

Rail Safety Division



Monthly Performance Report

March 2020

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Disclaimer

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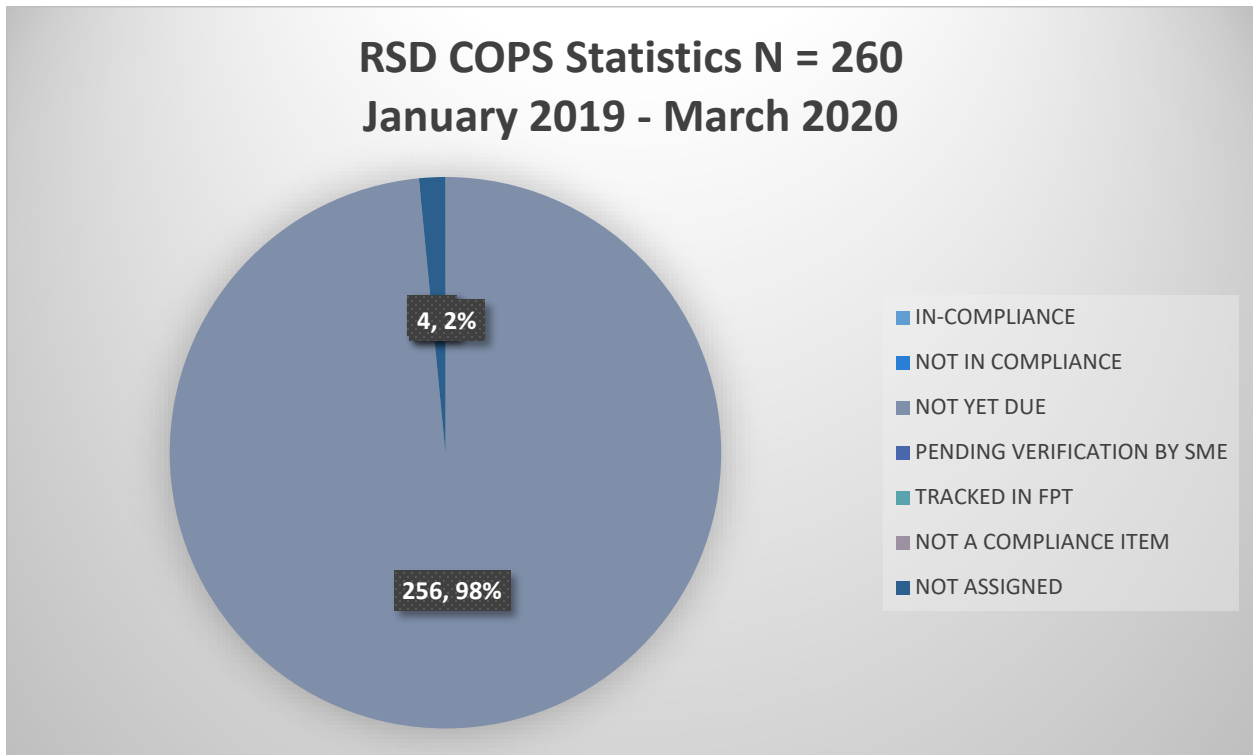
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This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through March 31, 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 March 2020, there were 19 new OPs recorded to the COPS database for the Rail Safety Division.

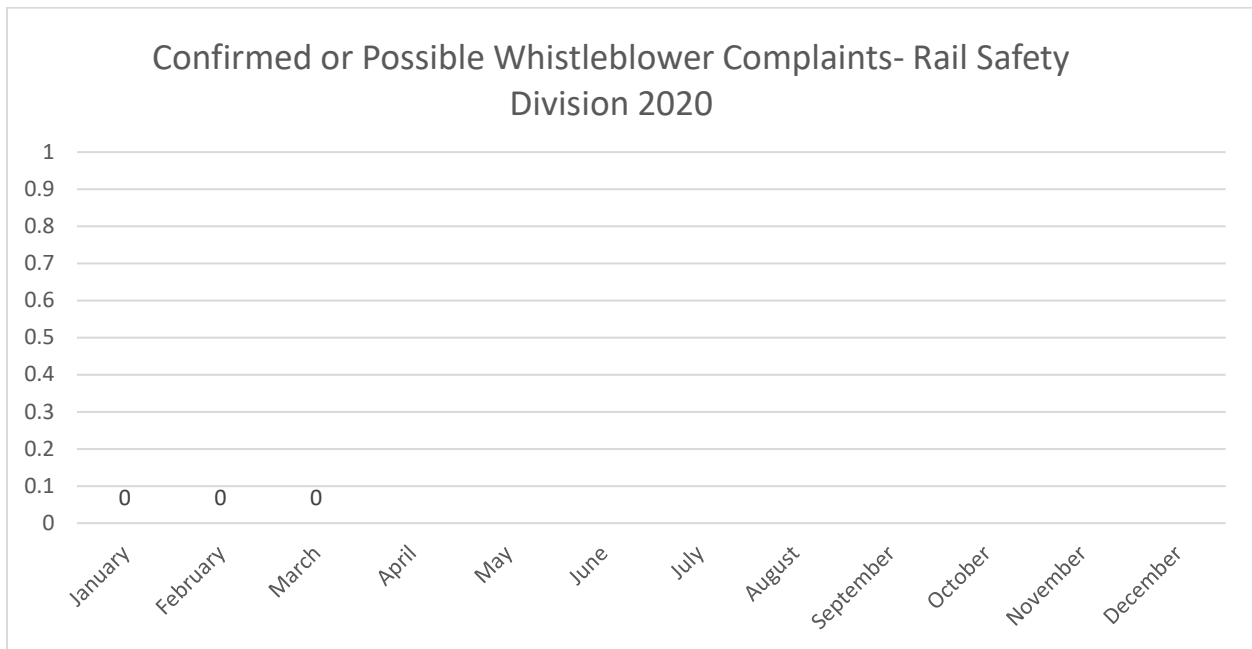


MONITORING THE WHISTLEBLOWER WEBSITE

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 – 3/31/20

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



RAILROAD OPERATIONS SAFETY BRANCH – ROSB

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

Railroad Operations Safety Branch	Mar-20	YTD 2020
New Incidents Investigated	12	25
Informal Complaints Investigated	5	5
Safety Assessments/Reviews	10	30
Compliance Actions	934	3250
Major Inspections Completed	3	9
Operation Lifesaver Presentations	0	11

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

March 3, 2020: A team of CPUC Railroad Safety Investigators conducted a routine inspection of the Guadalupe Yard in the city of Guadalupe, California. The Inspection discovered several hazardous walkway conditions within the Guadalupe yard railroad tracks. The CPUC Motive Power & Equipment Safety Enforcement Branch, conduct routine inspections of Railroad equipment and facilities unannounced. Investigators conduct a field inspection of railroad shops and facilities. Routine Inspections may discover hazardous conditions along walkways that determine if the rail carrier was diligent in providing a safe work environment for crew members and other employees within their facilities. From their findings, CPUC Investigators may make remedial recommendations and/or cite defective conditions which may result in civil penalties.

This routine inspection resulted in two documented hazardous walkway condition. The defective conditions were General Order 118A-103: Debris of various types in the walkway creates a tripping hazard. There were hoses left on the walkways within 8’6” from the center of rail. The railroad corrected the conditions by removing the hazards from the walkways.

March 4, 2020: During a regular inspection of the BNSF Hill Yard in which the UP has responsibility for three tracks, two CPUC Railroad Safety Inspectors specializing in Operating Practices discovered three hazardous walkway conditions which, if not remediated, created seriously unsafe working conditions for railroad employees.

Between track 781 and the Posco Steel fence and lead on the east side of Columbia St., the two CPUC Railroad Safety Inspectors found three metal plates and one metal grate which were approximately three feet wide and five feet long in the walkway. These plates with the metal grate lying on top appeared to be covers for underground utilities. The metal plates did not lay flat. Some of the edges were bent up and the end of another plate sagged nearly four inches in the middle. These conditions created serious tripping hazards for railroad workers. Additionally, the metal grate lying on top of the metal plates was not secured to anything. These bent edges, sagging ends and unsecured grate were a recipe for disaster. Not only could employees' trip over these obstructions, but, in the dark or in wet conditions, railroad workers could easily slip and fall against or under moving or even standing railroad equipment with fatal consequences. These two CPUC Railroad Safety Inspectors specializing in Operating Practices also discovered two hazardous walkway conditions on the west side of Columbia St. adjacent to track 781. These tripping hazards were in the form of pieces of concrete and mounds of dirt and ballast. The consequences when railroad workers encounter these defects are exactly as described with the metal plates and grate above.

