

Rail Safety Division



Monthly Performance Report

August 2020

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Disclaimer

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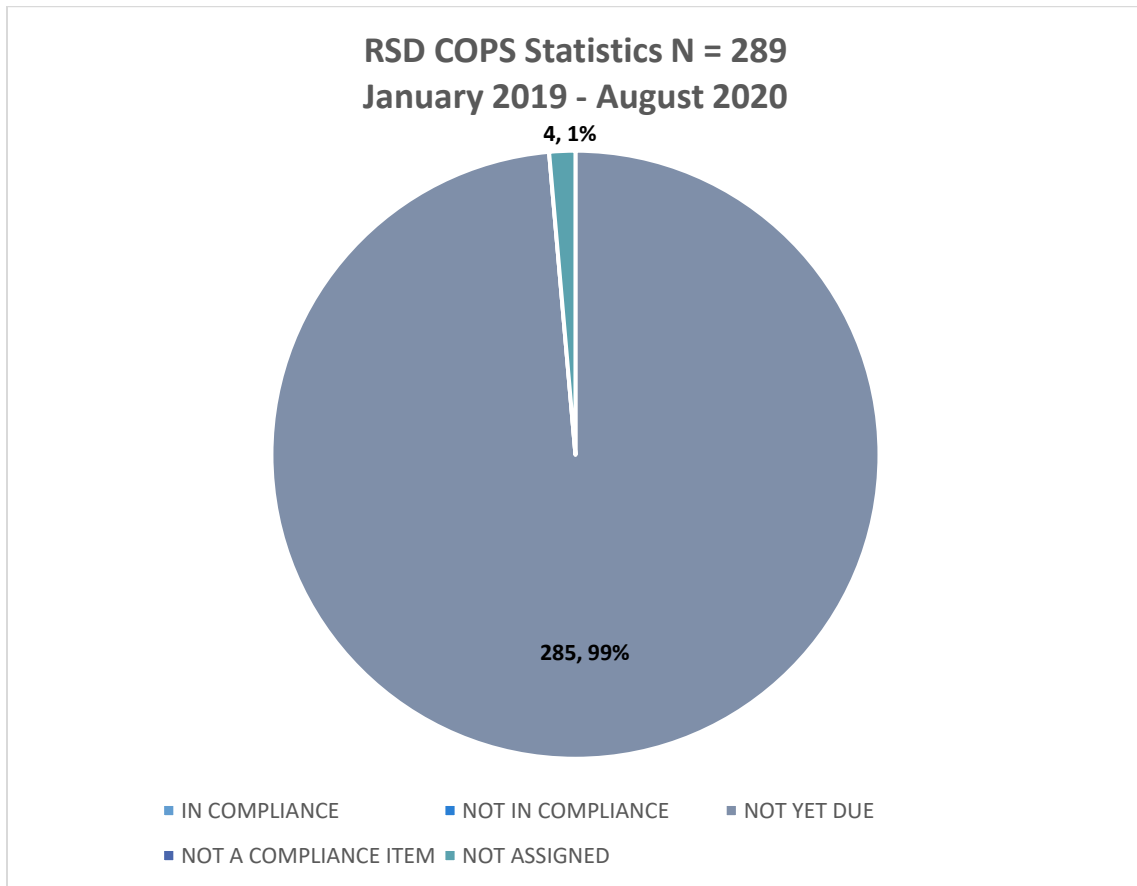
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This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through August 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. Four Ordering Paragraphs are not yet assigned to staff.

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

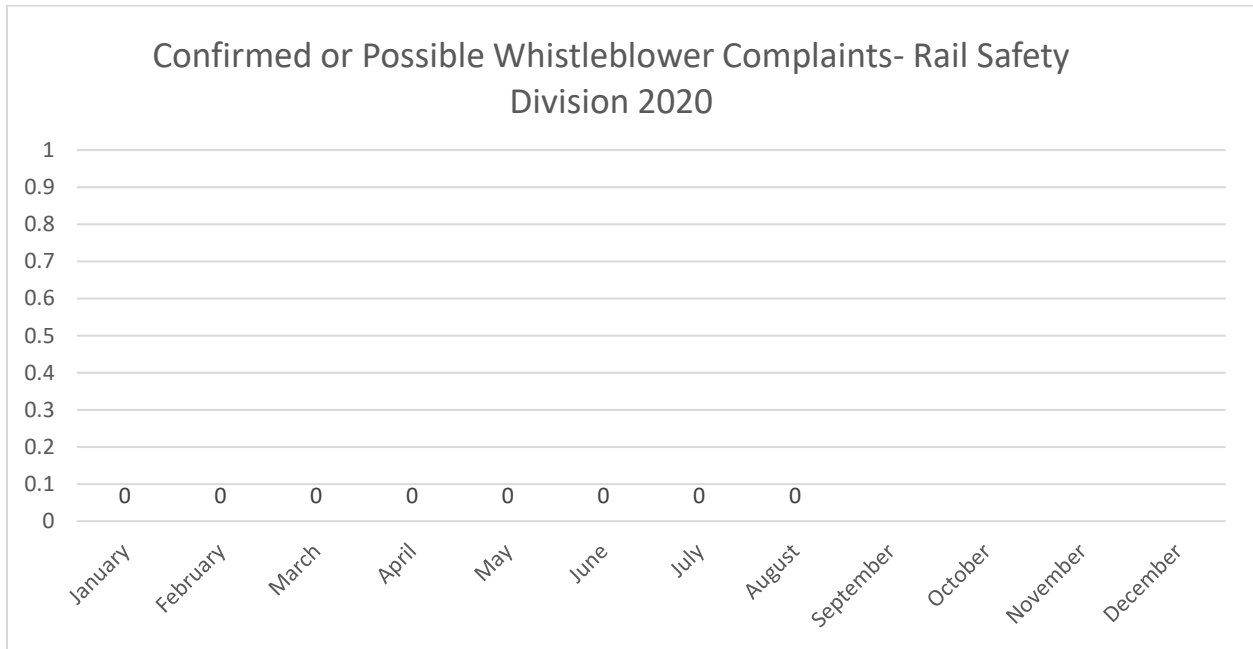


MONITORING THE WHISTLEBLOWER WEBSITE

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 – 8/31/20

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



RAILROAD OPERATIONS SAFETY BRANCH – ROSB

In August 2020, the RSD Railroad Operations Safety Branch (ROSB) completed the following:

