

Rail Safety Division



Monthly Performance Report

July 2020

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Disclaimer

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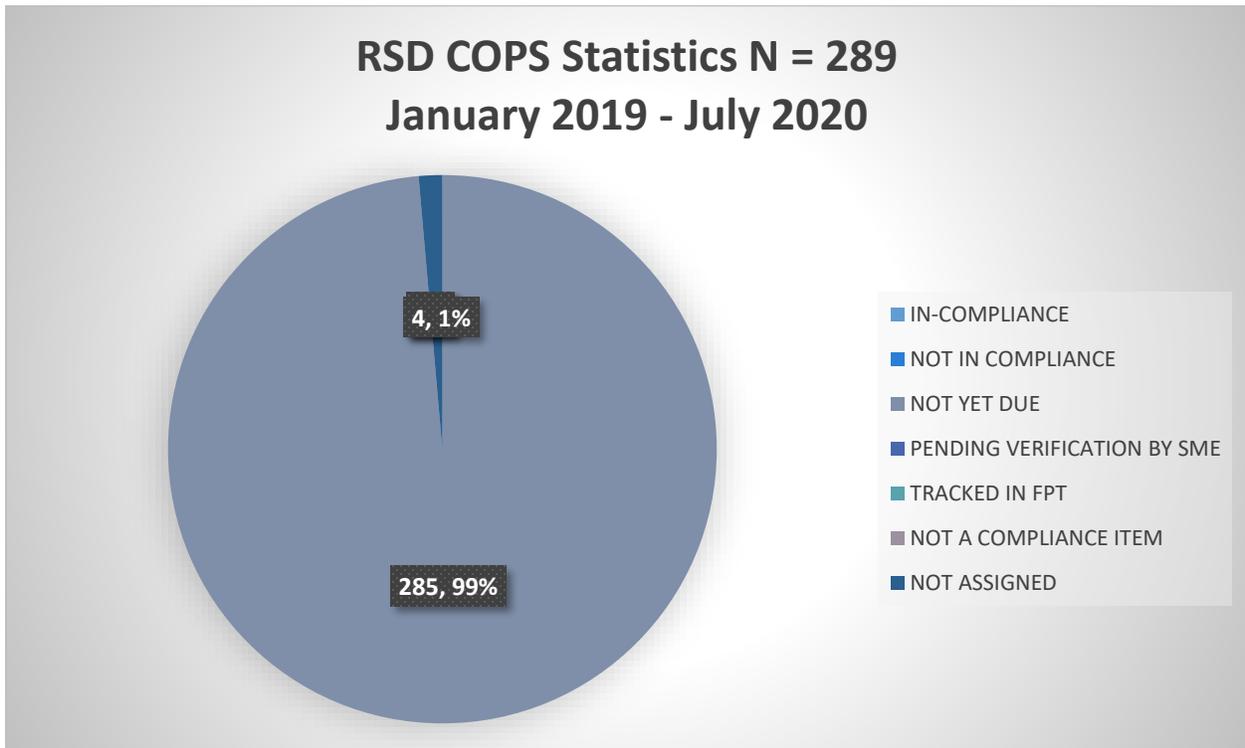
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This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through July 31, 2020, the Rail Safety Division (RSD) showed 289 total entries in the COPS system, with 0 reaching compliance, 285 (99%) not yet due for compliance, and 0 (0%) out of compliance. 0 are pending verification. 285 (99%) of all Ordering Paragraphs are assigned to members of staff.

During July 2020, there were 15 new OPs recorded to the COPS database for the Rail Safety Division.

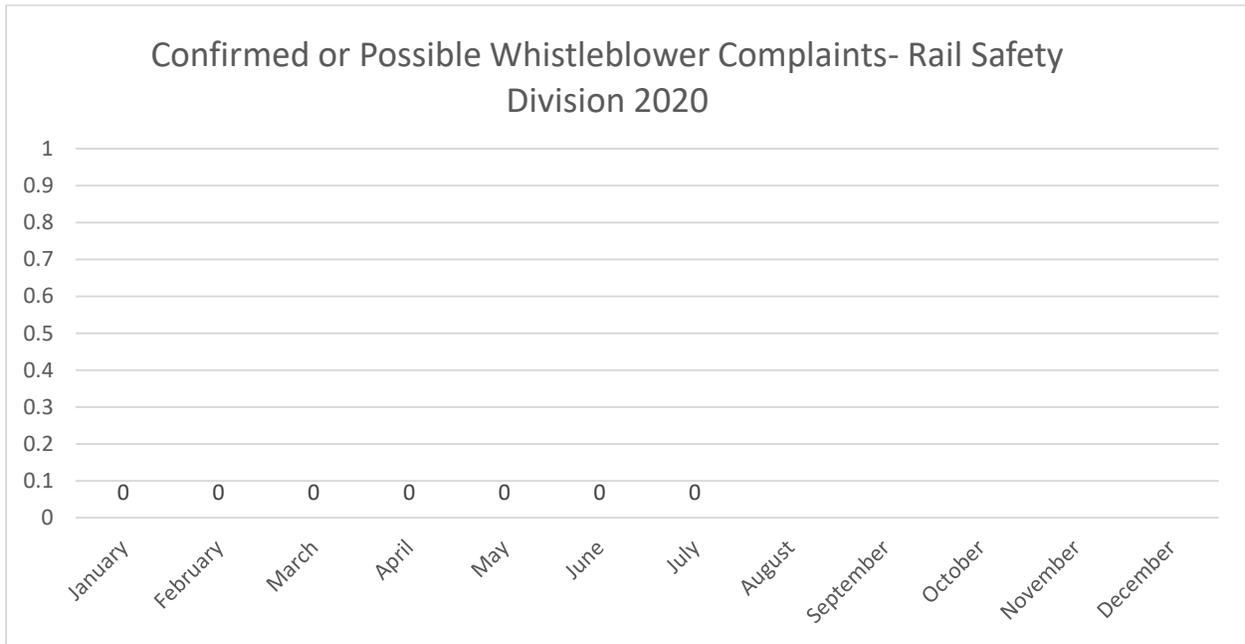


MONITORING THE WHISTLEBLOWER WEBSITE

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 – 7/31/20

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



RAILROAD OPERATIONS SAFETY BRANCH – ROSB

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

Railroad Operations Safety Branch	July 2020	YTD 2020
New Incidents Investigated	12	55
Informal Complaints Investigated	6	22
Safety Assessments/Reviews	21	85
Compliance Actions	1109	7905
Major Inspections Completed	3	19
Operation Lifesaver Presentations	0	11

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

July 2, 2020: During a bridge observation, a CPUC Bridge Inspector found a private railroad crossing missing a required grade crossing sign. On July 20th, the inspector conducted a follow-up inspection and verified that a new sign had been installed and was now in regulatory compliance. During the follow-up inspection, the inspector reviewed with local railroad officials the regulations governing defective safety conditions and the importance in identifying and correcting such conditions.