None of the conditions described in the above two paragraphs comply with State General Order 118-A which provides standards for walkways adjacent to railroad tracks. State GO 118-A requires that railroads provide a safe area for train crews to work. They are required to maintain walkways with a reasonable regular surface and a gradual slope not exceeding one inch in eight inches in all switching areas where a substantial amount of switching is performed. Railroad crews switch in the Pittsburg Hill Yard seven days a week.

The two CPUC Railroad Safety Inspectors immediately contacted the UP Manager of Track Maintenance in charge of the UP tracks in the BNSF Pittsburg Hill Yard. The UP MTM agreed to immediately begin remediation and put out a footing order warning railroad employee of the

existing hazardous conditions. A follow-up inspection was conducted on March 13, 2020 by a CPUC Railroad Safety Inspector which revealed both the UP track workers and Pasco Steel workers were working to remediate these defects.

March 4, 2020: CPUC investigators conducted a PTC observation train ride on the North County Transit District Coaster Line, roundtrip between Oceanside and San Diego, CA. Coaster (NCTD) train 648-04 engineer was observed preparing for interoperability operations at Oceanside Transit Center Station. Initialization of the PTC system by the engineer was conducted by entering specific information into the PTC system which prepared the on-board system for outbound travel from Oceanside Transit Center Station. The information provided was, but not limited to, train consist information, track selection, and operator identification. The PTC system will then download up to date information regarding track bulletins, temporary speed restrictions, work zones, and other criteria, which allow the PTC system to provide necessary speed, and braking controls for safer operation of the train.

The PTC system appeared to be operating as intended with no obvious anomalies as the train transited NCTD host territory. CPUC investigators ended their PTC observation at Santa Fe Depot in Downtown San Diego to allow Federal Railroad Administration (FRA) staff to utilize the locomotive for a head end view passenger platform compliance check. CPUC investigators conducted general territory observations from the passenger cars and deboarded the train at Oceanside Transit Center Station.

March 5, 2020: CPUC railroad safety inspector performed an unannounced yard inspection of the Central California Traction (CCT), Polk yard in Sacramento. This is an industrial area in South East Sacramento where Union Pacific, BNSF, and CCT switches freight rail cars, including hazmat, on CCT tracks.

While walking track CPUC staff identified three defects for center cracked joint bars (49cfr 213.121c1), one defect for a bolt hole crack in the rail (49cfr 213.113d1), one defect for a unusually chipped or worn switch point (49cfr 213.135h1), one defect for a loose worn or defective connecting switch rod (49cfr 213.133a3), one defect for a loose worn or missing switch rod bolt (49cfr 213.133a6), and one defect for an improper fit between a switch point

and stock rail (49cfr 213.135b1). Many identified defects require a repair within 30 days (per Federal Regulations), apart from the broken rail that was identified (bolt hole crack), which caused a complete separation through the rail requiring the track immediately be removed from service. CPUC staff notified the UP train crew that was switching on the track with the broken rail of the defective track condition and the dangers of operating over it. The train crew decided to operate around the defect on an adjacent track. CPUC staff notified UP operating management of the broke rail and notified CCT general manager and track inspector of all the defective conditions identified.

March 10, 2020: A CPUC Railroad Safety Inspector performed a routine inspection of freight equipment on the BNSF Railroad in the Mormon Yard located in the city of Stockton Ca. The following California General Order (GO) defect was observed.

At the west switch on track 144 staff observed an End of Train Device (EOT) left in the walkway creating a tripping hazard for railroad employees working in the area. This is not in compliance with GO 118-A, which provides standards for the construction, reconstruction, and maintenance of walkways adjacent to railroad tracks to provide a safe area for train crews to work. This General order also states that walkways shall provide a reasonable regular surface with gradual slope not to exceed approximately one inch to eight inches. The CPUC inspector notified a BNSF mechanical manager who was accompanying the inspection of the hazard and he immediately removed the EOT from the walkway and spoke with the operating team as they were most likely the responsible party for leaving the hazard.

March 10, 2020: Two CPUC Track Inspectors and one FRA Track Inspector accompanied with the California Northern Railroad Track Inspector of the area made a routine track inspection from Tracy to Los Banos. The inspection was made by hrrail and walking. Protection was provided by Track warrant issued to the Track Inspector from the CFNR to prevent any train movement while the inspection was being conducted. Minor defects were noted and recorded such as drainage or water-carrying facility obstructed by vegetation, loose, worn or missing frog bolts and a turnout or track crossing fasteners not intact or maintained.

March 12, 2020: Two CPUC Track Inspectors returned to finish inspecting the switches between Los Banos and Gustine unaccompanied. Minor defects were observed, documented and reported to the FRA and the CFNR Railroad. No violations or citations were issued, and no defect required a restriction or tracks to be placed out of service. The CPUC offers the railroads regulatory guidance as needed. These inspection efforts are conducted as a preventative measure, to improve railroad safety and eliminate railroad accidents.

March 12, 2020: A CPUC Inspector specializing in Track, conducted a walking inspection on the BNSF yard in Victorville. The inspector observed two defective track conditions on the main track. The first defect was no effective support ties within the prescribed distance from a joint, nine non effective crossties and the second defect was failure of fastener placement, at an insulated joint from performing as intended, or the crosstie does not effectively support the rail. The main track at this location is 50 mph. The BNSF track inspector reduced the track speed to 10 mph to reduce the opportunity of a derailment. The railroad maintenance gang was sent to the location, and replaced five crossties, tie plates, spikes and removed the speed restriction to resume normal track speed. In the situation of the two defects noted with the speed and weight of trains traversing a combination of track defects of this nature, could cause the rails to push outward causing the potential of a wide gage track cause derailment.

March 19, 2020: A CPUC Railroad Safety Inspector conducted an inspection of the Union Pacific Newark yard. Staff discovered 5 GO 118-A walkway defects at switch stands 02, 03, 04, 05, and 06 at the north end of the yard. The inspector notified Union Pacific management of the defects and discussed a mitigation date. A follow up inspection will be performed on or about April 20, 2020.

The defects discovered are as follows: Tracks 02, 03, 04, 05, and 06 north end switches have switch ties that are exposed above the ballast. The defects create a tripping hazard. Local switching crews use this walkway daily in the performance of their duties creating a safety hazard: Reference (GOIN 2020030046).

The CPUC, Railroad Operations and Safety Branch, routinely conducts GOIN inspections of railroad property to ensure compliance with the State's General Orders. Inspectors conduct field inspections of railroads at each location to determine if the rail carriers are following the State's General Orders. Follow up inspections are made of all defective conditions discovered to ensure that remedial actions have been performed on defective conditions to bring the conditions back into compliance.

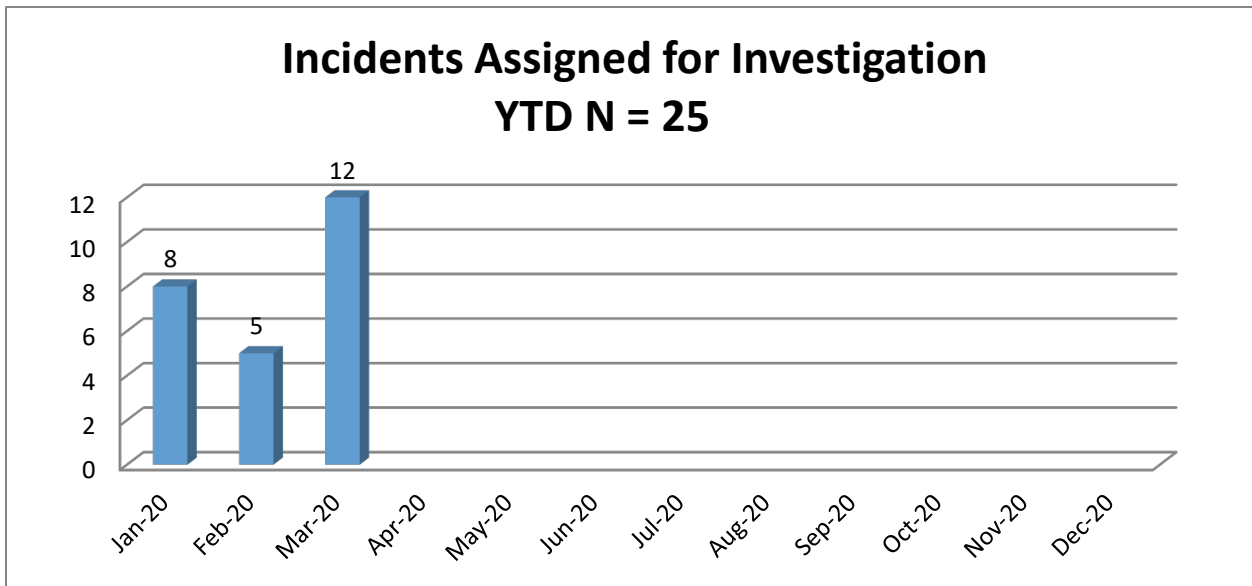
March 19, 2020: While conducting a hazmat and General order inspection in the UP rail yard located in Bakersfield, a CPUC Railroad Safety Inspector was observing the San Joaquin Valley Railroad train crew conducting switching operations. While observing the crew the Inspector observed a trespasser approaching the train while it was moving. As the train came to a stop, the female trespasser made a motion toward the train to climb through the train. The inspector realized the gravity of the situation, honked the horn of his vehicle to get the attention of the trespasser and stopped her from trying to climb through the train. Just as this happened the train began to move. The inspector then identified himself to the female trespasser and explained that this practice is very unsafe and guided her off the property.

