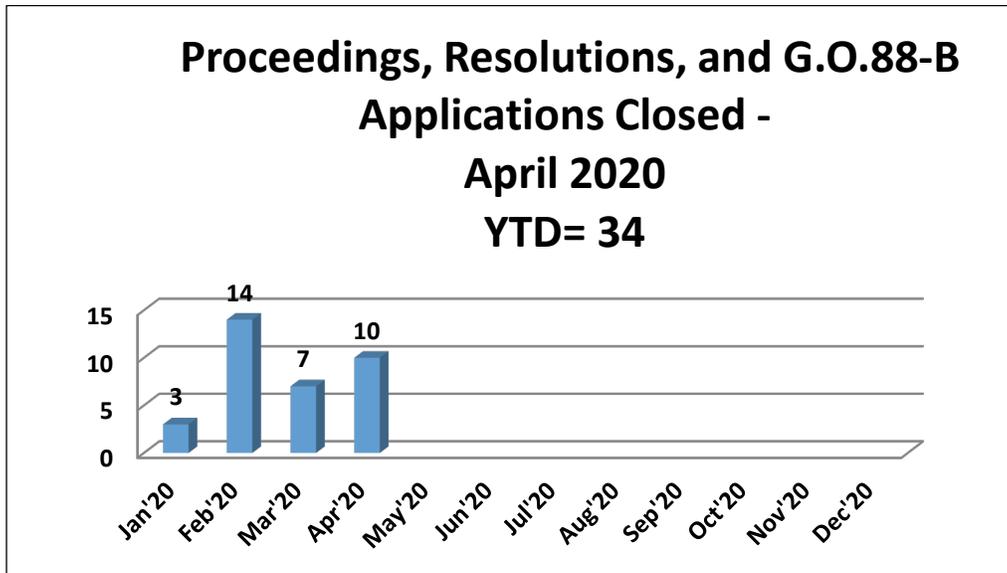
Approved GO 88-B Applications

G.O.88B XREQ ID - Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
2017040001 April 20, 2020	City of Calexico	Imperial County	Grant Street 001BN-780.10 760903H	Request granted to a time extension to complete the alterations of Grant Street at-grade highway-rail crossing.	April 24, 2023
2020030001 April 14, 2020	Kern County Public Works	Kern County	Twenty Mule Team Road 002-784.93-C 028211D	Request granted to modify the Twenty Mule Team Road at-grade highway-rail crossing.	April 13, 2023
2020030004 April 06,	City of Dinuba	Tulare County	South College Ave	Request granted authority to alter the	April 05, 2020

California Public Utilities Commission | Rail Safety Division

G.O.88B XREQ ID - Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
2020			103BC-235.40 756836J	South College Ave at-grade highway-rail crossing.	
2020030005 April 09, 2020	Sonoma-Marín Area Rail Transit District	Marín County	2 nd Street 005-16.89 863522F	Request granted to alter 2 nd Street at-grade highway-rail crossing.	April 08, 2023
2020030006 April 09, 2020	Sonoma-Marín Area Rail Transit District	Marín County	3 rd Street 005-16.90 863521Y	Request granted to alter 3 rd Street at-grade highway-rail crossing.	April 08, 2023
2020040001 April 22, 2020	LA County Metropolitan Transportation Authority	Los Angeles County	Willowbrook/ Rosa Parks Blue Line 084L-09.55-D 973805G	Request granted to alter the Willowbrook/Rosa Parks Blue Line Station south pedestrian-light rail at-grade crossing.	April 21, 2023
2020040002 April 29, 2020	San Diego Association of Governments	San Diego County	Avenida Encinas 106-234.10-A 917849G	Request granted to modify the Avenida Encinas grade separated highway-rail crossing.	April 28, 2023
2020040003 April 24, 2020	BNSF Railway	Fresno County	North Avenue 001B-209.10 757394K	Request granted authority to alter the North Avenue at-grade highway-rail crossing.	April 23, 2023
2020030003 April 09, 2020	California Department of Transportation	Sacramento County	Hwy 99 McConnell Underpass 001BEL-55.34-B 752744H	Request granted authority to alter the Hwy 99 McConnell underpass grade separated highway-rail crossing.	April 08, 2023
2020030002 April 09, 2020	California Department of Transportation	Sacramento County	Hwy 99 McConnell Underpass 001BEL-55.24-A	Request granted authority to alter the Hwy 99 McConnell overhead grade	April 08, 2023