Railroad Operations Safety Branch	Aug-2020	YTD 2020
New Incidents Investigated	10	65
Informal Complaints Investigated	2	24
Safety Assessments/Reviews	5	90
Compliance Actions	901	8806
Major Inspections Completed	2	21
Operation Lifesaver Presentations	0	11

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

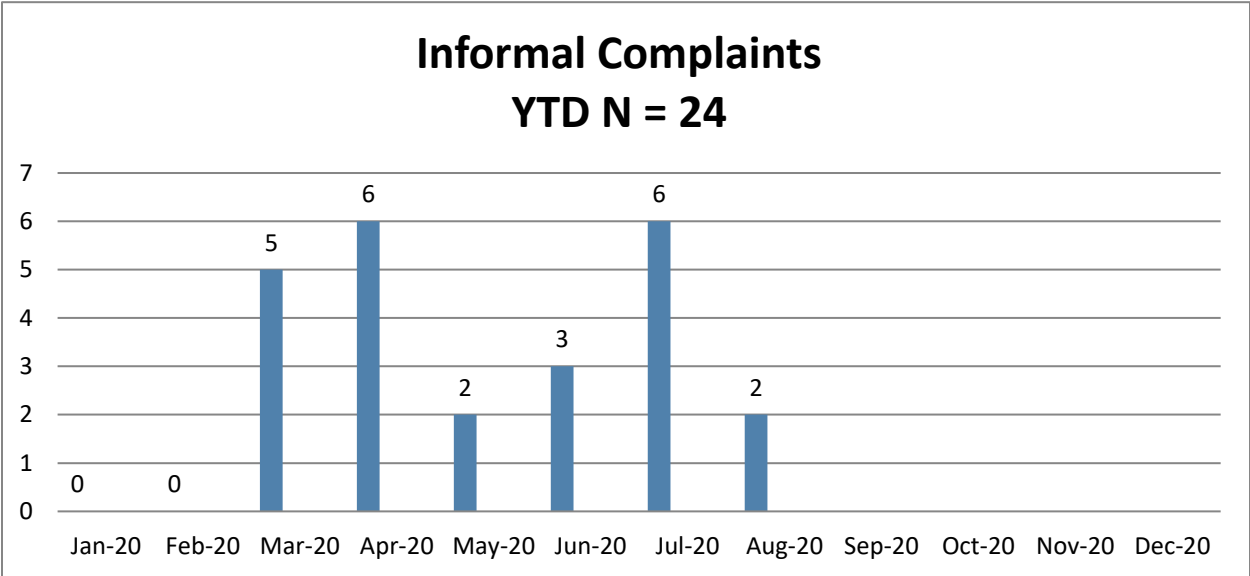
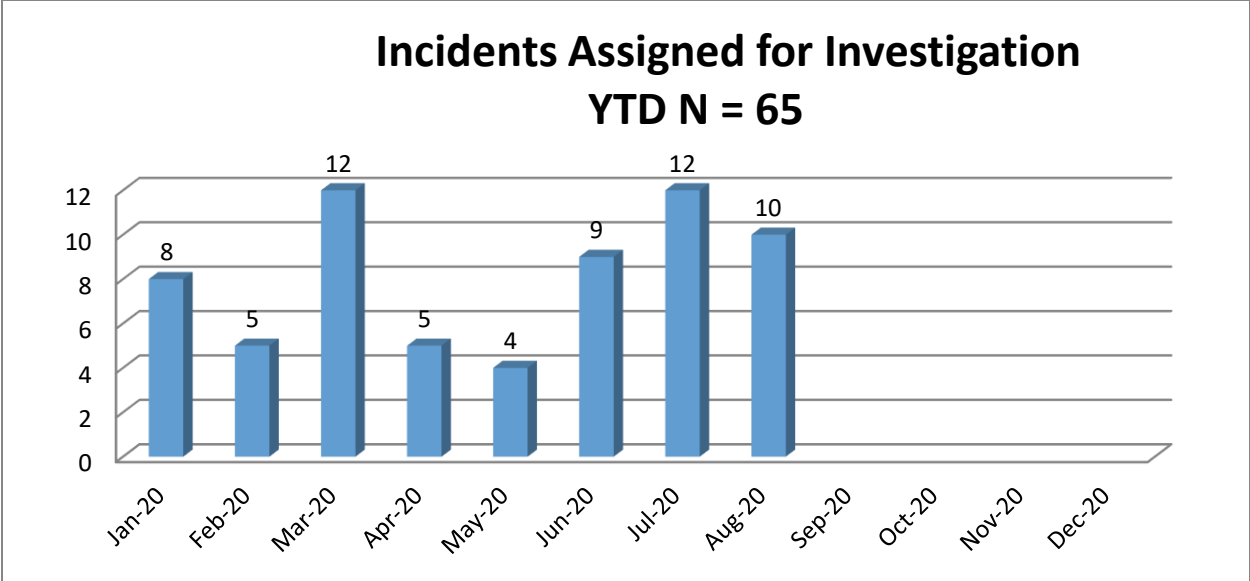
August 3, 2020: CPUC Rail Safety Inspectors performed an inspection at the BNSF Railway Rail Yard (Watson Yard), located in Wilmington, California. The inspection focused on compliance with Federal rail safety regulations regarding labeling, marking, stenciling, placarding, proper handling, and the securement of closures on tank cars containing hazardous materials. The inspection found a defect on a tank car containing Alkyl Acid Phosphate. 1 of the 8 manway bolts on the tank car were loose due to the bolts not being properly secured per Federal regulations. Code of Federal Regulations 49 CFR 173.31(d)(iv) states that shippers are responsible for determining that the closures and all fastenings securing them are properly tightened in place using a bar, wrench, or other suitable tool. A leak of flammable alcohols could have catastrophic consequences. The BNSF Railway Trainmaster on duty was immediately notified of the defect and completed corrective repairs. The shipper was notified of the defect and performed a safety stand down for their employees to review safety regulations.