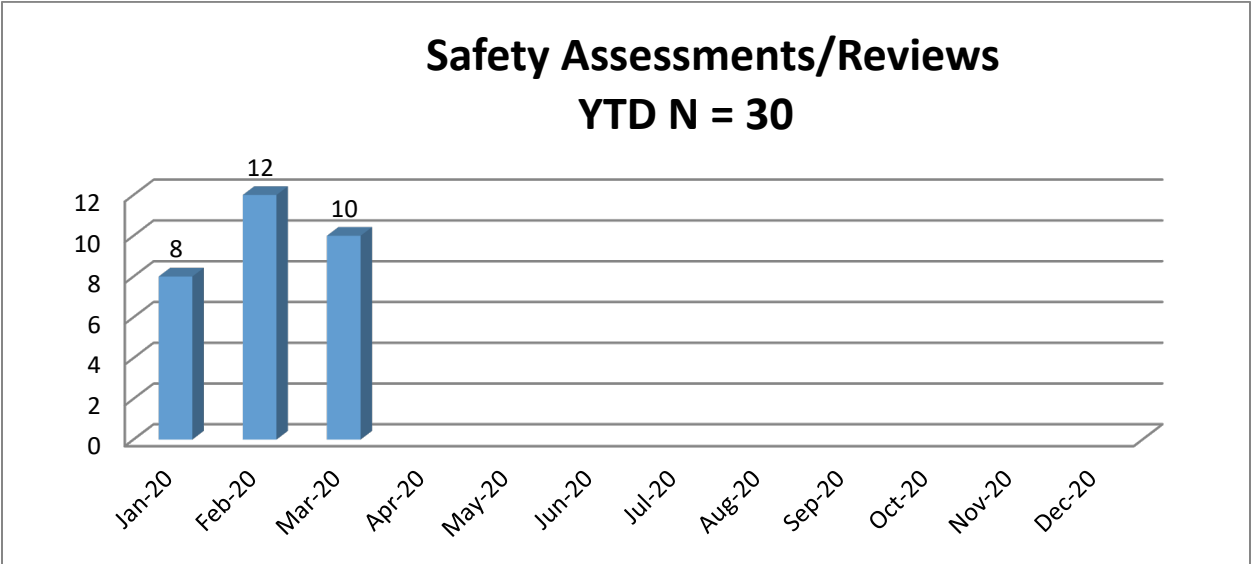
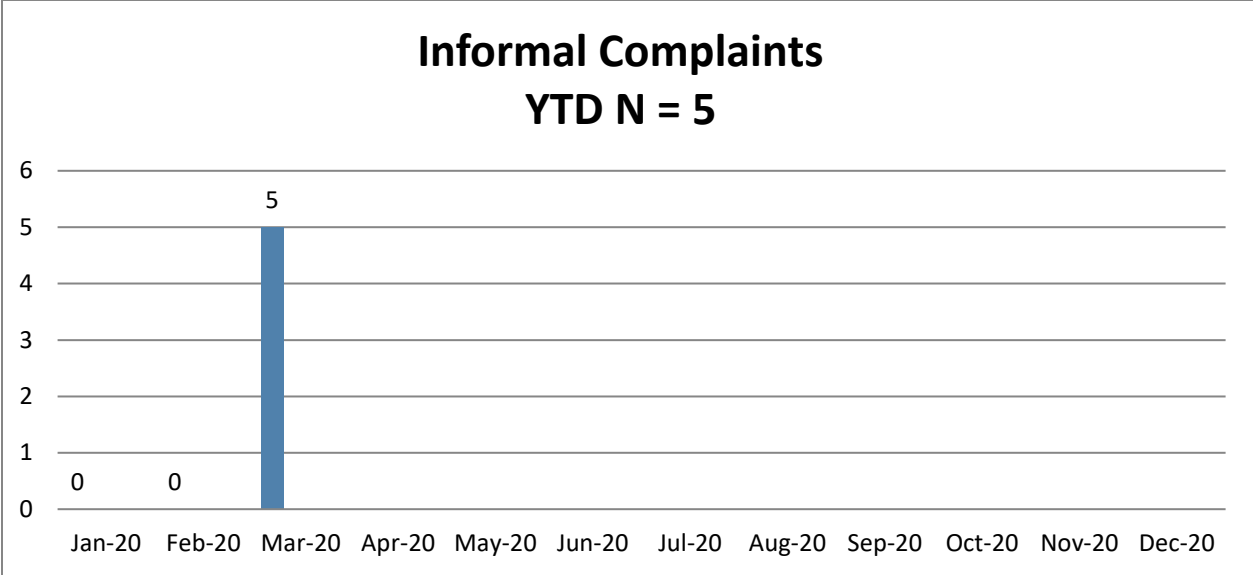
March 24, 2020: Two CPUC railroad safety inspectors conducted a routine inspection of the UPRR rail yard in Stockton. The inspectors identified several unsafe defective tripping hazards for railroad employees who traverse the walkways in these areas. There were several Blue Flags left lying in the walkways along with locomotive cables. These defective conditions are not in compliance with California State General Order 118-A, Defect Code 103. The general order & defect code requires that walkways be kept free from debris of various types in the walkway that creates a tripping hazard. Stockton railroad management was notified of the unsafe walkway conditions.