July 9, 2020: CPUC rail safety inspectors performed a routine inspection on the Union Pacific Railroad (UPRR) in Beaumont, California. The purpose of this inspection was to focus on rail crossing safety and compliance with Federal regulations which governs the safe movement of trains.

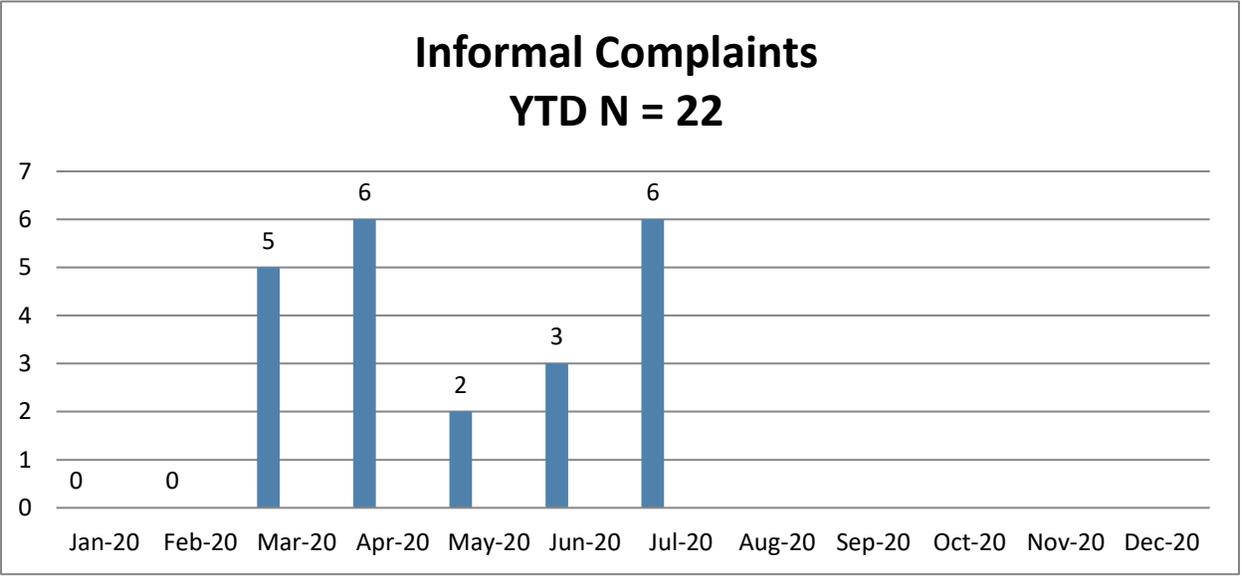
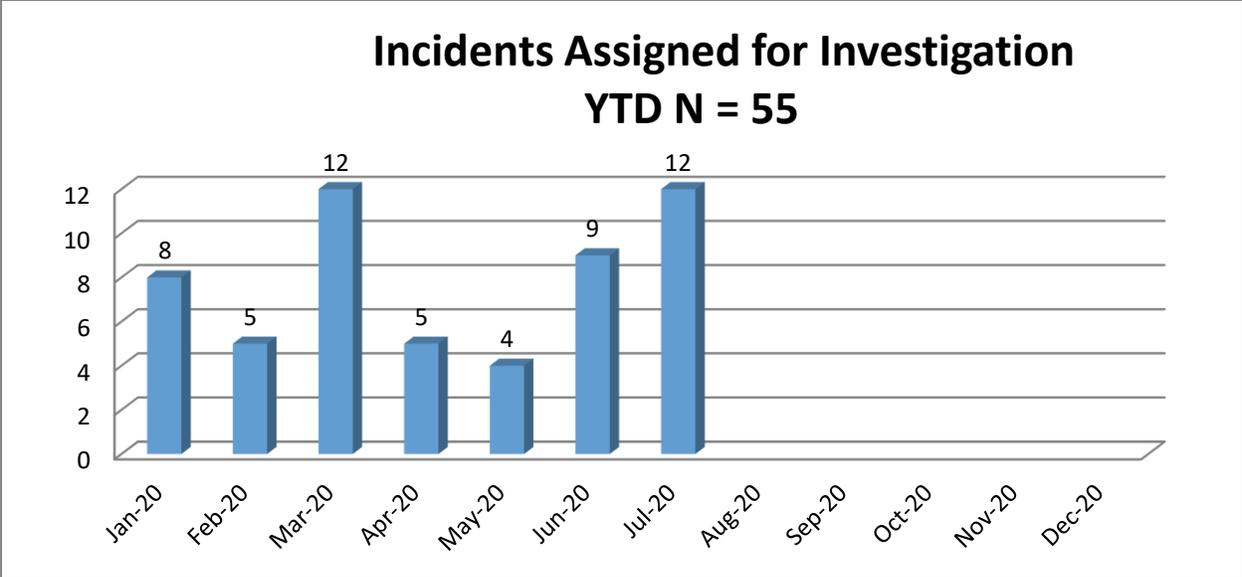
During the inspection, the inspectors found a defective condition with a Tuned Joint Coupler (TJC). A TJC is a component of the that allows the controllers radio frequency to properly operate in conjunction with the train signal. This type of setup allows the Grade Crossing System and the Train Signal System to operate on the same section of rail without interfering with each other. The TJC was sitting on top of the ballast next to the rail instead of being buried under the ballast, making it susceptible to vandalism, theft, and damage from vehicles

driving along the right of way. Interference with the TJC will cause a malfunction with both the Grade Crossing System and Train Signal System. UPRR was notified of the defective condition and given a defect citation for 234.241, protection of insulated wire; splice in underground wire.