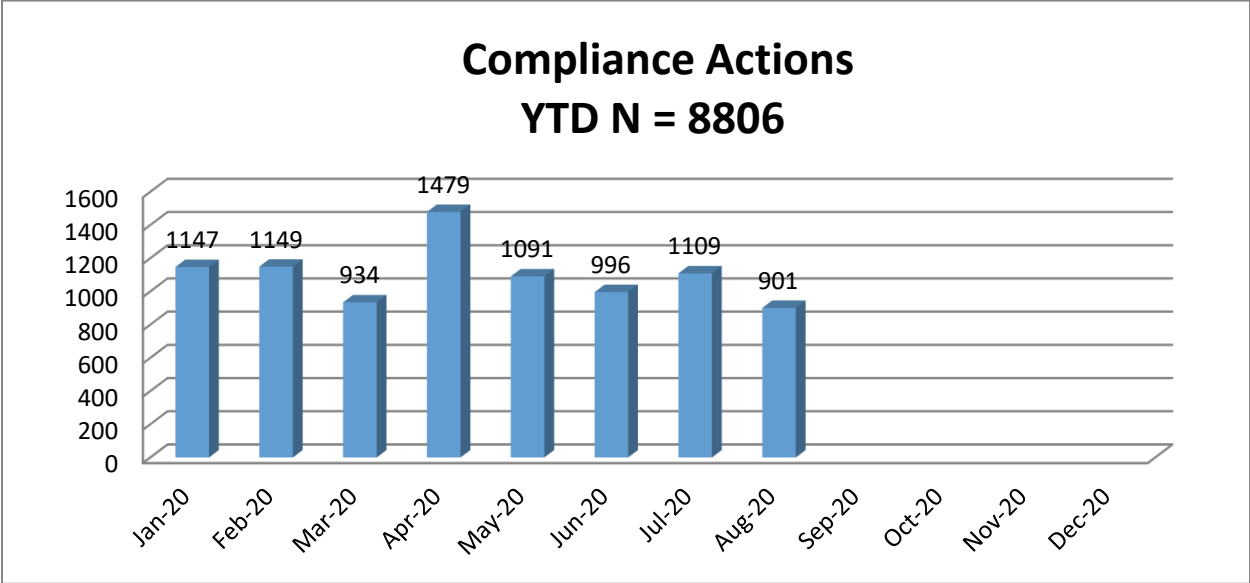
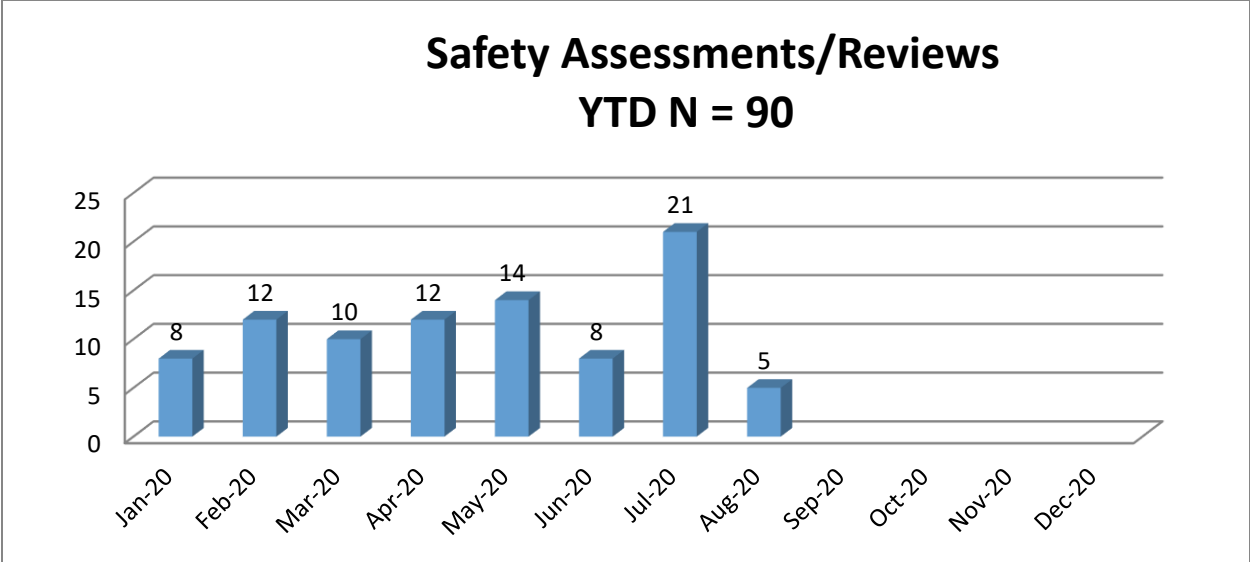
August 25, 2020: A CPUC Rail Safety Inspector conducted a series of inspections as a follow up to the collision of an Amtrak passenger train and an unoccupied vehicle that occurred on July 26, 2020 at the Los Nietos Road crossing, located in Santa Fe Springs. Inspections were conducted covering Public Utilities (PU) Code 7662 (Whistle Boards), General Order (GO) 26-D