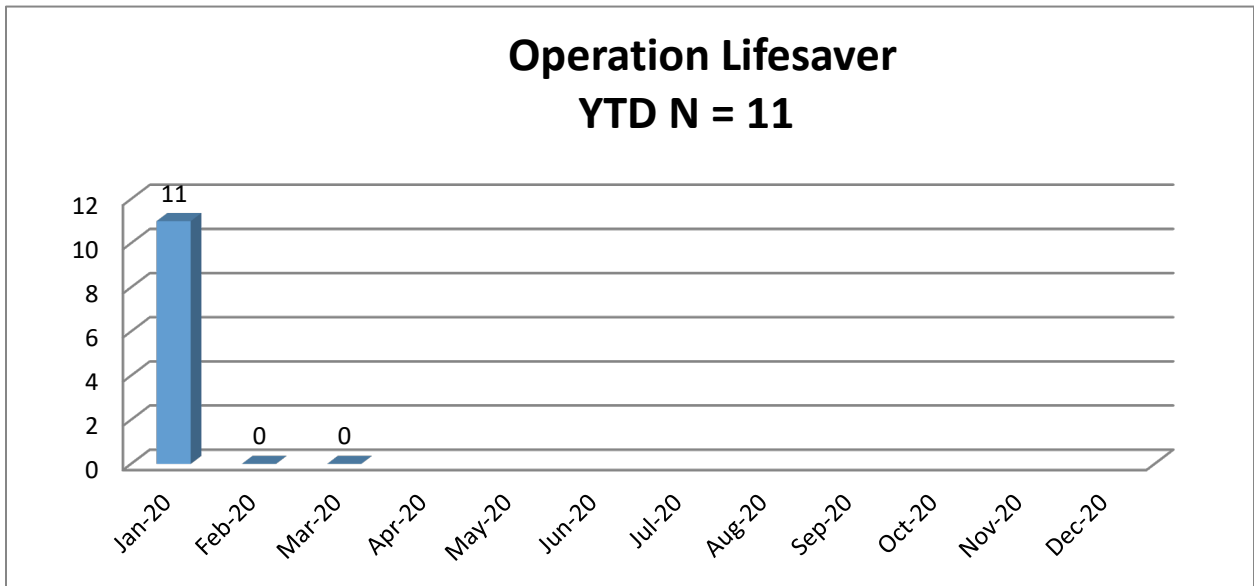
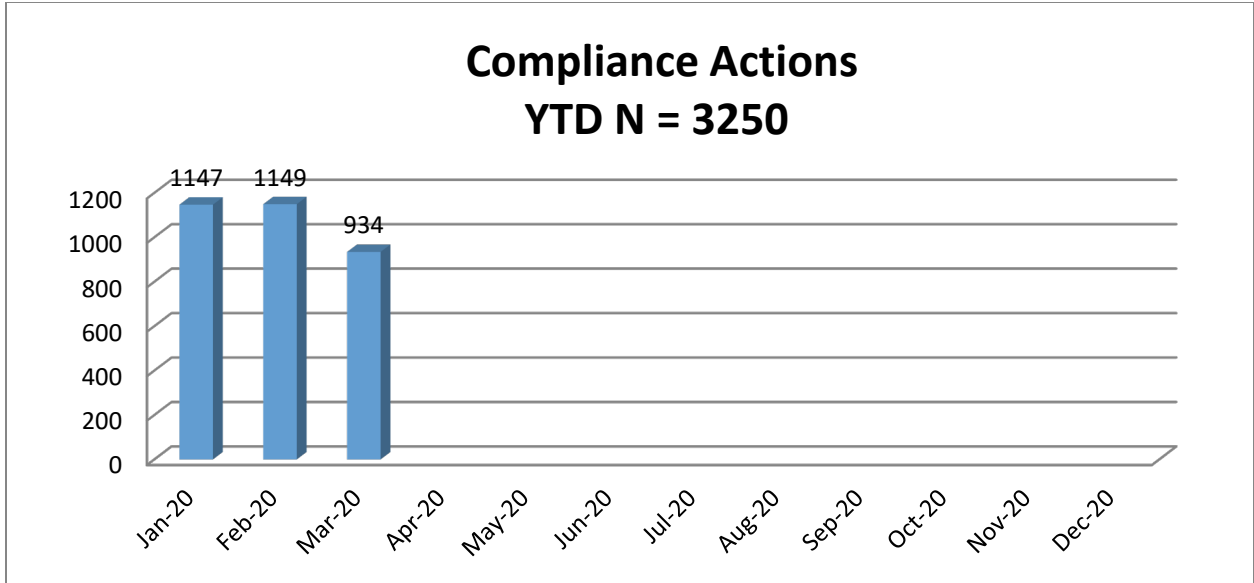
March 25, 2020: At approximately 10:00am the Inspector received a call from the UPRR, Stockton Terminal Manager stating that all the tripping hazards have been brought into compliance. He also stated that he issued a Managers Directive to the Stockton Car & Mechanical Departments that leaving flags and locomotive cables in walkways was creating

unsafe conditions for crews who traverse the areas and to pick up the material. No further regulatory action was issued due to the exceptional measures taken to solve these issues.

March 27, 2020: On March 27, 2020, a CPUC Railroad Bridge Inspector conducted a follow up inspection of Union Pacific Railroad Bridge number 277.97 on the Cima Subdivision in Nipton, California. The bridge had a missing steel grate, creating an unsafe walkway tripping hazard on the east end that was originally observed on February 12, 2020. The UPRR Structures Team was contacted and advised and Union Pacific responded by making repairs on March 2, 2020. Union Pacific then notified the inspector that the bridge was compliant and provided evidentiary photographs.







RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

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

	March New	Received YTD	March Closed	Closed YTD
Crossing Incident Reviews	13	39	36	89
Safety Assessments/Quiet Zones/Reviews/Training	41	101	41	101
Proceedings, Resolutions and G.O. 88-B Reviews	8	15	7	24
Operation LifeSaver Presentations	0	11	0	11

RAIL CROSSING INCIDENT INVESTIGATIONS

In March 2020, the RCEB assigned 13 new incidents at highway-rail at-grade crossings (crossings) for review. These incidents resulted in four fatalities and three injuries. RCEB completed 32 crossing incident reviews and four reviews along the rail right of way. These 36 incidents resulted in 13 fatalities and 12 injuries.

February 2020 Incidents Reviewed

INCX	Incident Date/Time	Summary	RCEB Findings
INCX20180700019	July 21, 2018, at 22:22 hours	A UP train struck a vehicle at Snow Road grade crossing in the City of Bakersfield, Kern County	The train struck a vehicle at the crossing. No injuries were reported.
INCX2018100008	October 8, 2018, at 07:00 hours	A UP train struck a vehicle at Mountain View grade crossing in the City of Oxnard, Ventura County.	The train struck a vehicle at the crossing. No injuries were reported.
INCX2018100018	October 21, 2018, at 07:00 hours	An SJVR train struck a vehicle at Potom Ave grade crossing in the City of Bakersfield, Kern County.	A train struck a vehicle while it collided with the gate-arm at the grade crossing. No injuries were

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INCX	Incident Date/Time	Summary	RCEB Findings
			reported.
INCX2018100019	October 20, 2018, at 21:50 hours	An SJVR train was struck by a vehicle at Martin Luther King Jr Blvd grade crossing in the City of Bakersfield, Kern County.	A speeding vehicle struck a parked train. The driver was determined to be driving under the influence. The incident resulted in three injuries.
INCX2018110012	November 15, 2018, at 06:48 hours	A UP train struck a vehicle at Snow Road grade crossing in the City of Bakersfield, Kern County.	A train struck a truck which had his cab detached on the crossing. The driver was unable to move the cab before the train approached. No injuries were reported.
INCX2018120005	November 16, 2018, at 07:10 hours	An AMTRAK train struck a pedestrian at Olive Mill Road grade crossing in the City of Montecito, Santa Barbara County, resulting in a fatality.	The train struck a pedestrian who did not respond to the horn at the crossing. The incident resulted in a fatality.
INCX2019010009	December 14, 2018, at 16:16 hours	A UP train struck a vehicle at Midway Road grade crossing in the City of Dixon, Solano County.	The train struck a vehicle while it was stuck on the tracks. The incident resulted in injuries to the passenger of the vehicle.
INCX2019010031	January 24, 2019, at 13:53 hours	An AMTRAK train struck a pedestrian at Gonzales Road grade crossing in the City of Oxnard, Ventura County, resulting in a fatality.	The train struck a pedestrian who did not respond to the activated warning devices. The incident resulted in a fatality.

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INCX	Incident Date/Time	Summary	RCEB Findings
INCX2019020006	February 13, 2019, at 23:03 hours	An AMTRAK train struck a vehicle at 65 th Street grade crossing in the City of Emeryville, Alameda County.	The train struck a vehicle stuck on the tracks. The passenger escaped the vehicle as the train approached. No injuries were reported.
INCX2019020007	February 07, 2019, at 10:04 hours	A SCAX train struck a pedestrian at Cogswell Road grade crossing in the City of El Monte, Los Angeles County, resulting in a fatality.	The train struck a pedestrian who was distracted with his mobile device. The incident resulted in a fatality.
INCX2019020009	February 15, 2019, at 11:48 hours	An AMTRAK train struck a pedestrian at Cerritos Ave grade crossing in the City of Anaheim, Orange County, resulting in a fatality.	The train struck a pedestrian resulting in a fatality. The incident was determined to be a suicide.
INCX2019020011	February 05, 2019, at 07:10 hours	A SCAX train struck a vehicle at Temple Ave grade crossing in the City of Industry, Los Angeles County.	The train struck a vehicle who did not stop behind the limit line. No injuries were reported.
INCX2019040001	March 31, 2019, at 02:19 hours	A UP train struck a vehicle at Sultana Ave grade crossing in the City of Ontario, San Bernardino County.	The train struck a vehicle who failed to stop for the lowered crossing gate. The incident resulted in injuries.
INCX2019040008	April 03, 2019, at 11:11 hours	A UP train struck an object near Martinez Drive grade crossing on the railroad right-of-way, in Berkeley, Alameda County.	The train struck a grocery cart handled by a pedestrian along the railroad right-of-way. The incident resulted in injuries.