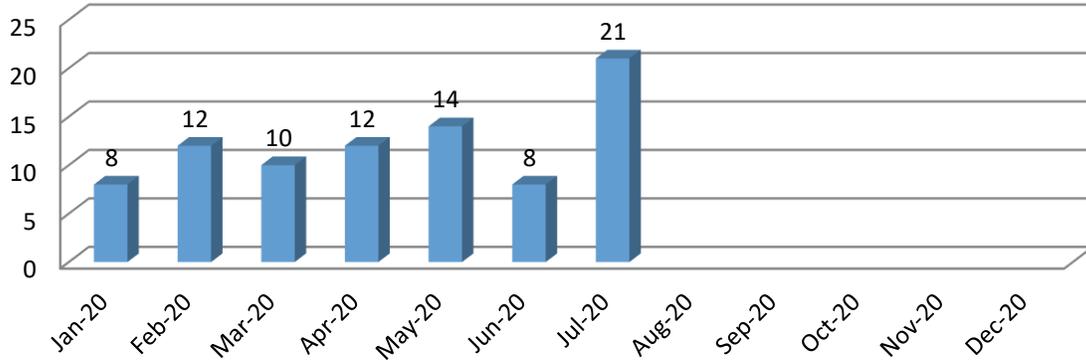
July 27, 2020: A CPUC rail safety inspector traveled to the UPRR West Colton Yard located in Bloomington, California to perform a routine General Order (GO) 26-D inspection.

During the inspection, the CPUC inspector noted defects on three different tracks. Tracks 315 west, Track 72 west and Track 71 west all had a derail stand located too close to the track. The stand was located less than required 8' 6" minimum from the center of track, in the north walkway. This creates a close contact hazard for employees. GO 26-D, Section 3 Side Clearances, Paragraph 3.2 states: "All structures and obstructions above the top of the rail shall have Minimum Side Clearance 8'6" from center of rail." UPRR personnel were notified by the inspector of the defective conditions and the conditions were repaired and brought into regulatory compliance as verified by a reinspection.

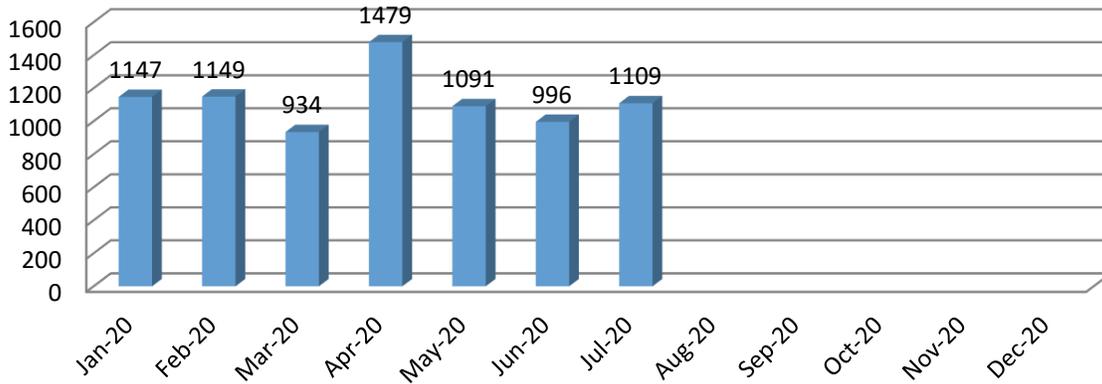
July 30, 2020: Two CPUC rail safety inspectors specializing in track were invited by BNSF management for a walk-through inspection of the newly completed 5-mile-long double track project, between Bakersfield and Shafter. The purpose of the inspection was to ensure all CPUC GOs were complied with. The walk-through inspection determined that the BNSF 5-mile-long double track project complied with all CPUC GO requirements.

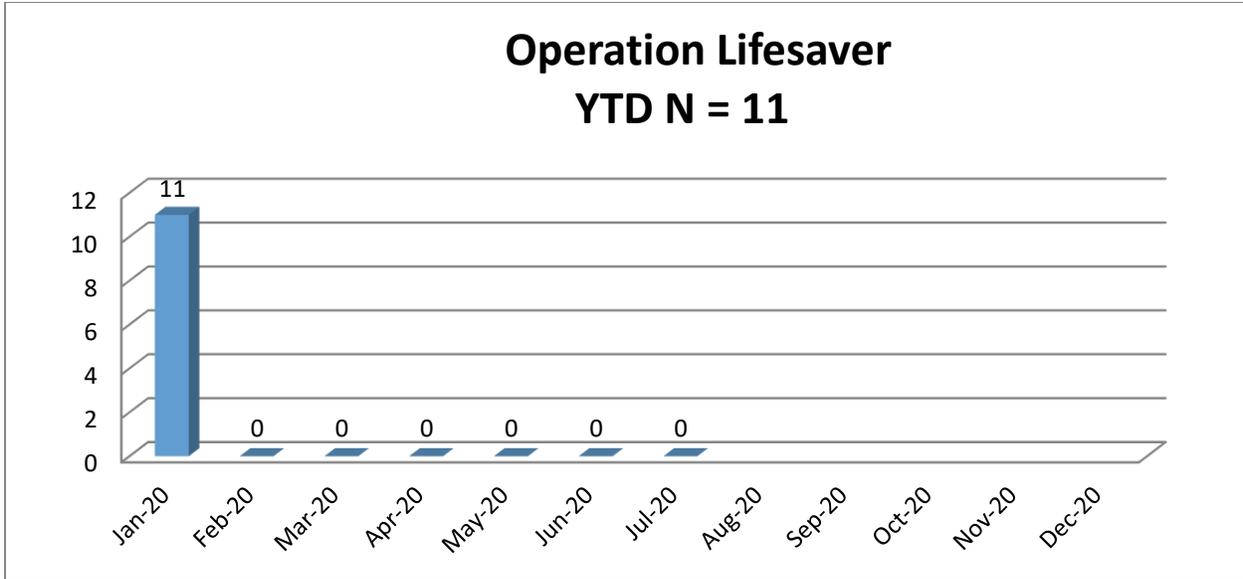


Safety Assessments/Reviews YTD N = 85



Compliance Actions YTD N = 7905





RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

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

	July New	Received YTD	July Closed	Closed YTD
Crossing Incident Reviews	11	87	11	156
Safety Assessments/Quiet Zones/Reviews/Training	67	357	67	357
Proceedings, Resolutions and G.O. 88-B Reviews	9	36	12	72
Operation LifeSaver Presentations	1	12	1	12