G.O.88B XREQ ID - Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
			752745P	separated highway-rail crossing.	



RAIL TRANSIT SAFETY BRANCH - RTSB

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

CORRECTIVE ACTIONS PLANS

- Four (4) Corrective Action Plans (CAP's)¹ were opened.
- Eighteen (18) 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

- Fourteen (14) accidents were reported by Rail Transit Agencies (RTA).²
- Twenty-three (23) accident investigations were closed.

MAJOR AUDITS

- 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 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

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.

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

- The 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 Santa Clara Valley Transportation Authority (VTA) Triennial Safety and Security Review is scheduled for October 19 to 30 of the current year.
- The Sacramento Regional Transit District (SRTD) Triennial Safety and Security Review is scheduled for August 3 to 14 of the current year.
- The Bay Area Rapid Transit (BART) Triennial Safety and Security Review is tentatively scheduled for November 30 to December 11 of the current year.
- 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 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. RTSB management is holding weekly on-line meetings with IT regarding this project.
- **Proposed Revision to GO 143-B:**

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

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. To date, twenty-three (23) cars have been approved with line-of-sight communication upgrades.
- **BART (Bay Area Rapid Transit) CTBC (Communications Based Train Control):** BART entered a \$798 million contract with Hitachi Rail STS USA, Inc to design and build a modern Communications Based Train Control (CTBC) 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. 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 Forms Fire Life Safety Department:** BART is in the process of forming a new department that is to be known as its Fire Life Safety Department. This department was approved in the 2020 BART budget. BART has hired a consultant, Safety and Security Consulting Services, Inc. Their role is to provide guidance to BART in its implementation of this department.
- **BART New Vehicle Procurement:** BART is in the process of procuring one thousand two hundred (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 one hundred eighty-eight (188) vehicles for revenue service.
- **BART Hayward Maintenance Complex Project:** On November 16, 2018, RTSB management approved the first phase of this project, the Component Repair Shop, to commence operations. Work at the North Yard and South Yard apron continues. The Vehicle Lift Area Construction began on March 1, 2019.
- **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 September 2021 for service commencement. Staff note that SFMTA has not yet hired a person to review the Ball in Court (BIC) S&S checklist items for which Staff have raised concerns and remain unresolved.

- **LACMTA P3010 New Vehicle Procurement Project:** LACMTA is in the process of procuring as many as two hundred thirty-five (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 one hundred eighty-five (185) vehicles.
- **LACMTA HR4000 Heavy Rail Vehicle Procurement:** LACMTA is in the process of procuring a base order of sixty-four (64), with options for up to two hundred eighty-two (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. To date, there have been no vehicles delivered. The project has been delayed approximately 4-5 months due to global production delays created by COVID-19. It is estimated that in February/March 2021, the first 6 HRVs will be shipped to Los Angeles for final testing.
- **LACMTA Regional Connector Project:** Staff regularly attends LACMTA's monthly Fire Life Safety and Security Meetings, as well as Safety and Security Certification Review Committee (SSCRC) meetings. Staff has approved a temporary shoofly track to allow tunnel boring to commence. The Regional Connector revenue service date has also slipped, largely due to contractor difficulties in attracting construction labor in a tight construction market, and now is predicted to be completed in mid-2022.
- **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. It is anticipated that the first Segment 1 tunnel boring machines (TBM) will leave from Wilshire/Fairfax in early June

and will break through Wilshire/La Cienega this August. The first Segment 2 TBM has launched from Century City/Constellation Station 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 will launch at the TTES for Segment 3.