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INCX	Incident Date/Time	Summary	RCEB Findings
INCX2019050008	May 13, 2019, at 23:12 hours	A SCAX train struck a pedestrian at Juniper Ave grade crossing in the City of Fontana, San Bernardino County.	The train struck a pedestrian who crossed the tracks. The individual was believed to be under the influence, the incident resulted in injuries.
INCX2019060001	June 02, 2019, at 19:13 hours	An AMTRAK train struck a pedestrian at Coldwater Canyon Ave grade crossing in the City of Los Angeles, Los Angeles County, resulting in a fatality.	The train struck a pedestrian who was pushing a shopping cart around the activated pedestrian gate. The incident resulted in a fatality.
INCX2019080005	August 16, 2019, at 20:41 hours	A PCJX train struck a vehicle at W. Charleston Rd grade crossing in the City of Palo Alto, Santa Clara County.	The train struck an unoccupied vehicle at the crossing. No injuries were reported.
INCX2019080009	August 21, 2019, at 19:27 hours	A PCJX train struck a vehicle at Broadway Ave grade crossing in the City of Burlington, San Mateo County.	The train struck an unoccupied vehicle at the crossing. No injuries were reported.
INCX2019090013	September 07, 2019, at 01:45 hours	A BNSF train struck a vehicle at Palmyrita Ave grade crossing in the City of San Bernardino, Riverside County.	The train struck a vehicle who failed to stop for the oncoming train. Driver was determined to be intoxicated. The incident resulted in injuries.
INCX2019090014	September 13, 2019, at 22:09 hours	An AMTRAK train struck a vehicle at West Vineyard Rd	The train struck a vehicle stalled on the tracks. The driver

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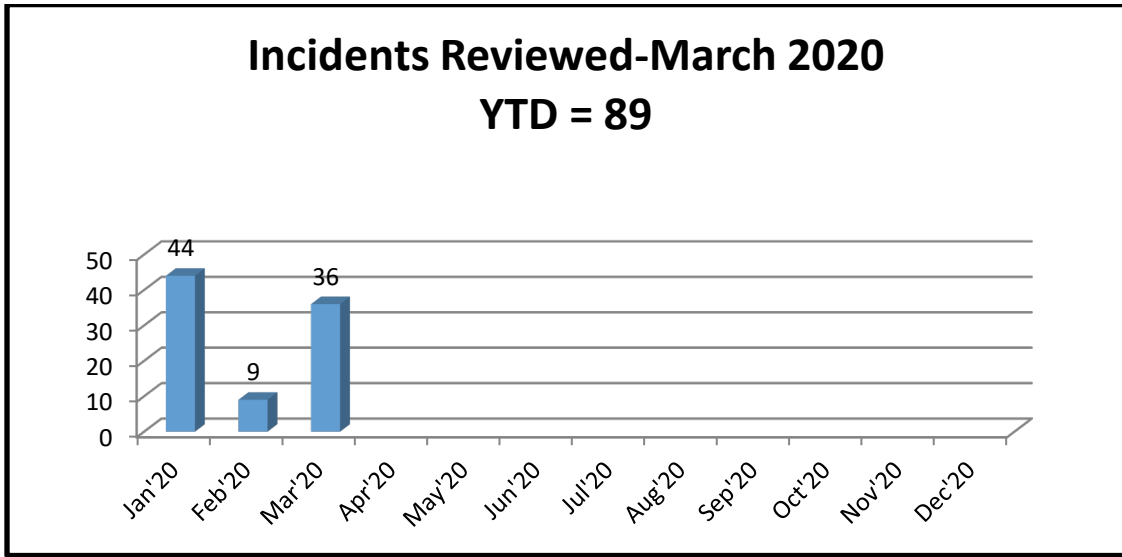
INCX	Incident Date/Time	Summary	RCEB Findings
		grade crossing in the City of Oxnard, Ventura County.	fled the scene prior to the collision. No injuries were reported.
INCX2019090015	September 03, 2019, at 20:50 hours	An AMTRAK train struck a vehicle at Katherine Rd grade crossing in the City of Simi Valley, Ventura County.	The train struck a vehicle who lost control and stalled on the tracks. The driver was intoxicated. No injuries were reported.
INCX2019090016	September 04, 2019, at 21:48 hours	A UP train struck a pedestrian at Spadra Cemetery Rd grade crossing in the City of Pomona, Los Angeles County, resulting in a fatality.	The train struck a pedestrian resulting in a fatality. The incident was determined to be a suicide.
INCX2019100001	September 24, 2019, at 17:08 hours	A PCJX train struck a pedestrian at Branham Ln grade crossing in the City of San Jose, Santa Clara County, resulting in a fatality.	The train struck a person who laid down on the tracks. The incident was determined to be a suicide.
INCX2019100005	September 30, 2019, at 13:06 hours	An SCAX train struck a pedestrian at Vineland Ave grade crossing in the City of Los Angeles, Los Angeles county, resulting in a fatality.	The trains struck a pedestrian. The incident was determined to be a suicide.
INCX2019100006	October 01, 2019, at 19:55 hours	An AMTRAK train struck a vehicle at Chynoweth Ave grade crossing in the City of San Jose, Santa Clara county.	The train struck an unoccupied vehicle. The driver existed the vehicle before the collision. The incident resulted in an injury to a

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INCX	Incident Date/Time	Summary	RCEB Findings
			passenger on the train.
INCX2019100007	October 02, 2019, at 17:57 hours	An AMTRAK train struck a pedestrian at the right-of-way near North 1 st Street grade crossing in the City of Dixon, Solano County, resulting in a fatality.	The train struck a pedestrian while walking on the tracks, distracted on a mobile device. The incident resulting in a fatality.
INCX2019100009	October 14, 2019, at 19:35 hours	An AMTRAK train struck a pedestrian at the right-of-way near the Doran Ave grade crossing in the Glendale, Los Angeles County, resulting in a fatality.	The train struck a pedestrian walking on the railroad right-of-way tracks. The incident resulted in a fatality.
INCX2019100010	October 17, 2019, at 12:29 hours	An AMTRAK train struck a vehicle at High Street grade crossing in the City of Oakland, Alameda County.	The train struck a vehicle which was stuck on the tracks. No injuries were reported.
INCX2019100014	October 24, 2019, at 14:23 hours	An AMTRAK train struck a pedestrian at Hesperian Blvd grade crossing in the City of San Leandro, Alameda County, resulting in a fatality.	The train struck a pedestrian who ignored the flashing lights and walked into the railroads right of way.
INCX2019120011	December 16, 2019, at 01:56 hours	A MET train struck a vehicle at Dakota Ave-Murphy Rd grade crossing in Modesto, Stanislaus County.	The train struck a vehicle which failed to negotiate a curve and landed on the tracks. The driver was determined to be intoxicated. No injuries were reported.

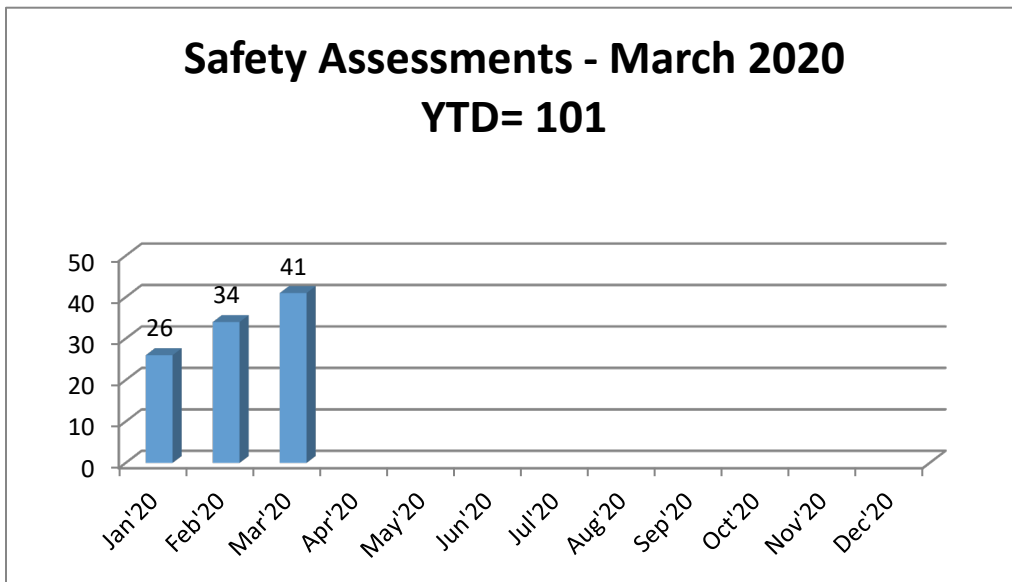
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INCX	Incident Date/Time	Summary	RCEB Findings
INCX2019120012	December 19, 2019, at 19:48 hours	A SMRT train struck a pedestrian at Grant Ave grade crossing in the City of Novato, Marin County, resulting in a fatality.	The train struck a pedestrian who stood in the middle of the tracks and ignored the blowing train horn. The incident resulted in a fatality.
INCX2020010005	December 27, 2019, at 03:00 hours	An AMTRAK train struck a pedestrian at 9 th Street grade crossing in the City of Chico, Butte County, resulting in a fatality.	The train struck a pedestrian who stood on the tracks. The incident was determined to be a suicide.
INCX2020020003	February 07, 2019, at 02:42 hours	A UP train struck a vehicle at Elder Creek Rd grade crossing in the City of Sacramento, Sacramento County.	The train struck a vehicle while the driver went around the lowered gate arm. The incident resulted in injuries.
INCX2020020004	February 20, 2020, at 16:58 hours	A BNSF train struck a vehicle at Cherry Ave grade crossing in the City of Shafter, Kern County.	Th train struck a vehicle which went around the crossing devices. No injuries were reported.
INCX2020020005	February 12, 2020, at 18:56 hours	A SCAX 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 while warning devices were activated. No injuries were reported.
INCX2020020006	February 08, 2020, at 02:24 hours	A BNSF train struck a pedestrian at the Fullerton Metrolink Station in the City of Fullerton, Orange County.	The train struck a pedestrian at the Metrolink station. The incident resulted in injuries.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In March 2020, RCEB completed 41 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.