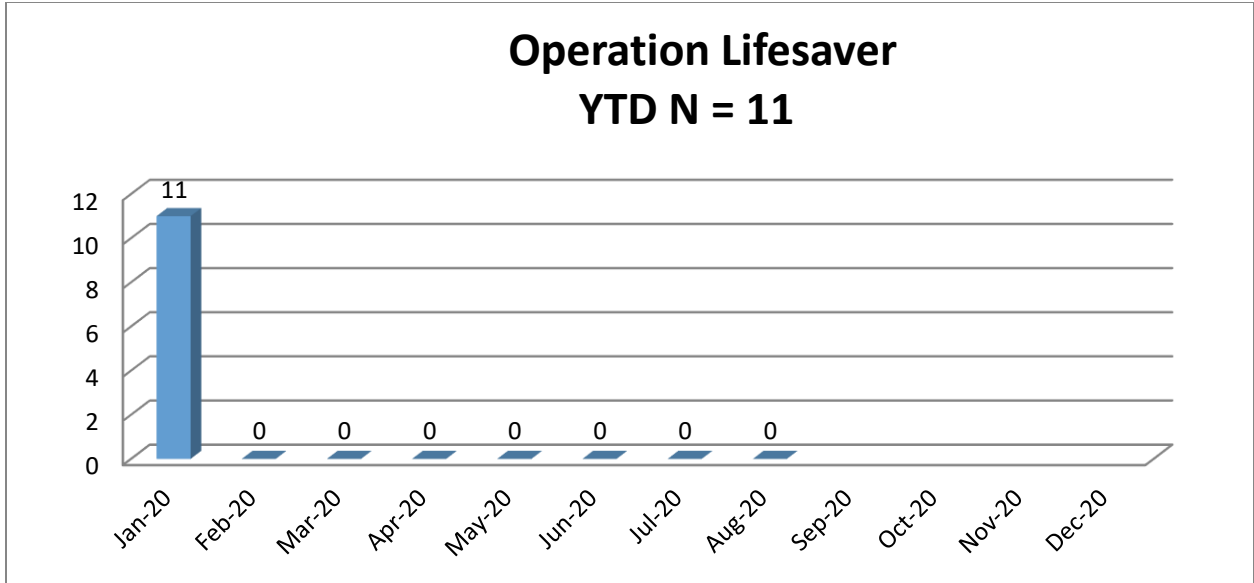
(Clearances), GO 118-A (Walkways), GO 72-B (Grade Crossing Construction), and GO 75-D (Highway Grade Crossing Warning Devices) in the immediate vicinity of Los Nietos Road. No non-compliant conditions were noted during the inspection.

August 26, 2020: A CPUC Railroad Bridge Inspector conducted a walkway inspection of Union Pacific Railroad (UP) Bridge No. 583.1 in Palm Springs, California. The inspection revealed a bent steel grate in the walkway creating a tripping hazard and an unsafe walkway adjacent to the main tracks. The UP Track & Structures Team was contacted, and UP responded by replacing the bent steel grate and providing an evidentiary photograph that the hazard had been corrected.

August 31, 2020: On December 4, 2019, a CPUC Railroad Safety Inspector noted a violation of CPUC GO 72B regarding the surface of a public grade crossing in Escondido on the North County Transit District's (NCTD) Escondido Subdivision. The crossing approaches were very rough in a few places due to a collapsed storm drain which the city was responsible for repairing. Additionally, the track within the crossing had settled and was no longer at an even plane with the highway. On July 18, 2020, Bombardier Rail, in conjunction with the City of Escondido repaired the grade crossing. Bombardier removed the concrete crossing panels to strengthen the underlying track structure. Once the track work was completed the city removed the damaged underdrain adjacent to the crossing and replaced it with a new one. Bombardier replaced the crossing panels while the city repaved portions of the crossing approaches. On August 31, the crossing was reinspected and now complies with all CPUC General Orders.







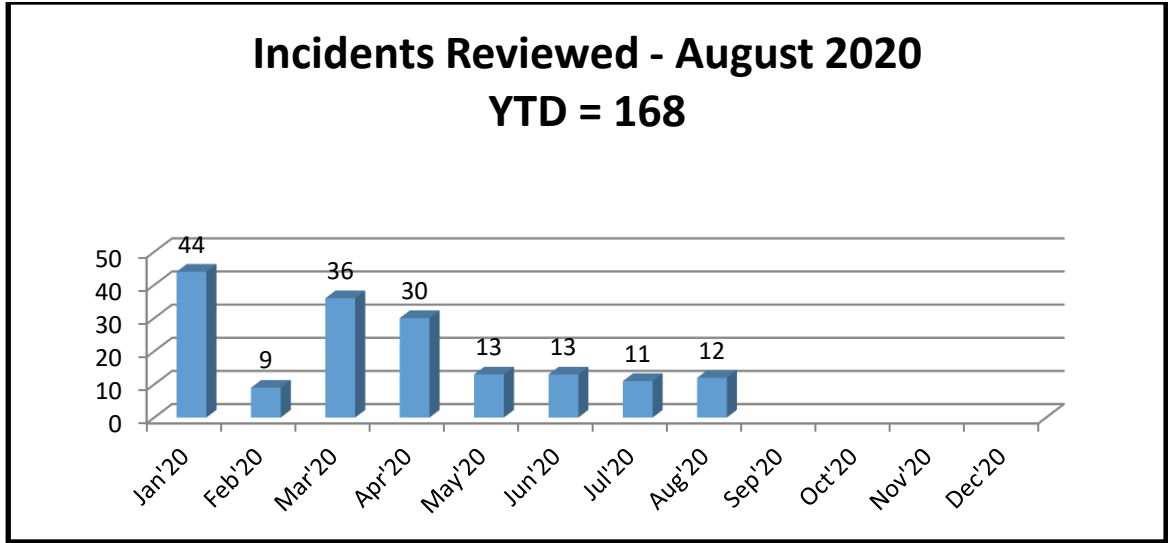
RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