- **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. Due to funding issues, the current terminus of the alignment will be changed to Pomona Station. In August 2019, the Foothill Gold Line Construction Authority awarded the Design-Build contract for the project to Kiewit-Parsons, a Joint Venture. Major construction is expected to start in August of the current year. Estimated completion of the Pomona segment is 2025. If funding is secured in time, the estimated project completion of the Montclair segment is 2028. So far, CPUC has approved 46 of 49 grade crossings submitted for the segment from Glendora to Montclair, and approval of the remaining 3 is anticipated to occur within the next 6-12 months.
- **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, which is immediately adjacent to the station.

- **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. The Final Design Audit 2 presentation was held virtually on March 31-April 2, 2020. Topics discussed included stations, guideway, audio/video communications system, APM operating system, maintenance provisions, and power distribution systems (PDS).
- **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 scheduled to commence in 2021. Staff continues to attend the SSRC and Fire Life Safety Committee (FLSC) meetings for this project.
- **SFMTA LRV4 Procurement to Expand and Replace the Rail Fleet:** This project is scheduled for completion in 2025. In April, Staff sent a letter authorizing an additional LRV4 car’s (2001) entry into revenue service.

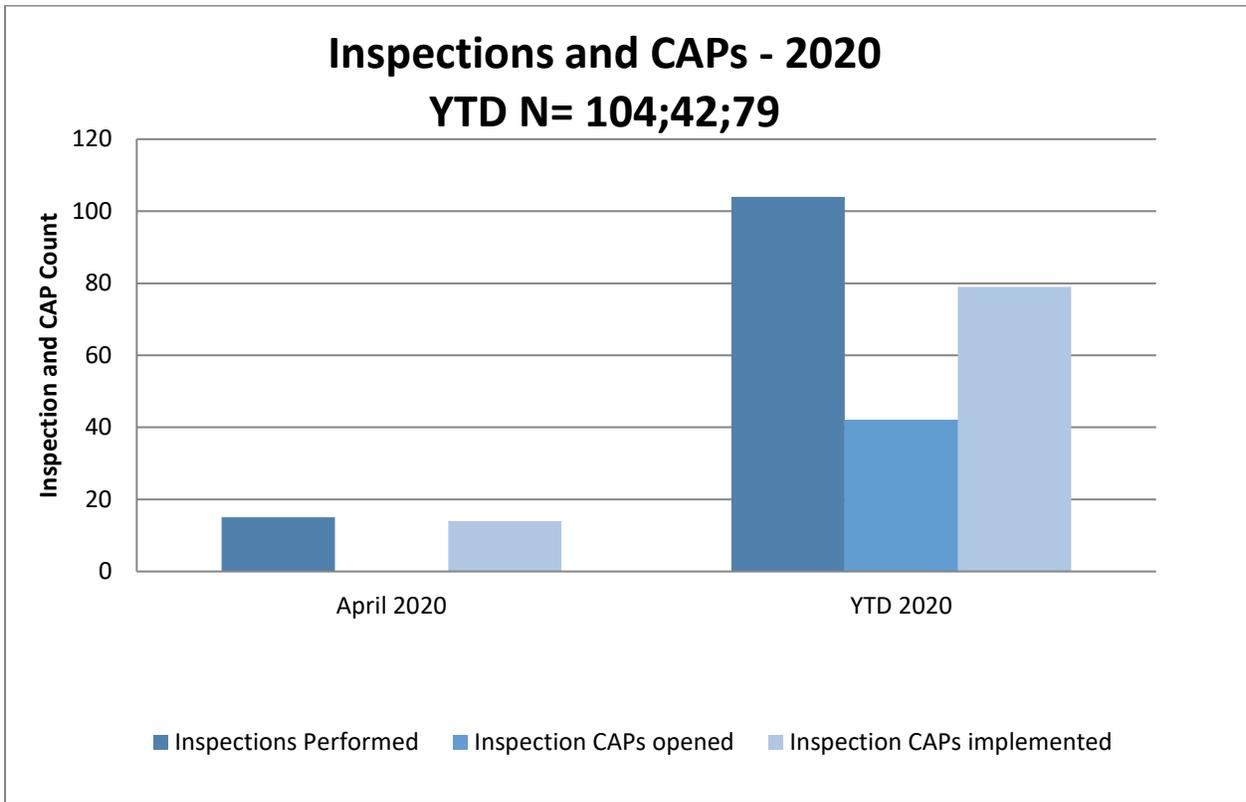
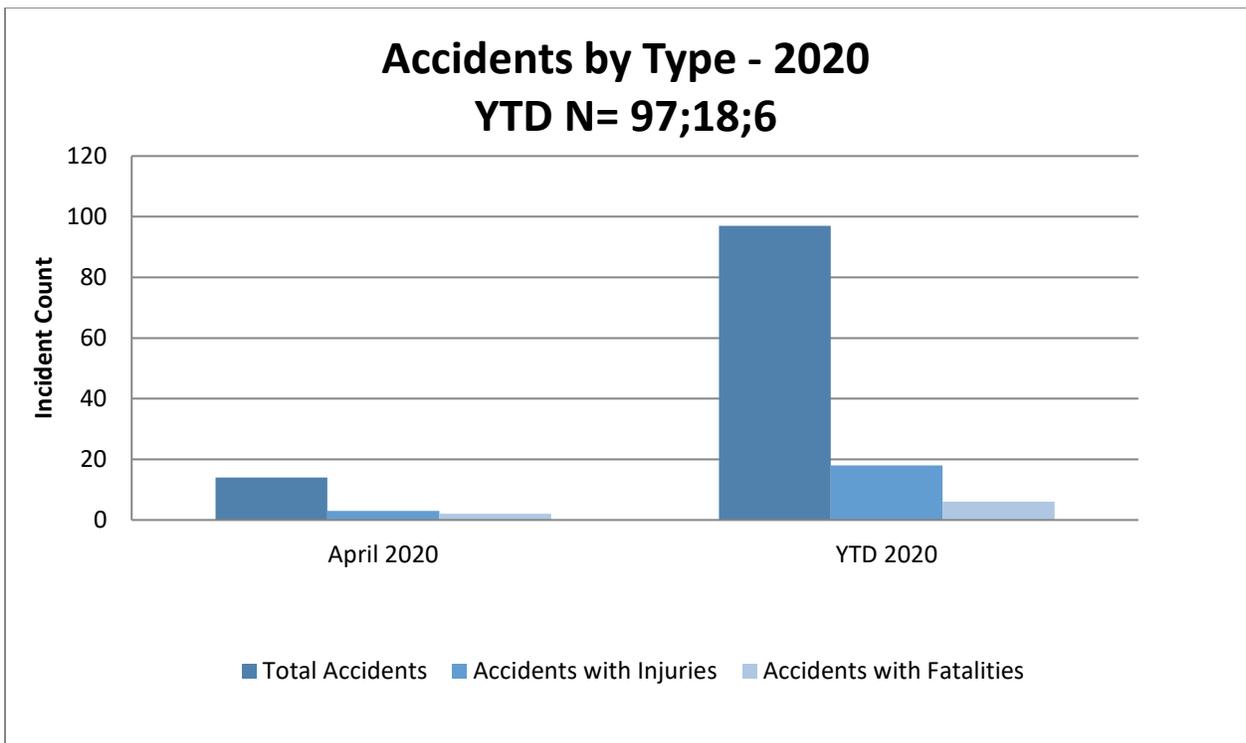
- San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:** The San Diego Metropolitan Transit System’s (MTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line that begins at the Old Town Transit Center in San Diego. The project will provide future SDTI revenue service 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 forty-five (45) light rail vehicles (LRV) for the Mid-Coast Corridor Project. The procurement process began January 2018 with an expected schedule completion and acceptance of all forty-five LRV’s 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. MTS plans to submit vehicle documentation to Commission Staff in mid-June for 3 additional cars.