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PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In March 2020, RCEB received seven new General Order 88-B applications for changes to an existing crossing. This month Commission approved four proceedings. RCEB approved three General Order 88-B applications.

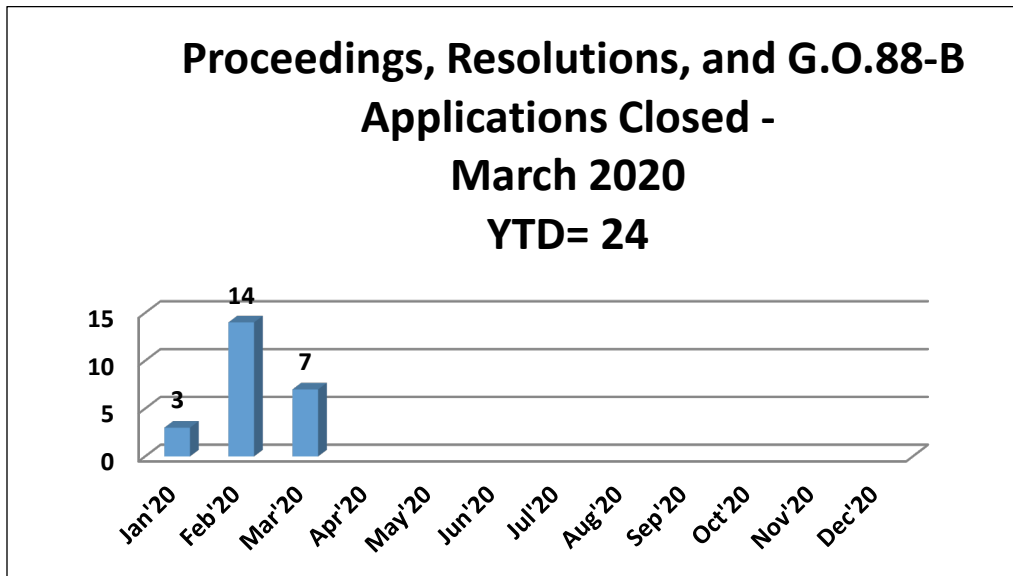
- **PROC A1801009** – On February 28, 2019, Decision 19-02-009 granted the Metro Gold Line Foothill Extension Construction Authority for an order authorizing construction of two light rail tracks and one freight track at six highway-rail crossings in the City of Glendora in Los Angeles County.
- **PROC A1908012** – On March 26, 2020, Decision 20-03-022 granted the Santa Clara Valley Transportation authority to construct two light rail tracks at eight grade-separated highway-light rail and two at-grade pedestrian-light rail crossings in the City of San Jose, Santa Clara County.
- **PROC A1908016** – On March 12, 2020, Decision 20-03-011 granted San Bernardino County Transportation Authority to construct a new pedestrian at-grade crossing for a new Downtown Redlands Station in the City of Redlands on Southern California Regional Rail Authority’s San Gabriel Subdivision at Mile Post 65.48, within the City of Redlands, San Bernardino County.
- **PROC A1909001** – On March 12, 2020, Decision 20-03-013 granted the City of San Juan Capistrano authorization to modify and convert an existing private at-grade road crossing of Rancho Capistrano to a public crossing of the Southern California Regional Rail Authority’s Orange Subdivision at Mile Post 194.32, in the County of Orange.

Approved GO 88-B Applications

G.O.88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
2017010002 March 09, 2020	Department of Public Works	Los Angeles County	California Ave 001B-499.60 746908H	Request granted to a time extension to complete the alterations of California	February 05, 2023

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G.O.88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
				Avenue at-grade highway-rail crossing.	
2017010003 March 09, 2020	Department of Public Works	Los Angeles County	Garfield Ave 001BBJ-492.85 761607A	Request granted to a time extension to complete the alterations of Garfield Avenue at-grade highway-rail crossing.	February 07, 2023
2017020002 March 23, 2020	Director of Public Works	City of Santa Fe Springs	Rosecrans/ Marquardt Avenues 002-157.80 027656A	Request granted for a time extension to grade separate the Rosecrans/ Marquardt Avenues at-grade highway-rail crossing.	March 05, 2024



RAIL TRANSIT SAFETY BRANCH - RTSB

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

CORRECTIVE ACTIONS PLANS

- Seven (7) Corrective Action Plans (CAP's)¹ were opened.
- Thirty-three (33) were closed.

ACCIDENT INVESTIGATIONS

- Twenty-three (23) accidents were reported by Rail Transit Agencies (RTA).²
- Twenty-six (26) 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.

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.

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.

- 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.
- The Los Angeles Metropolitan Transportation Authority (LACMTA) Triennial Safety and Security Review was conducted in September 2019. The thirty-day review reports are in the drafting phase.
- Reviews to be initiated in 2020 are in the scheduling and planning phase and will include BART and BART Oakland Airport Connector (OAC), Getty Tram, Santa Clara Valley Transportation Authority (VTA), Sacramento Regional Transit District (SRTD), and Angel's Flight.
- The Getty Triennial Audit had been scheduled for March 23-March 27, 2020. However, due to COVID-19 the Triennial Audit will be postponed.

ADMINISTRATIVE ACCOMPLISHMENTS

- **Quarterly Conference Call with FTA:** On March 19, RTSB management held its quarterly conference call with FTA. Participants discussed the following matters: personnel issues, revision to RTSB's Program Standard (Procedures Manual), grant funding status, the Annual Report to the Governor and RTA Board of Directors, the Annual Report to the FTA, , a status update on RTSB's review of Public Transportation Agency Safety Plans each RTA is required to prepare and get approved from the CPUC, the status of CAP's and other significant matters (accidents, new projects, interactions with RTAs, etc.)
- **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.
- **BART Traction Power Substation (TPSS) Project:** 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 have reviewed the SCP draft and BART has addressed staff's final comments. Staff await a signed SCP from BART before entering the resolution process. Staff attended 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. Staff have reviewed the SCP draft and BART has addressed staff's final comments. Staff await a signed SCP from BART before entering the resolution process.
- **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 seventy-seven (177) 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. Staff participated in a March 26 meeting of the Safety and Security Certification Review Committee that included the following items: The agency confirmed an estimated date of November 1, 2020 for substantial completion of the project and commencement of revenue service in September 2021. Participants discussed SFMTA's Quality Assurance (QA) audit that was conducted on the contractor in June 2019 and resulted in 5 findings and 5 CAPs. Staff requested SFMTA's QA audit report and associated checklists. Participants discussed formulation of the Safety and Security Certification Checklist Items (BIC) spreadsheet for tracking the BIC items through resolution.
- **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 reach Wilshire/Fairfax in early April 2020, and the first Segment 2 TBM will launch from Century City/Constellation Station in April 2020. 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 within the next 6-12 months, and 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.
- **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. The next scheduled quarterly is scheduled for May 14, 2020.
- **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, 20 cars have been approved for revenue service and MTS plans to submit vehicle documentation to Commission Staff in early March 2020 for 2 additional cars to follow suit.