RAIL CROSSING INCIDENT INVESTIGATIONS

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

July 2020 Incidents Reviewed

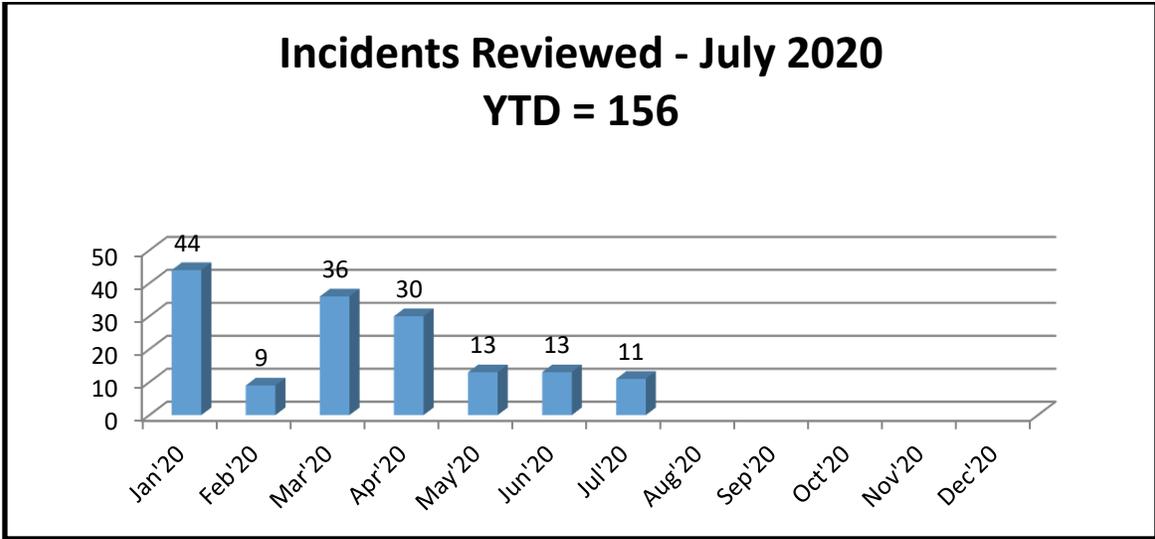
INCX	Incident Date/Time	Summary	RCEB Findings
INCX2020010004	January 6, 2020, at 17:29 hours	A Metrolink train struck a vehicle at Grand Ave grade crossing in the City of Santa Ana, Orange County, resulting in a fatality.	The driver of the vehicle stayed in the pocket between the gates and the tracks until the train passed but was struck by a second train traveling the opposite direction. The incident resulted in a fatality.
INCX2020020002	February 18, 2020, at 16:10 hours	An AMTRAK train struck a pedestrian at Noell St grade crossing in the City of San Diego, San Diego County, resulting in a fatality.	The train struck a pedestrian who crossed the tracks. The incident resulted in a fatality.
INCX2020030007	February 29, 2020, at 23:05 hours	An AMTRAK train struck a pedestrian at Surfrider Way grade crossing in the City of Oceanside, San Diego county, resulting in a fatality.	The train struck a pedestrian who went under the pedestrian crossing gates, ignoring the active warning devices, and tripped between the running rails. The incident resulted in a fatality.
INCX2020030014	March 01, 2020, at 08:51 hours	UPRR railroad equipment was struck by a vehicle at Cole Road grade crossing in the Town of Calexico, Imperial County.	A vehicle contacted a railroad vehicle resulting in a collision with the UPRR high rail. The incident resulted in injuries to the driver of the vehicle.

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INCX	Incident Date/Time	Summary	RCEB Findings
INCX2020040004	March 26, 2020, at 12:36 hours	A UPRR train struck a truck trailer at Weist Road grade crossing in the town of Niland, Imperial County.	The train collided with a trailer at the crossing. The driver of the trailer was unable to move the trailer in time. No injuries were reported.
INCX2020040008	April 2, 2020, at 16:55 hours	An AMTRAK train struck a vehicle at Cassidy Street grade crossing in the City of Oceanside, San Diego County.	The train struck a vehicle. The driver and multiple witness stated that they did not notice the active warning devices or gates to be operational and the gates had not activated. The train engineer noticed the gates still in the upright position and engaged the emergency brakes but was unable to stop before colliding with the vehicle. The incident resulted in injuries.
INCX2020050004	May 7, 2020, at 14:37 hours	A UPRR train struck a vehicle at Auburn Ravine Rd grade crossing in the City of Auburn, Placer County.	The train struck a vehicle which veered around another vehicle and ran into the lowered gate arm. The incident resulted in injuries.
INCX2020050009	May 20, 2020, at 08:22 hours	A UPRR train struck a vehicle at Armstrong Rd grade crossing in the City	The train struck a vehicle which did not notice the warning devices were activated, and the