STATISTICS SUMMARY

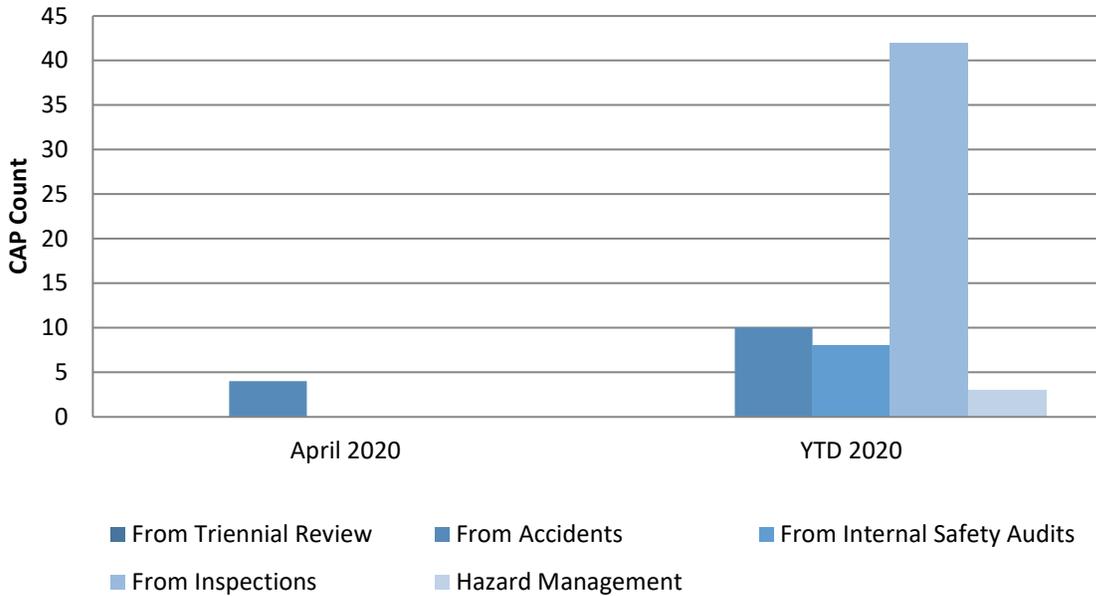
Investigations for Month		YTD 2020
Accidents Reported	14	97
Accident Investigations Closed	23	142
Complaints Investigated	0	1
Rail Transit Inspections	15	104
Triennial Review	0	0

		CAPs YTD
New Corrective Action Plans	4	63
From Triennial Review	0	0
From Incidents	4	10
From Internal Safety/Security Audits	0	8
From Rail Transit Inspections	0	42
From Hazard Management	0	3
Closed Corrective Action Plans	18	123
From Triennial Review	2	11
From Incidents	2	25
From Internal Safety/Security Audits	0	5
From Rail Transit Inspections	14	79
From Hazard Management	0	3