California Public Utilities Commission | Rail Safety Division

STATISTICS SUMMARY

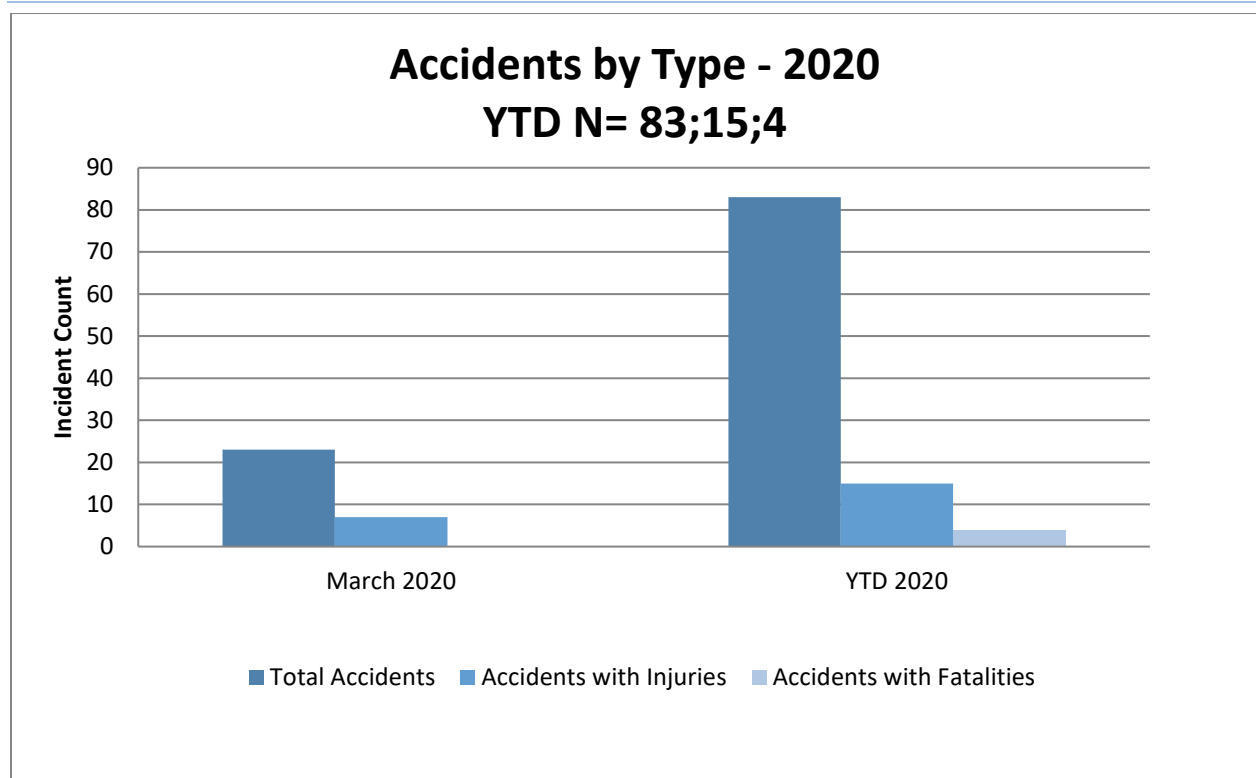
Investigations for Month		YTD 2020
Accidents Reported	23	83
Accident Investigations Closed	33	119
Complaints Investigated	1	1
Rail Transit Inspections	23	89
Triennial Review	0	0

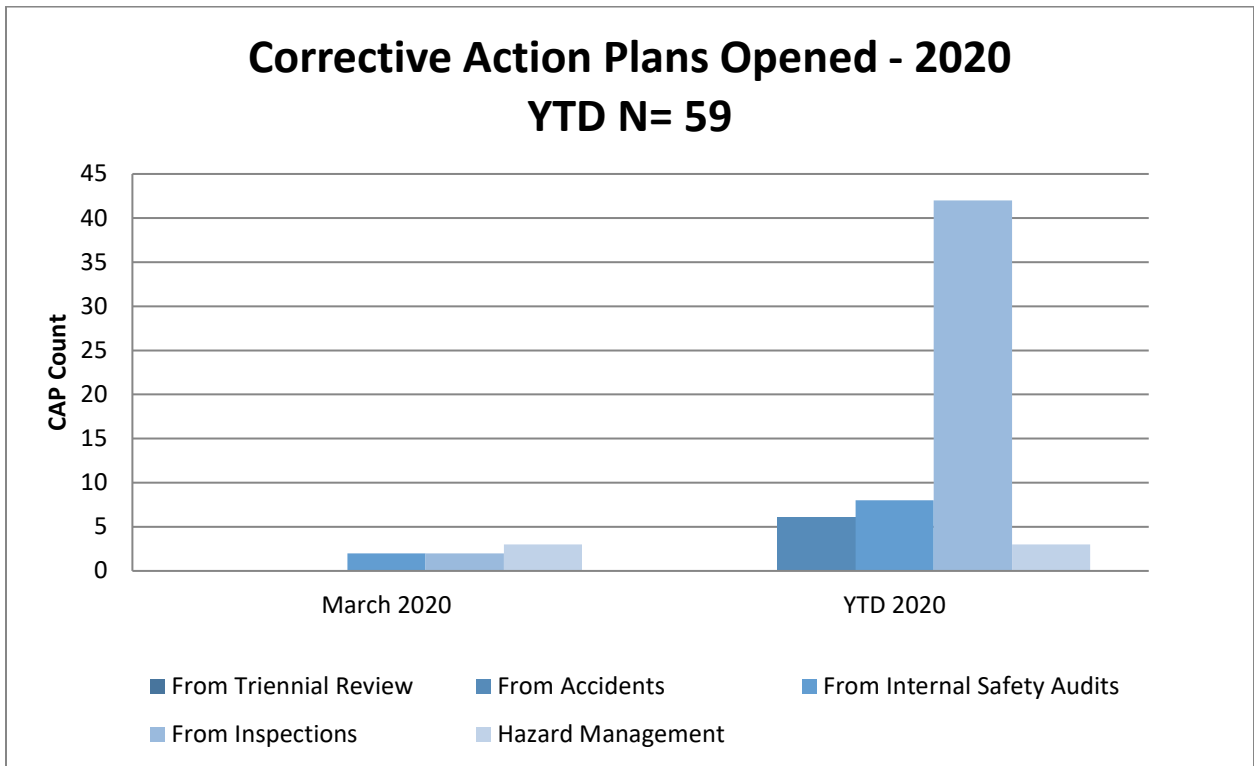
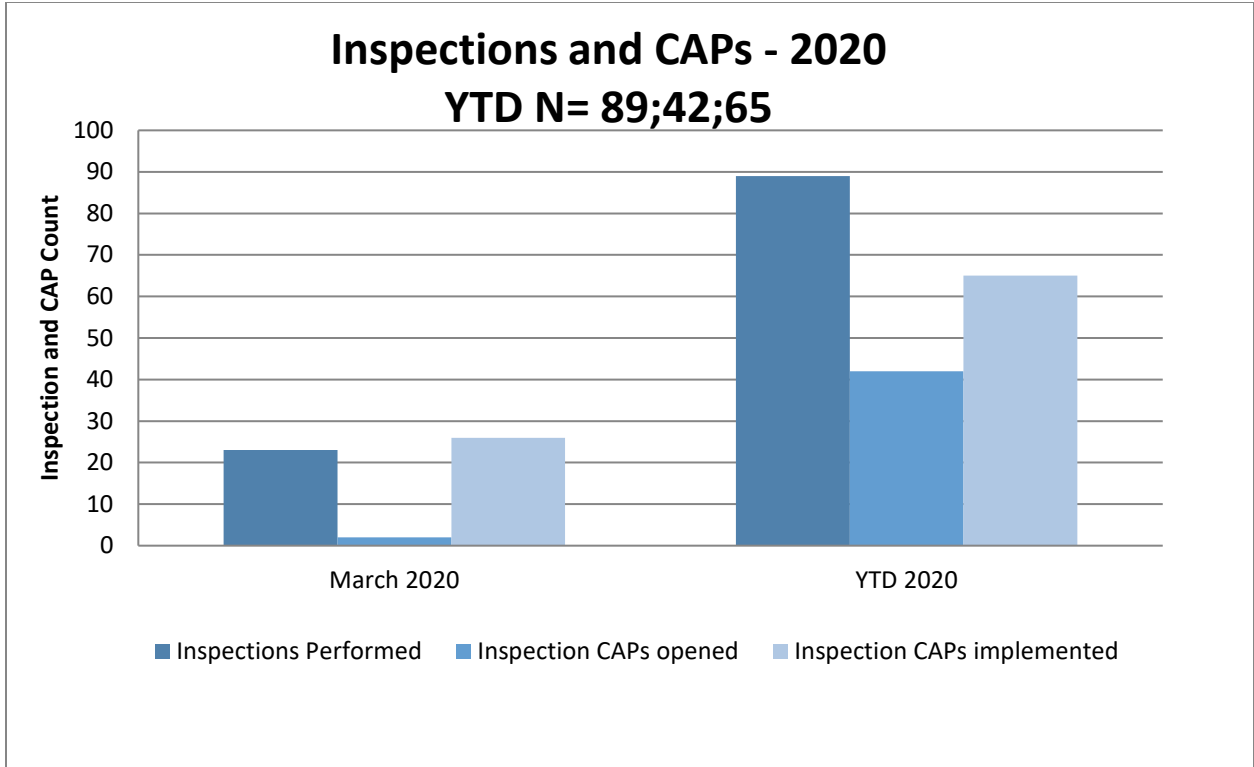
		CAPs YTD
New Corrective Action Plans	7	59
From Triennial Review	0	0
From Incidents	0	6
From Internal Safety/Security Audits	2	8
From Rail Transit Inspections	2	42
From Hazard Management	3	3
Closed Corrective Action Plans	33	105
From Triennial Review	2	9
From Incidents	2	23
From Internal Safety/Security Audits	0	5