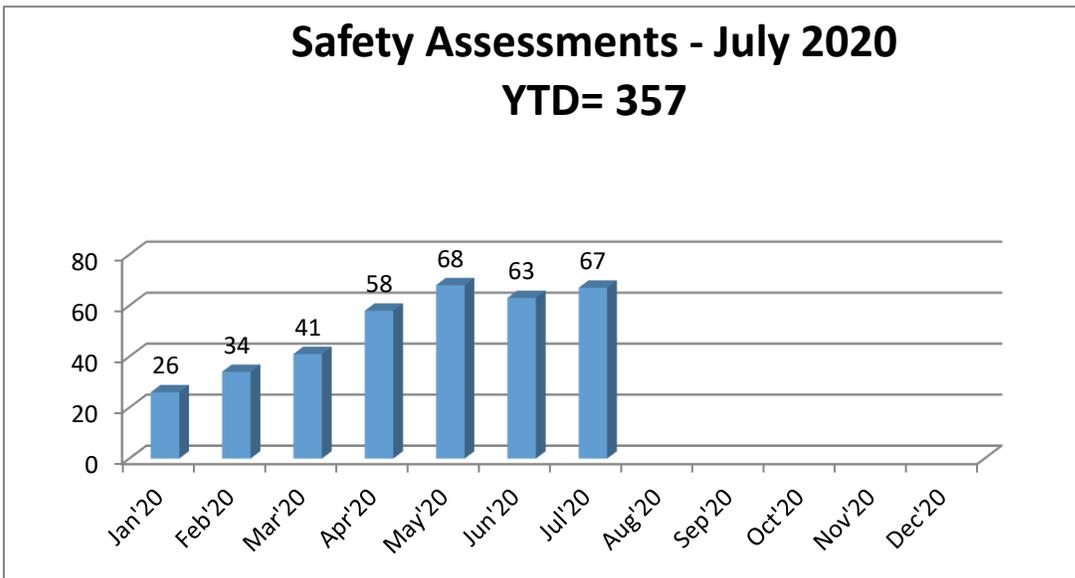
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INCX	Incident Date/Time	Summary	RCEB Findings
		of Lodi, San Joaquin County.	gates were lowered. No injuries were reported.
INCX2020060002	June 06, 2020, at 09:29 hours	A UPRR train struck a pedestrian at Riverwalk grade-separated crossing in the city of Modesto, Stanislaus County, resulting in a fatality.	The train struck a pedestrian at a grade separated, pedestrian pathway underneath a railroad bridge. The incident resulted in a fatality.
INCX2020060011	June 30, 2020, at 07:46 hours	A UPRR train struck a pedestrian at Monte Vista Rd grade crossing in the City of Turlock, Stanislaus County, resulting in a fatality.	The train struck a pedestrian who was seen walking in front of the freight train and appeared to be intoxicated. The incident resulted in a fatality.
INCX2020070001	July 04, 2020, at 22:49 hours	A UPRR train struck a vehicle at Shaffer Rd grade crossing in the City of Atwater, Merced County.	The train struck an unoccupied vehicle abandoned on the tracks. No injuries were reported.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In July 2020, RCEB completed 67 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 July 2020, RCEB assigned one resolution, and received three new General Order 88-B applications for changes to existing crossings. The Commission approved two proceedings. RCEB approved nine GO 88-B applications.

- **RESL-TED-268** – On July 27, 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 UPRR Martinez subdivision in the city of Emeryville, County of Alameda.
- **PROC A1907010** - On July 16, 2020, Decision 20-07-018 granted California High-Speed Rail Authority for approval to construct one underpass grade-separated crossing at Lacey Blvd Mile Post 223.92, under two proposed high-speed rails tracks as part of the proposed high-speed rail underpass grade-separated structure at SR198 Mile Post 223.94 located in the County of Kings.
- **PROC A1911026** - On July 16, 2020, Decision 20-07-019 granted California High-Speed Rail Authority for approval to construct two new grade separated crossings, over the proposed two high speed rail tracks at SR43 2308+62, project station, Jersey Avenue Mile Post 230.27 and SR43 2599+22, project station, over HSR Mile Post 235.82 located in the County of Kings.

Approved GO 88-B Applications

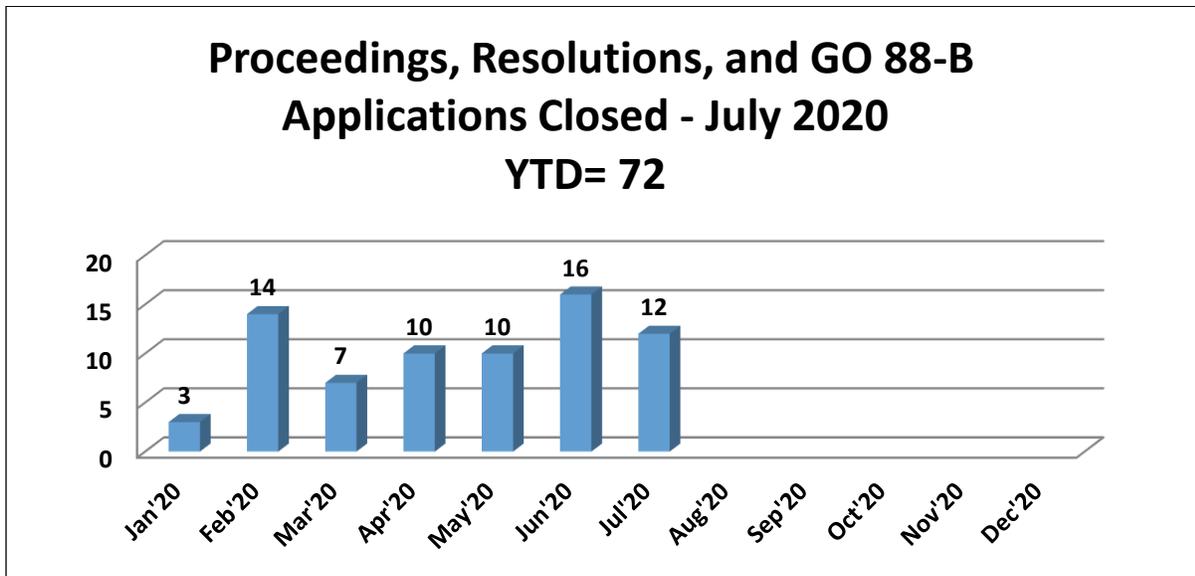
GO 88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
2017030003 July 03, 2020	California Department of Transportation	Los Angeles County	Santa Monica Freeway, River West Subdivision 101RI-142.40-A 027626H	Time extension request granted to Modify Santa Monica Freeway (I-10) Grade-Separated Highway-Rail Crossings on the Metrolink River West Subdivision.	April 18, 2023

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GO 88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
2020060005 July 15, 2020	City of Santa Monica	Los Angeles County	17 th Street/Colorado Ave 084S-113.00	Request granted to alter the 17 th Street/Colorado Ave at-grade. highway-light rail crossing of the Los Angeles County Metropolitan Transportation Authority (LACMTA) "E" Line tracks.	July 14, 2023
2020060006 July 15, 2020	BNSF Railway Company	San Bernardino County	Goffs Road 002-608.90 026020L	Request granted to alter the Goffs Road at-grade highway-rail crossing.	July 14, 2020
2020070001 July 15, 2020	City of Victorville	San Bernardino County	Bear Valley Road 002-41.60-A 026086L	Request granted to modify the Bear Valley Rd grade-separated highway-rail crossing.	July 14, 2023
2020070002 July 16, 2020	City of Vallejo	Solano County	Sacramento Street PUC Crossing #: TBD DOT #: TBD	Request granted to replace the existing vehicular bridge on Sacramento Street over City owned train tracks located between Indiana and Hichborn streets.	July 15, 2023
2020070003 July 23, 2020	City of Long Beach	Los Angeles County	Pier S Avenue 120A-18.70-B 931079W	Request granted to modify the grade-separated highway-rail crossing at Pier S Ave underpass.	July 22, 2023
2020070004 July 23, 2020	City of Long Beach	Los Angeles County	South Routh 47 120AT-18.64-A 931158H	Request granted to modify the grade-separated highway-	July 22, 2020

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GO 88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
				rail crossing at State Routh 47 and Terminal Island Freeway overhead.	
2020070005 July 28, 2020	City of Santa Clarita	Los Angeles County	13 th Street 101VY-30.39 746016J	Request granted to alter the 13 th Street at-grade highway-rail crossing.	July 27, 2023
2020070008 July 28, 2020	City of Napa	Napa County	Soscol Avenue 087-69.90 751364X	Request granted to alter the Soscol Avenue at-grade highway-rail crossing.	July 27, 2023



OPERATION LIFESAVER INC.