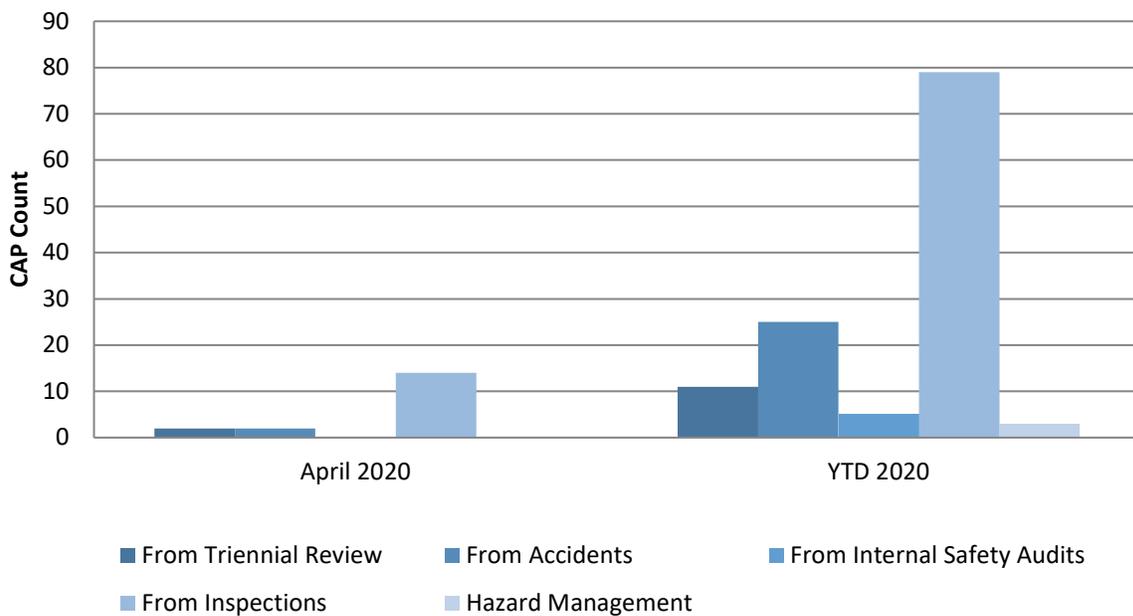
ONGOING DATA / TRENDS



Corrective Action Plans Opened - 2020 YTD N= 63



Corrective Action Plans Implemented 2020 YTD N = 123



CORT MONTHLY REPORT

In California during the month of April:

- The railroads moved 3 trains with 300 crude oil cars via unit train
- Via manifest train to Delta Trading the railroads moved 0 crude oil cars
- The railroads moved 5 trains with 586 ethanol cars via unit train

Plains All America in Taft, California received three (3) crude oil trains. Each train consisted of 100 cars: one (1) was lite and two (2) were heavy crude coming from Edmonton, Canada. These trains were spotted by the San Joaquin Valley Railroad (SJVR) originating from their yard in Bakersfield.

For the month of May four (4) crude oil trains are expected; none of these trains will be Bakken crude.

The SJVR also spots unit trains for **Kern Oil** which is a refinery operating in Bakersfield. Kern received zero (0) trains this month; not following their plan of one per month given at the beginning of the year.

Delta Trading 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

April 1, 2020: U.S. shale producer Whiting Petroleum Corporation, once one of the top producers in the Bakken, said on Wednesday that it had filed for bankruptcy protection, becoming the first major victim of the oil price war and the coronavirus pandemic that sent oil prices to \$20. Whiting Petroleum Corporation, whose largest projects are in the Bakken and Three Forks plays in North Dakota and the Niobrara play in northeast Colorado, said in a statement that it had started voluntary Chapter 11 cases under the United States Bankruptcy Code in the U.S. Bankruptcy Court for the Southern District of Texas.

“Given the severe downturn in oil and gas prices driven by uncertainty around the duration of the Saudi / Russia oil price war and the COVID-19 pandemic, the Company’s Board of Directors

came to the conclusion that the principal terms of the financial restructuring negotiated with our creditors provides the best path forward for the Company,” said Bradley J. Holly, the company’s chairman, president and CEO. Whiting Petroleum has reached an agreement with certain noteholders to pursue financial restructuring to debt by more than \$2.2 billion via the exchange of all the notes for 97 percent of the new equity of the reorganized company. Whiting Petroleum will continue to operate without material disruption to vendors or employees, and at this point, it expects to have enough liquidity to meet its financial obligations during the restructuring without resorting to additional financing, it said.