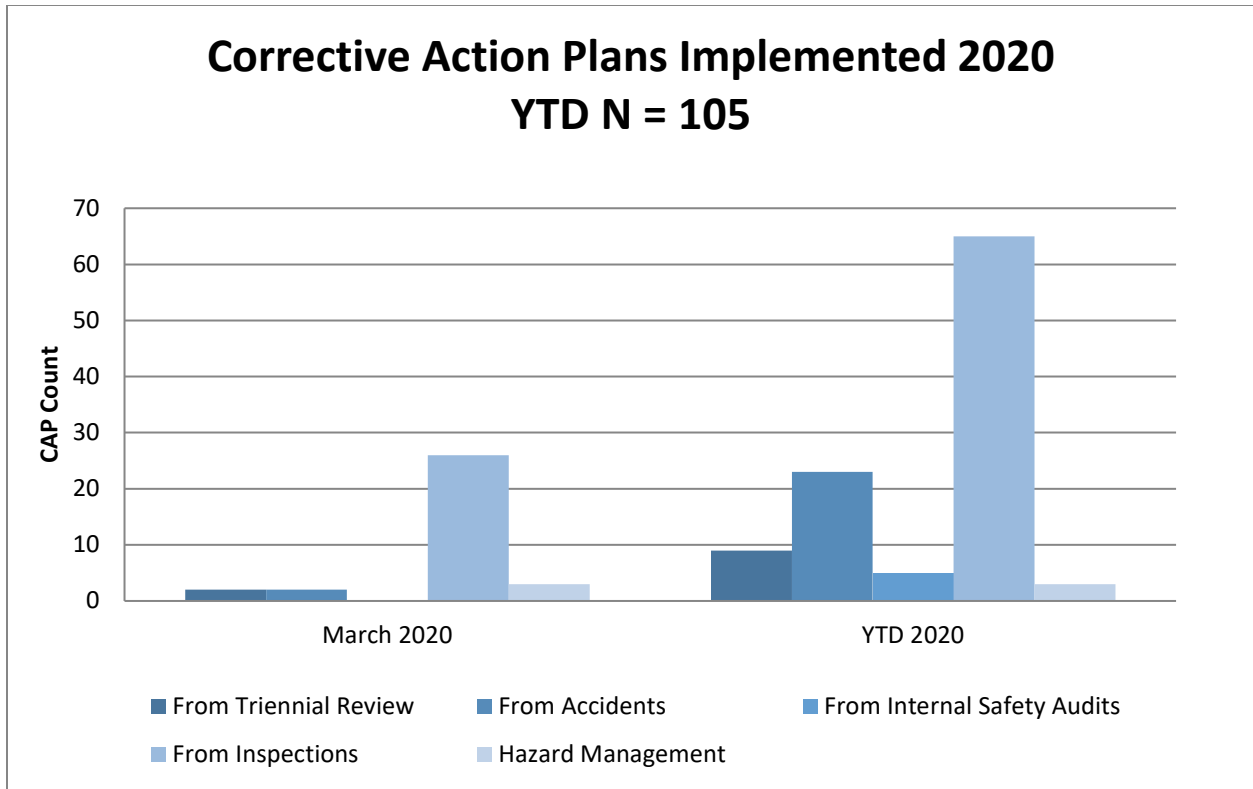
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From Rail Transit Inspections	26	65
From Hazard Management	3	3

ONGOING DATA / TRENDS







CORT MONTHLY REPORT

In California during the month of March:

- The railroads moved 7 trains with 700 crude oil cars via unit train
- Via manifest train to Delta Trading the railroads moved 0 crude oil cars
- The railroads moved 13 trains with 1245 ethanol cars via unit train

Plains All America in Taft, California received six (6) crude oil trains. Each train consisted of 100 cars: one (1) was lite and five (5) 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 April two (2) 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 one (1) train this month, following their plan 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

March 23, 2020: Crude Oil Trains running in Canada and United States have greatly reduced due to oil prices dramatically falling. Tony Seskus of CBS news wrote an article explaining why and how long experts believe it may continue.

In the two weeks since an oil price war broke out between Russia and Saudi Arabia, crude prices have plunged to their lowest levels in years, hammering Canada's oil-patch all the way down. But for all the financial strain inflicted so far by the dispute, experts say there are still months yet to come and, while there may be no winners, it could produce many losers. "In principle, I don't think anyone can win this war," said Ayham Kamel, head of Eurasia Group's Middle East and North Africa research team. "It might not be even the Russians or the Saudis that lose this war. It could be U.S. and North American oil producers that suffer the most pain." TSX loses another 8% as Canadian oil price falls to lowest level on record. Making matters worse, the dispute comes as oil consumption is being crushed by the novel coronavirus pandemic, a situation that could soon turn the price war into a sideshow. This is the worst possible time to have price war in the midst of a demand-side shock, which is what we're seeing from the coronavirus.

Saudi Arabia, the de facto leader of OPEC, and Russia became locked in a war for global oil market share after their three-year deal to restrain output collapsed in early March. With global oil demand falling because of the coronavirus pandemic, OPEC wanted to deepen supply cuts, but Moscow said it would agree only to an extension to the existing pact. The kingdom has since vowed to increase production to a record 12.3 million barrels per day and has chartered numerous tankers to ship oil around the world. Russia's Minister of Energy Alexander Novak arrived for a meeting of the Organization of the Petroleum Exporting Countries, OPEC, and non-OPEC members at their headquarters in Vienna, Austria, on March 6, 2020. While Russia had agreed to restrain output in recent years, analysts say it had grown frustrated that the propping

up of prices was helping shale oil production in the United States. Lower prices, meanwhile, could drive out high-cost producers. Saudi Arabia's aggressive plan to open its taps is viewed as one aimed at pushing Russia back to the negotiating table, but observers caution it won't be easy to get Russian President Vladimir Putin to blink first.

On Friday, the price of West Texas Intermediate (WTI), the North American benchmark, closed at \$22.53 US a barrel — capping a remarkable 29-per-cent drop for the week. Brent crude, the global yardstick, fell 20 per cent in the week to close at \$26.98 US a barrel. Such low prices will put a strain on Russia and Saudi Arabia. According to Bloomberg News, the Russian government's budget breaks even at a price of \$42 US a barrel. Moscow has said, however, it could withstand prices of \$25-\$30 US per barrel up to 10 years. Bill Farren-Price of R.S. Energy said the general view is Saudi Arabia's budget requires a Brent price closer to \$80 US a barrel, though reports say Riyadh could afford oil at \$30 US but would have to sell more crude to soften the hit to its revenues. Though both countries face budget deficits, each country also has war chests of around \$500 billion to weather economic shocks, according to Reuters. The price slump has been devastating to U.S. oil producers, too, some of which have begun putting employees on furlough. Even Texas is weighing curtailment for the first time in decades, according to The Wall Street Journal. Energy economist Peter Tertzakian told CBC News this month Canada's oil sector begins to feel financial strain when WTI prices fall below \$40 US a barrel, though it varies by company. Experts think movement is unlikely, at least in the next three to six months.

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 their 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 March, they received twelve (12) ethanol unit trains totaling 1,149 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, the facility received their first unit train since the incident last year. The train consisted of ninety-six (96) 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 seventy-three (73) 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 thirty-two (32) 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 twenty-five (25) loads and one hundred twenty-five (125)

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-nine (39) loads stored there. NWP also has stored for Tesoro, LPG, twenty-one (21) loaded LPG, and thirty (30) empties.



U.S. And Canadian Crude Suffer Loses