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

	August Closed	Closed YTD
Crossing Incident Reviews	12	168
Safety Assessments/Quiet Zones/Reviews/Training	38	395
Proceedings, Resolutions and G.O. 88-B Reviews	4	76
Operation LifeSaver Presentations	0	12

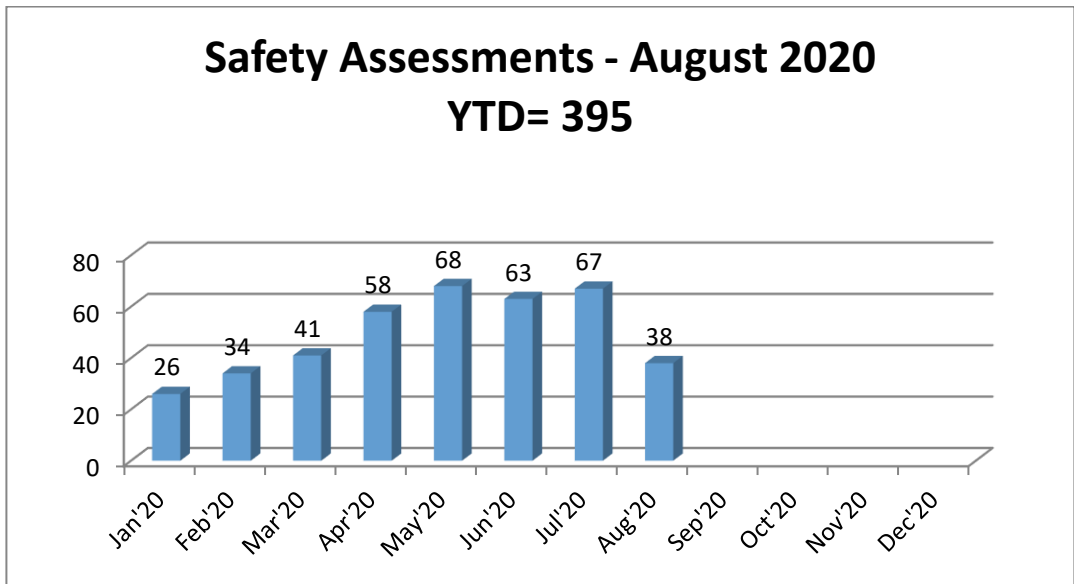
RAIL CROSSING INCIDENT INVESTIGATIONS

In August 2020, RCEB closed 12 incidents at highway-rail at-grade crossings. These 12 incidents resulted in three fatalities and seven injuries.



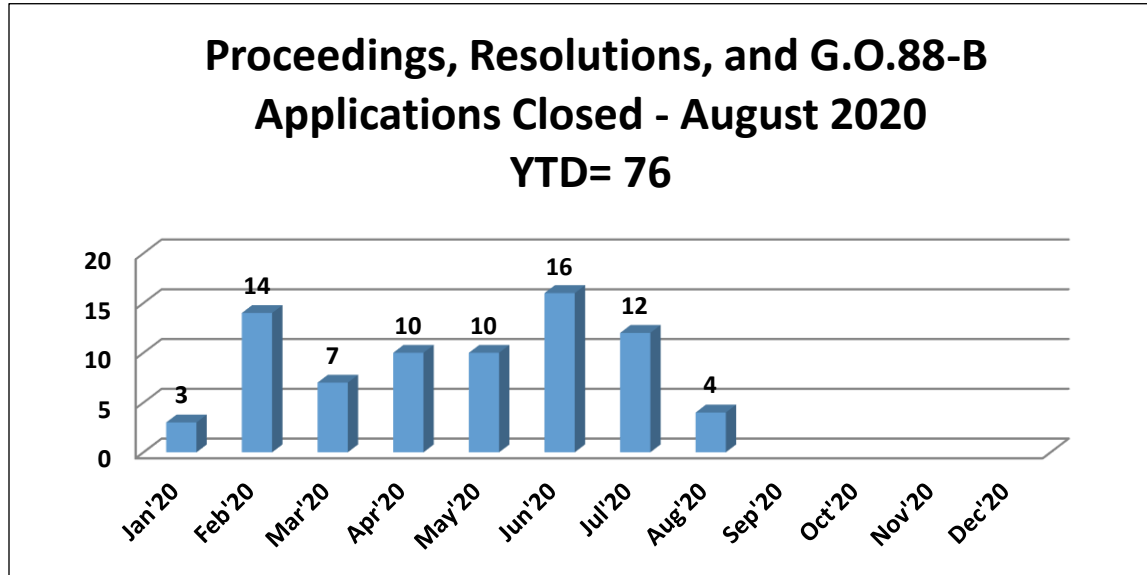
SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In August 2020, RCEB completed 38 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 August 2020, RCEB approved three General Order 88-B applications for changes to existing crossings. Also, the Commission approved SX-139 Resolution – Foothill Gold Line Gate Down Variance.



RAIL TRANSIT SAFETY BRANCH – RTSB

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

CORRECTIVE ACTIONS PLANS

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

ACCIDENT INVESTIGATIONS

- 22 accidents were reported by Rail Transit Agencies (RTAs).²

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

- 24 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 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.

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.

- 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.
- 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 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. BART approved the winning construction bid for West Bay sites and is preparing a contract. 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 2020. 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 230 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. A 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. Because of COVID-19 the arrival of pilot cars will be postponed from December 2020 to June 2021. As a result, the specification conformance checklist review, a major component of the safety certification process, will also be postponed. 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 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, UP has constructed their crossing equipment, and Metro will interconnect their equipment with the UP system. The crossing will undergo system integration testing and Metro will review the test results and perform the final inspection. If the results are acceptable, Metro will put the crossing in service and make the results available to RTSB and RCEB Staff to review. CPUC Staff will inspect the crossing as well. Additionally, tests for Division 11 Blue Line Yard Train Control Upgrades, the last phase of New Blue, are scheduled to begin on October 24, 2020 and continue for several weeks. Metro will provide Staff with test report submittals for the Division 11 tests and Staff will be invited to witness the testing.