On July 23, 2020, RCEB Operation Lifesaver Inc. (OLI) participated in a Zoom presentation with the Tulare County Association of Governments (TCAG) Active Transportation Advisory Committee. The participants consisted of representatives of various communities that are members of TCAG.

RAIL TRANSIT SAFETY BRANCH – RTSB

In Memoriam

Adam Freeman

On July 13, 2020, a Rail Transit Safety Branch Inspector, Adam Freeman, passed away. Adam was a husband, father, friend, and a colleague to us here at CPUC. We were all very fortunate to have known and worked with him.

We at CPUC were able to collect over \$1500 for the family to help them through this very hard time. Thank you all very much for the contributions and very kind thoughts. Adam was deserving of our admiration and friendship, and we will miss him greatly.





Adam and Sundi Freeman with daughters Ashleigh and Alexa

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

CORRECTIVE ACTIONS PLANS

- 4 Corrective Action Plans (CAPs)¹ were opened.
- 14 were closed.

ACCIDENT INVESTIGATIONS

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

¹ General Order 164-E defines Corrective Action Plan as a plan developed by a Rail Transit Agency that describes the actions the RTA will take to minimize, mitigate, control, correct, or eliminate risks and hazards, and the schedule for implementing those actions.

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.

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 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 Valley Transportation Authority (VTA) may be postponed until 2021 due to conditions arising from the COVID-19 pandemic.

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- 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.

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.
- **Rail Inspection & Corrective Action Plan System (RICAPS):** RTSB is working with CPUC's Information Technology Services Division (ITSD) on developing a new on-line platform to automate the process for routing and tracking Inspection Reports and CAPs. The proposed system will allow both CPUC staff and RTA employees to submit, retrieve and manage the information in a centralized database, thereby greatly enhancing efficiency, speed, and accuracy of tracking CAPs to minimize, mitigate, control, correct, or eliminate safety risks and hazards. The team working on this project completed the Stage 1 Business Analysis (S1BA), and ITSD formally submitted it to the California Department of Technology for review.
- **CPUC Data Council:** RTSB is participating on the CPUC Data Council. The purpose of this group is to prepare recommendations for the CPUC executive leadership on a governance structure to have consistency on how the CPUC receives data and displays it.

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."

- **Resolution ST-239:** This Resolution grants the request of the BART for approval of the Safety and Security Certification Plan for their Traction Power System Improvements Projects. It was approved at 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 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. An SCP was approved via Commission resolution

proceeding (ST-239) in July 2020. 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 VTA 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 participated in a meeting of the Safety and Security Certification Review Committee on July 16. Among the topics discussed were the following: construction progress and project schedule, construction specification conformance checklists, and quality assurance and control audit reports. In addition, Staff was provided with an update on the disposition of outstanding safety certification documentation that has been discussed in prior months' reports.
- **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 sent a letter requesting a waiver of GO-95 requirements for installation of their underground overhead contact rail in certain locations where insufficient clearance in the tunnel was identified. Staff is evaluating the request.
- **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 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.
- **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.
- **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