Whiting Petroleum became the first sizable U.S. shale producer to seek bankruptcy protection and restructuring after the oil price collapse forced many U.S. drillers, including the super-majors Exxon and Chevron, to announce significant reductions in projected spending and drilling operations, as no one in the U.S. shale patch can profitably drill a new well at \$20 WTI Crude. Since the oil price crash last month, 22 U.S. independents have cut expenditure for 2020 by a total of \$20 billion, an average of 35 percent, and three have slashed capex by 50 percent or more, Simon Flowers, Chairman and Chief Analyst at Wood Mackenzie, said on Tuesday. “The size of cuts is close to those of 2015 and has come through faster. Yet companies today are far leaner than back then; and what we have seen so far may just be a taste of what is to come. Diamondback and Occidental have already cut twice in two weeks, suggesting further, deeper cuts are coming for many US Independents,” Flowers noted.

Ethanol October 2019 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 spot service. The unit trains they receive are either ninety-six (96) or sixty-four (64) cars in length. The trains come from various suppliers and states but travel through California on BNSF lines only on their way to destination. When the train is ahead of schedule and the facility is not ready to receive them

the cars are held in the ACTA 1 siding which is two (2) miles away; they are not held more than forty-eight (48) hours.

- During the month of April, they received four (4) ethanol unit trains totaling 487 cars, and currently have no trains 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 April received one (1) train totaling ninety-nine (99) ethanol cars.

Storage of Hazardous Material Cars

Arizona-California RR: is a short line railroad that was a subdivision of the Atchison, Topeka, and Santa Fe Railway. The ARZC began operations on May 9, 1991 and runs between Cadiz, California and Matthie, 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 the Arizona-California RR but leased by PBF Energy. PBF currently has in storage at the site ninety-nine (99) empties.

Pacific Sun Railroad: The Pacific Sun Railroad (PSRR) began operations October 26, 2008, as Watco's first railroad in California. The 68 miles of track serves freight customers of the Escondido subdivision, Miramar industrial spur and between Stuart Mesa and San Onofre. The manager said they store empty cars for Phillip 66, the total ranges from (20) twenty to (30) and rollover in less than thirty days. Currently Viper Storage has nine (9) empties there.

Santa Maria Railroad: The Santa Maria Valley Railroad, serving the Santa Maria Valley's rail transportation needs since 1911 is located about 250 miles south of San Francisco and 175 miles north of Los Angeles on the Central Coast of California. The Santa Maria Railroad's system consists of 14 miles of main line track interchanging with the Union Pacific Railroad in Guadalupe. Viper Rail Car Storage, a major broker that operates in the United States and Canada. Their contact is Bill Dankers at info@viperstorage.com and he coordinates the western United States. They currently have one hundred and seven (107) loads and sixty-eight (68)

empties. All Viper Storage cars are LPG, and when cars are released the Santa Maria Railroad checks them for compliance prior to release.

Sierra Northern Railway: Sierra Northern Railway operates over 100 miles of track in Mendocino county, Tuolumne, and Stanislaus counties, and Yolo county. Sierra Northern provides rail shipping to all of California through interchanges with the BNSF and UP. Their major customer for storage is Viper Rail Storage; Viper Rail provides storage services for their primary customer and others (Chevron is their primary customer). They are currently holding in West Sacramento four (4) loads and three (3) empties.

Northwestern Pacific Railroad: is a regional railroad that 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 mi stretch between Schellville and Windsor is in operation with freight and Sonoma–Marin Area Rail Transit (SMART) commuter trains. Bill Dankers of Viper 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 thirty-eight (38) loads stored there. NWP also has stored for Tesoro, LPG, twenty-one (21) loaded LPG, and forty-nine (49) empties.



U.S. Shale Oil Production Suffers