- **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 Design Criteria Conformance Checklist (DCCC) and Subsystem Hazard Analyses (SSHA) will be finalized in the coming months and will be reviewed in the Safety Certification Review Committee (SCRC), a subcommittee of the Safety and Security Review Committee (SSRC). 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.

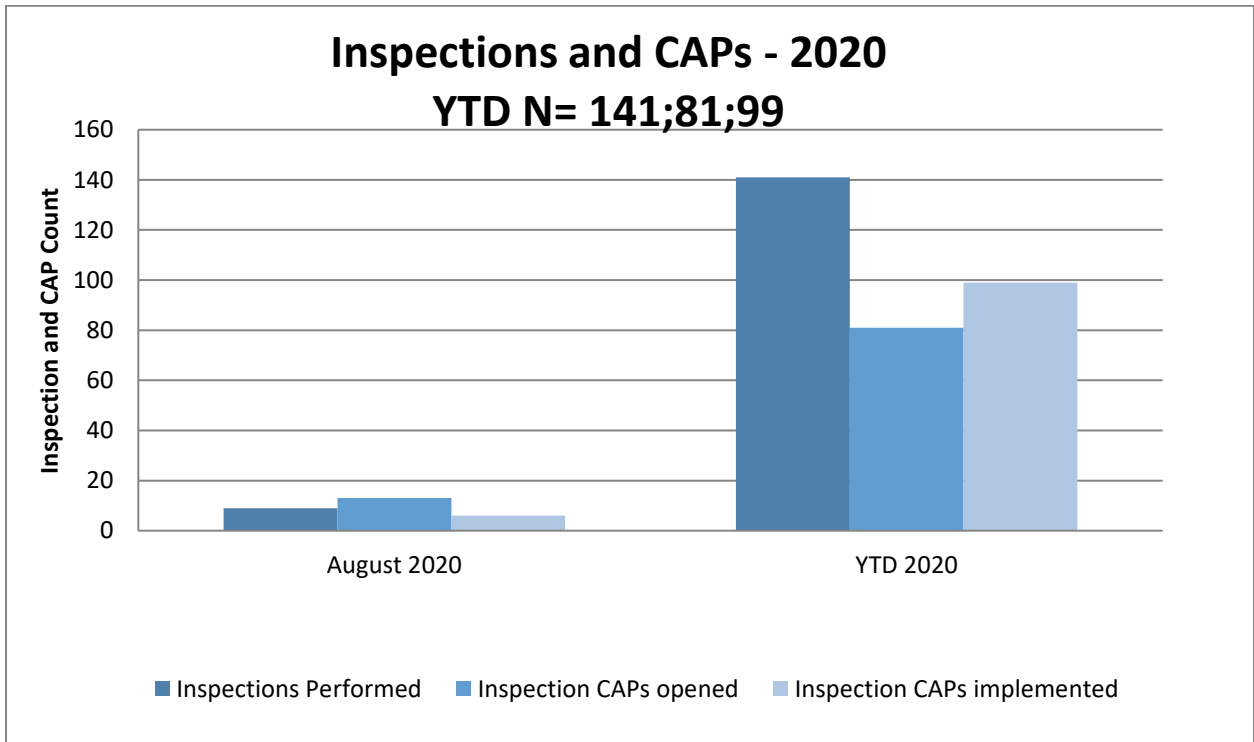
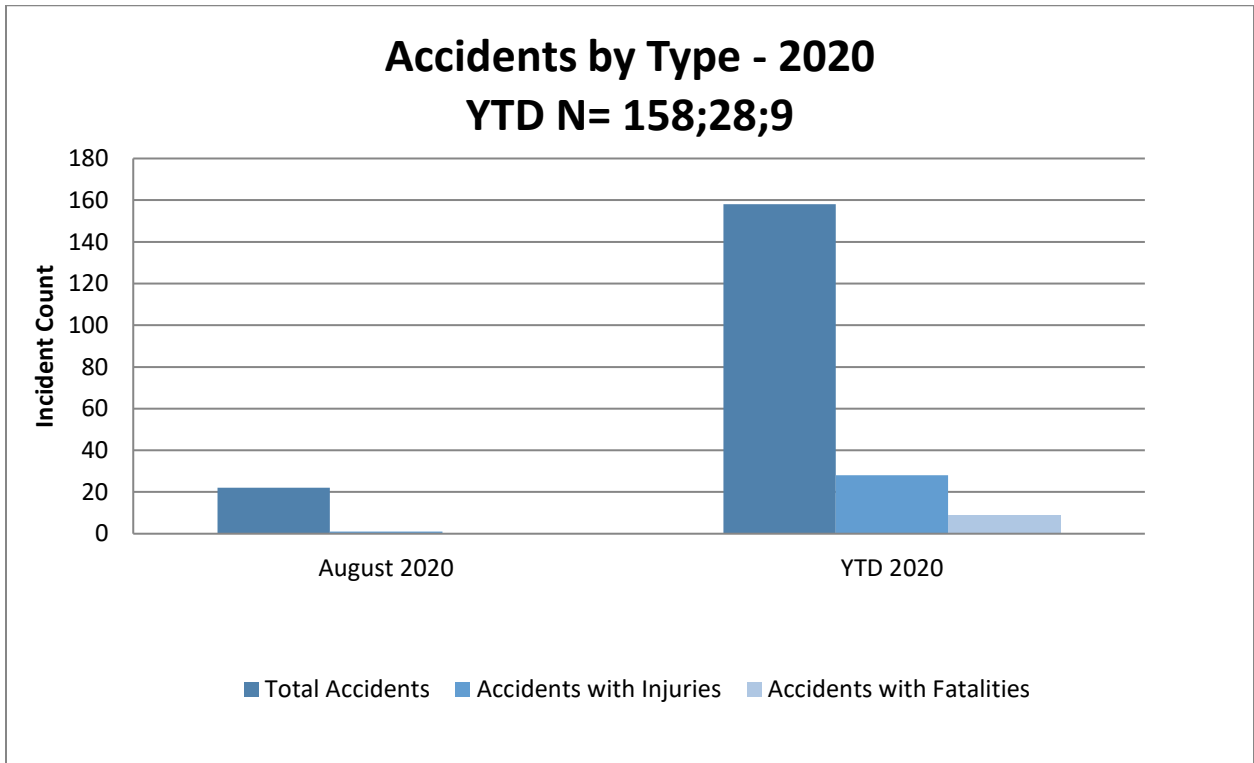
- **San Diego Light Rail Vehicle Procurement:** SDTI is procuring 45 LRVs for the Mid-Coast Corridor Project. The procurement process began January 2018 with an expected schedule completion and acceptance of all 45 LRVs by June 2021. As Siemens delivers cars on-site at the SDTI Yard, they are undergoing 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 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. On August, 20, 2020, RTSB staff sent a letter to authorize SFMTA to place the final LRV4 car (2033) of the Phase 1 procurement into revenue service upon receipt of the letter. Currently, they have 68 LRV4's accepted and revenue service ready.