California Public Utilities Commission | Rail Safety Division

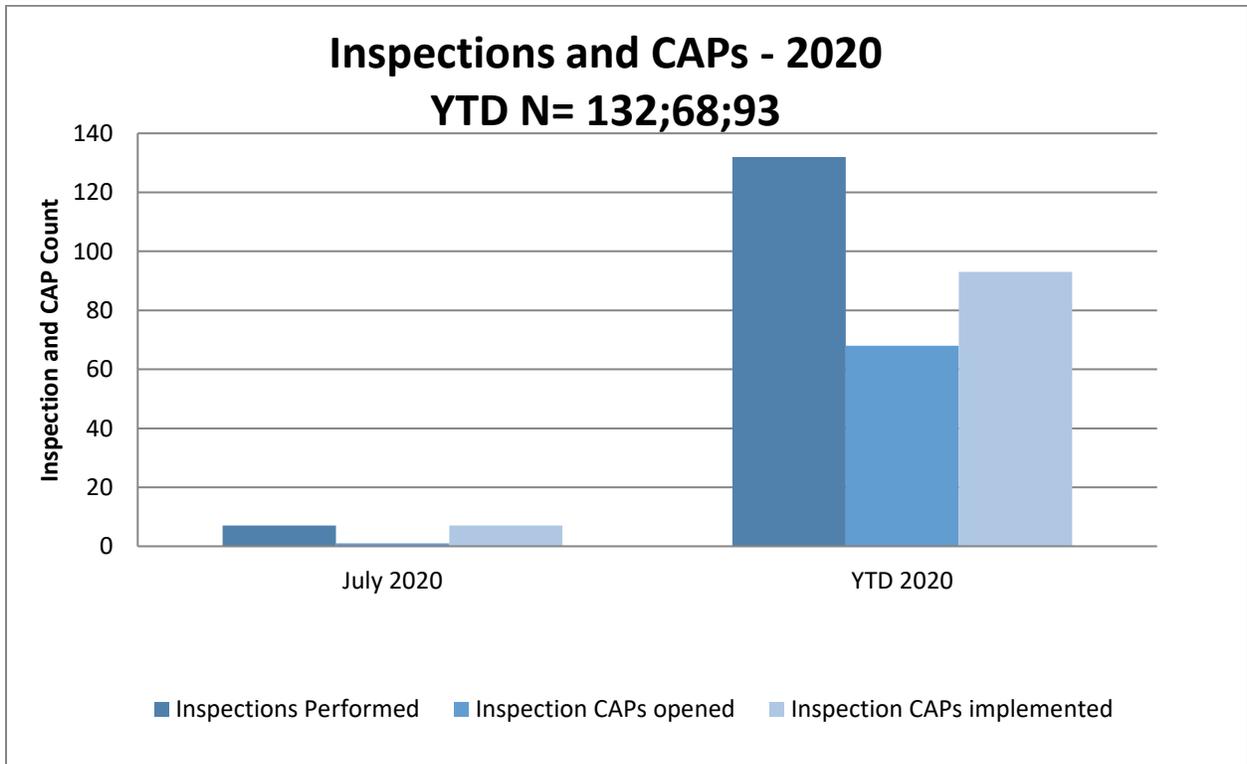
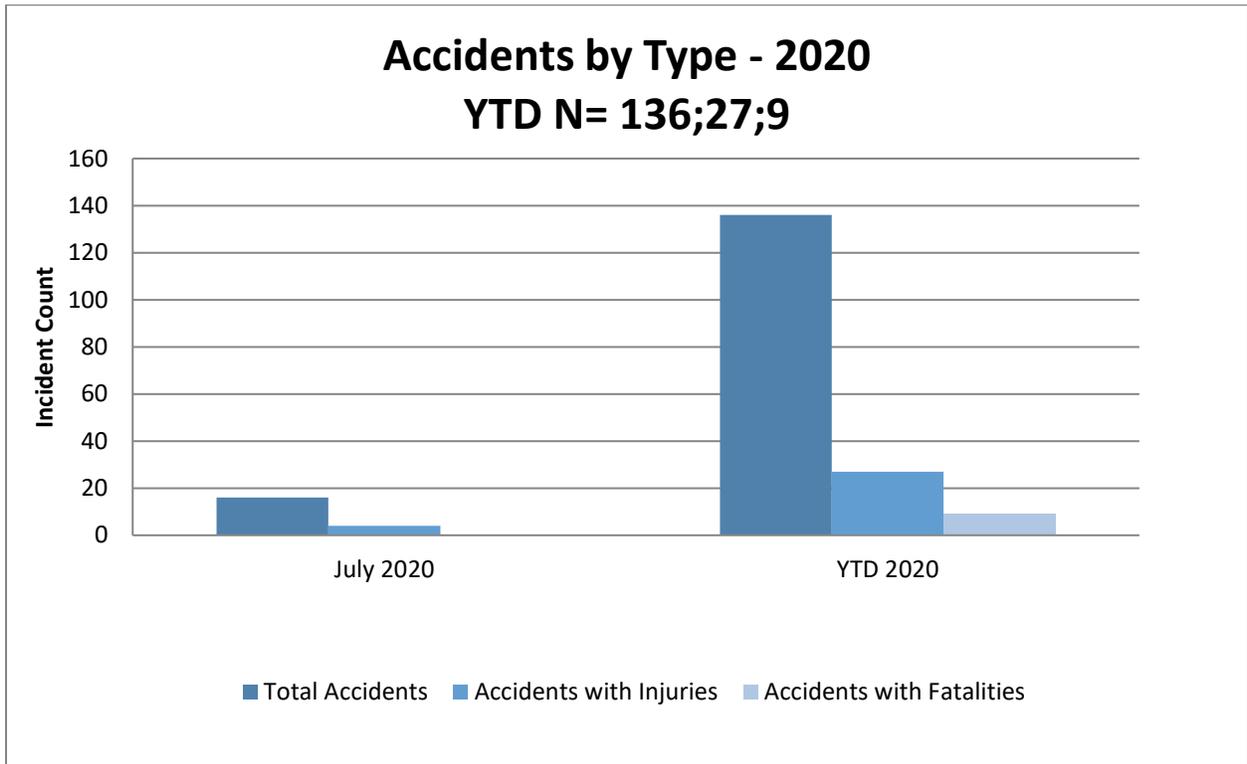
revenue operations or that additional field visits and ride-checks would be arranged to facilitate the requested approval in advance of July 17. During the LRV4 Safety Certification Audit Subcommittee Meeting on July 10, SFMTA addressed concerns that had been related in an e-mail from RTSB management on July 3. Among the topics addressed were the following: additional stress on components (a new shear pin has been designed and tested for this application); existing platform accommodation of longer consists; and onboard monitor visibility of third cars. The three-car configuration, planned for use beginning in September, is intended to facilitate social distancing for riders. A Staff ride-along will be planned in advance of the three-car 'roll-out.' On July 16, Staff authorized the 67th car for revenue service. The 68th and final car of the expansion phase is expected to be brought on-line in August.

STATISTICS SUMMARY

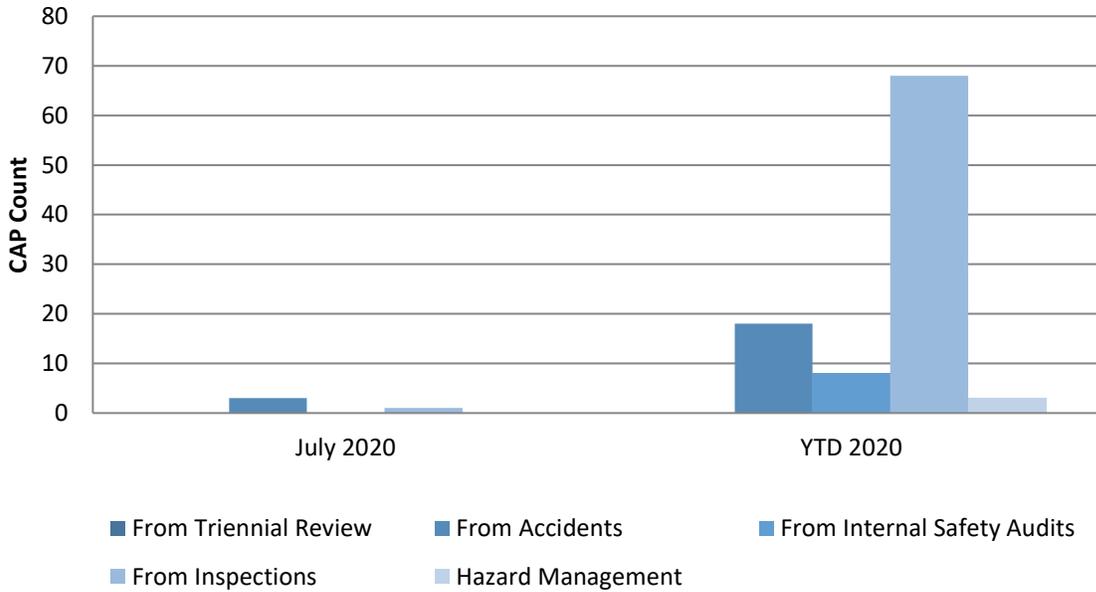
Investigations for Month		YTD 2020
Accidents Reported	16	136
Accident Investigations Closed	10	217
Complaints Investigated	0	2
Rail Transit Inspections	7	132
Triennial Review	0	0