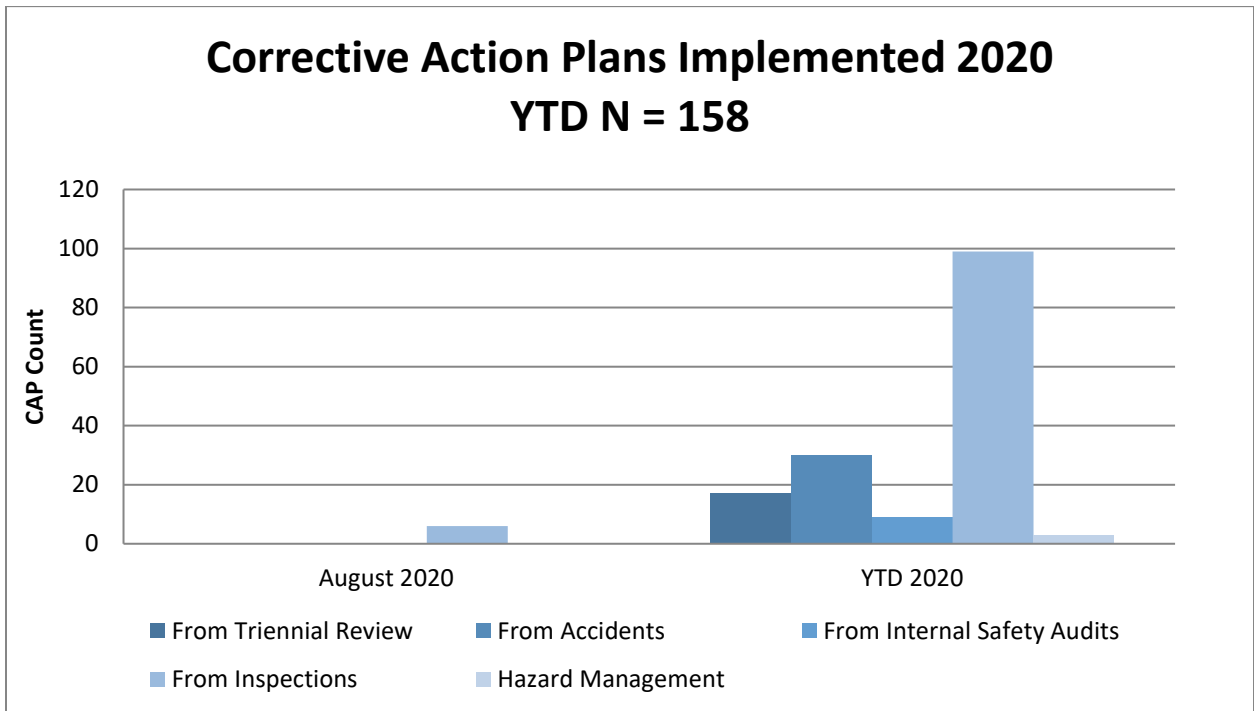
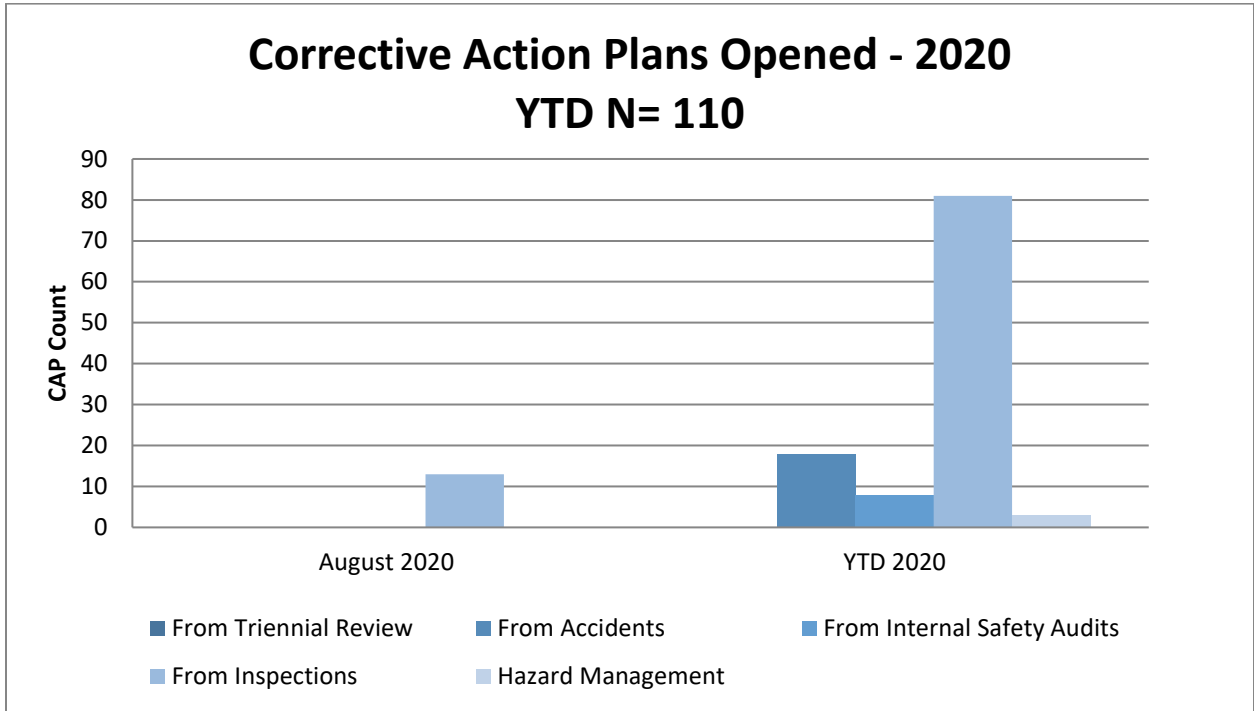
California Public Utilities Commission | Rail Safety Division

STATISTICS SUMMARY

Investigations for Month		YTD 2020
Accidents Reported	22	158
Accident Investigations Closed	24	241
Complaints Investigated	0	2
Rail Transit Inspections	9	141
Triennial Review	0	0
		CAPs YTD
New Corrective Action Plans	13	110
From Triennial Review	0	0
From Incidents	0	18
From Internal Safety/Security Audits	0	8
From Rail Transit Inspections	13	81
From Hazard Management	0	3
Closed Corrective Action Plans	6	158
From Triennial Review	0	17
From Incidents	0	30
From Internal Safety/Security Audits	0	9
From Rail Transit Inspections	6	99
From Hazard Management	0	3

ONGOING DATA / TRENDS





CORT MONTHLY REPORT

In California during the month of August:

- The railroads moved 1 train with 100 crude oil cars.
- The railroads moved 0 crude oil cars.
- The railroads moved 11 trains with 1165 ethanol cars.

Plains All America in Taft, California received zero crude oil trains. The trains originate from the San Joaquin Valley Railroad (SJVR) yard in Bakersfield. For the month of September zero crude oil trains are expected.

The SJVR also spots unit trains for **Kern Oil** which is a refinery operating in Bakersfield. Kern received one 100 car train this month and are expecting zero for September. **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 notified by CPUC inspectors in the north of another short line railroad that may be storing empty ethanol trains. The Yreka Western Railroad verified that they are storing rail cars. On the last day of the month they interchanged 6 of the original 40 cars and stated that the remaining cars should be removed by the end of September. The Yreka Western Railroad began storing cars due to the coronavirus slowdown and they were in negotiations to finalize a contract, but it was put on hold during the pandemic. The railroad began storing cars as a short-term supply of revenue in the interim. The contract should be signed and the railroad should begin customer service before the end of the year.

Our team was informed that the Pacific Sun Railroad (Watco) will be going out of business on September 30, 2020. BNSF Railway is not renewing the lease for Pacific Sun Railroad that has been operating since 2008. BNSF Railway will now operate over the 21.3 miles of rail and the 0.3 miles of spur at Miramar. This is believed to be an effort to pick up additional boxcar revenue and haul waste from the San Onofre power plant.

This month our team investigated the West Oakland Pacific Railroad (WOPR) operating on the old Oakland army base. Our team sent an inspector to survey their operating area and gathered information regarding storage tracks and the security procedures implemented. No safety regulatory violations were noted. During the inspection, our team was informed the railroad is also referred to as the Oakland Global Rail Enterprise (OGRE).

Ethanol Report

Kinder Morgan is a pipeline and off-loading facility located in Wilmington, California adjacent to the BNSF Railway Santa Fe Yard Watson Yard which provides them spot service. The unit trains they receive are either ninety-six or sixty-four cars in length. The trains come from various suppliers and states but travel through California on BNSF Railway lines 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 miles away. They are not held more than forty-eight hours.

- During the month of August, they received 11 ethanol unit trains totaling 1065 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 Union Pacific Railroad. NuStar Selby's rail service is back on-line, and in August received one train this month.

Storage of Hazardous Material Cars

Arizona-California RR (ARZC) 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 35 empties and 115 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. They currently have six cars remaining to be removed by the customer by end of September.

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. They currently have 41 loads and 170 empties. All storage cars are Liquefied Petroleum Gas (LPG), and when cars are due to be released, the railroad checks them for compliance prior to release.

Sierra Northern Railway: Sierra Northern Railway operates over 100 miles of track in Mendocino county, Tuolumne, Stanislaus counties, and Yolo county. Sierra Northern provides rail shipping to all of California through interchanges with the BNSF Railway and UP. They are currently storing 111 loads and 252 empties at various locations on their railroad; all cars are LPG.

West Oakland Pacific Railroad: Formerly known as the Oakland Terminal Railway, this railroad operates on 10 miles of industrial track surrounding the Oakland Army Base. It 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. It is currently storing 80 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 mile stretch between Schellville and Windsor is in operation with freight and Sonoma–Marin Area Rail Transit (SMART) commuter trains. Sierra Northern and Northwestern work together to store

their cars, and if Sierra Northern runs out of track capacity, Northwestern stores the excess. Currently NWP has 13 loads and 116 empties. All stored cars are LPG.



Inspecting OGRE