		CAPs YTD
New Corrective Action Plans	4	97
From Triennial Review	0	0
From Incidents	3	18
From Internal Safety/Security Audits	0	8
From Rail Transit Inspections	1	68
From Hazard Management	0	3
Closed Corrective Action Plans	14	152
From Triennial Review	1	17
From Incidents	3	30
From Internal Safety/Security Audits	3	9
From Rail Transit Inspections	7	93
From Hazard Management	0	3

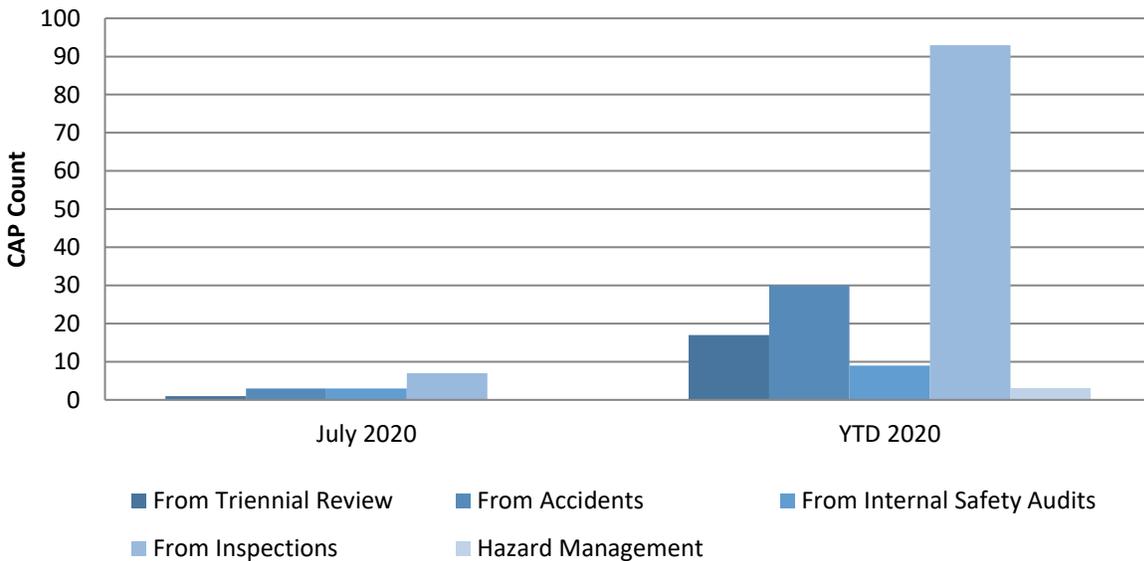
ONGOING DATA / TRENDS



Corrective Action Plans Opened - 2020 YTD N= 97



Corrective Action Plans Implemented 2020 YTD N = 152



CORT MONTHLY REPORT

In California during the month of July:

- The railroads moved 4 trains with 406 crude oil cars via unit train
- Via manifest train to Delta Trading the railroads moved 0 crude oil cars
- The railroads moved 9 trains with 866 ethanol cars via unit train

Plains All America in Taft, California received two (2) crude oil trains. One train consisted of one hundred two (102) the other one hundred four (104) rail cars. These trains were from New Mexico and arrived on short notice. The facility was not expecting a train until October 2020. These trains were spotted by the San Joaquin Valley Railroad (SJVR) originating from their yard in Bakersfield. For the month of August zero (0) 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 two (2) 100 car trains this month and are expecting one (1) for August* **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

The CORT Team was informed by CPUC North inspectors that another short line railroad may be storing empty ethanol trains. We are contacting the Yreka Western for verification and additional details.

Court orders North Dakota pipeline to shut down; crude-by-rail could benefit

Crude-by-rail business could see a surge in business following a court ruling that will shut down the largest pipeline serving North Dakota crude production. The New York Times reports the Dakota Access Pipeline must be emptied of oil by Aug. 5 after a ruling by Judge James E. Boasberg of the U.S. District Court for the District of Columbia. Responding to a suit by Native American and environmental group, the ruling overturns a permit that had allowed the pipeline to operate while environmental reviews were conducted. Energy Transfer, owner of the

pipeline, said it would appeal. Reuters reports the pipeline, from the Bakken shale basin to Patoka, Ill., about 75 miles east of St. Louis, moves 557,000 barrels per day. At full capacity, the line carries the equivalent of seven to eight-unit oil trains per day; other pipelines can pick up two to three trains' worth of crude. Some 36% of the North American tank car fleet is currently in storage — slightly higher than the 32% in storage for the overall freight car fleet — so the equipment is available to handle the additional business, but some analysts expressed concern about the available manpower to run more trains in light of recent furloughs.

Ethanol Report

Kinder Morgan is a pipeline and off-loading facility located in Wilmington, California adjacent to the BNSF Watson Yard. 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 July, they received nine (9) ethanol unit trains totaling 866 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 in operation but in July received zero (0) trains.

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 one hundred fifty-one (151) empties and twenty-one (21) loads.

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 twenty-nine (29) 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 forty-six (46) loads and two hundred eight (208) 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 UPRR. 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 twenty-eight (28) empties.

West Oakland Pacific Railroad: Formerly known as the Oakland Terminal Railway operating on 10 miles of industrial track surrounding the Oakland Army Base, this railroad was jointly acquired in 1943 by the Western Pacific Railroad and Atchison, Topeka and Santa Fe Railway and used to interchange with the ATSF near the Southern Pacific 16th street station in Oakland. They are currently storing one hundred thirty-eight (138) empties for Viper Rail.

Northwestern Pacific Railroad: Northwestern Pacific Railroad (NWP) 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 eleven (11) loads and thirty-seven (37) empties stored there. NWP also has twenty (20 loads) and eighty (80) empties LPG cars stored for Tesoro.