

Rail Safety Division



Monthly Performance Report

February 2020

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Disclaimer

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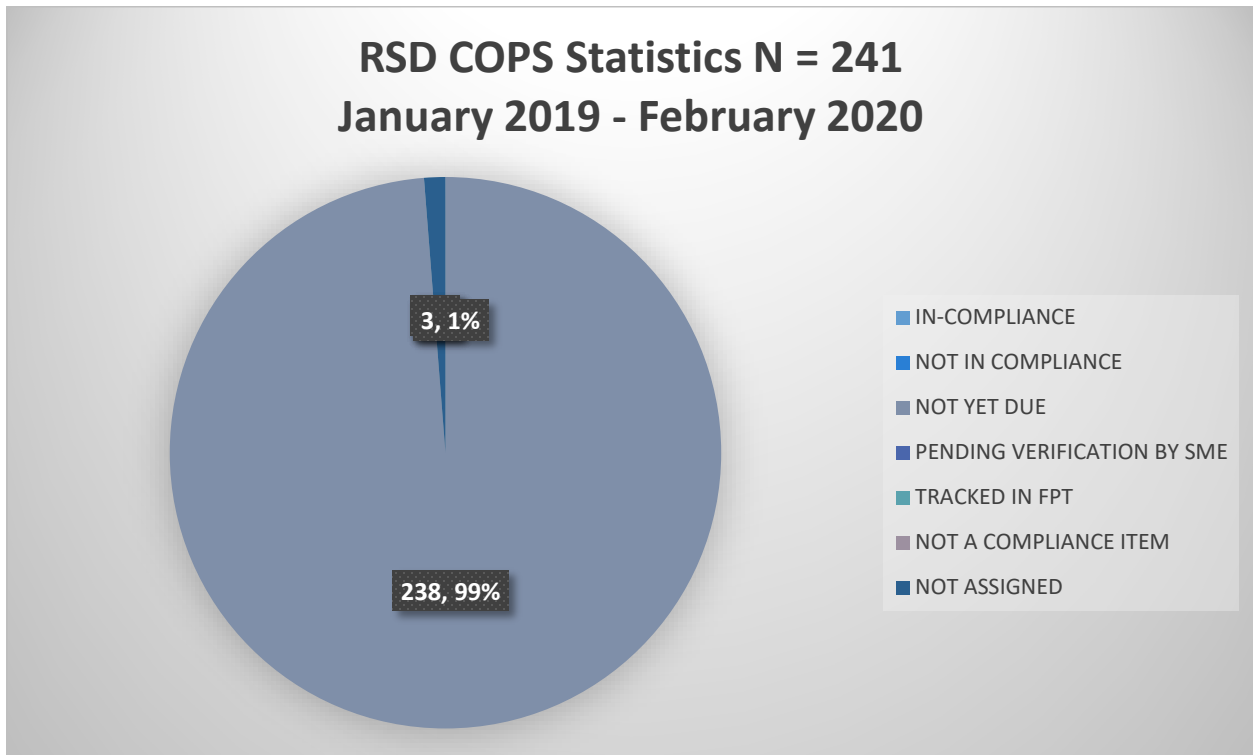
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This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through February 29, 2020, the Rail Safety Division (RSD) shows 241 total entries in the COPS system: with 0 reaching compliance, 238 (99%) not yet due for compliance, and 0 (0%) out of compliance. 0 are pending verification. 238 (99%) of all Ordering Paragraphs are assigned to members of staff.

During February 2020, there were 53 new OPs recorded to the COPS database for the Rail Safety Division.

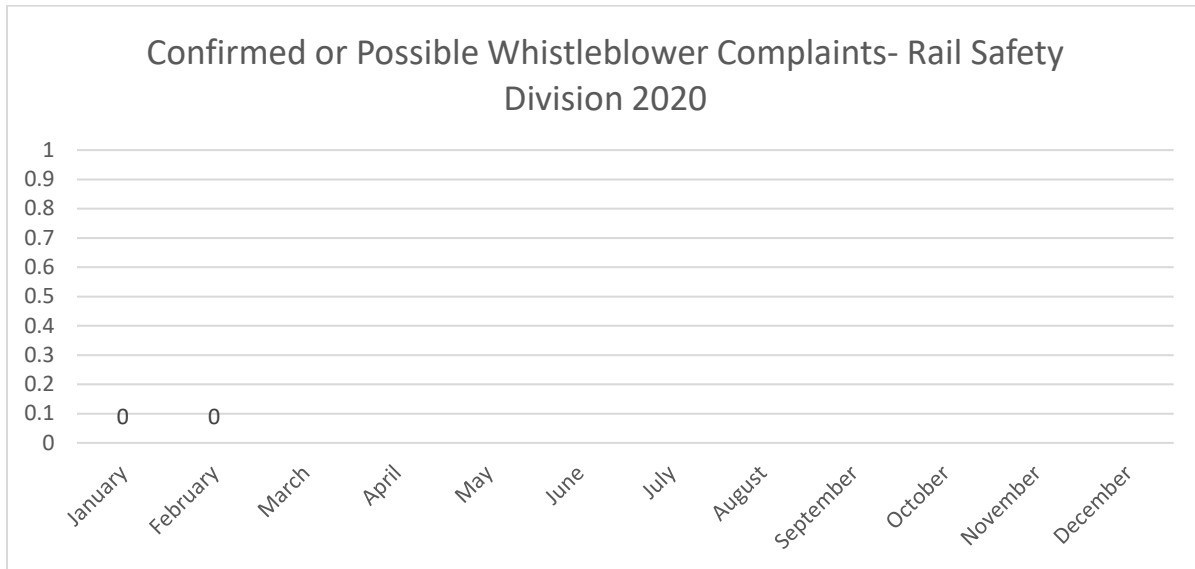


MONITORING THE WHISTLEBLOWER WEBSITE

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 – 2/29/20

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



RAILROAD OPERATIONS SAFETY BRANCH – ROSB

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

Railroad Operations Safety Branch	Feb-20	YTD 2020
New Incidents Investigated	5	13
Informal Complaints Investigated	0	0
Safety Assessments/Reviews	12	20
Compliance Actions	1149	2296
Major Inspections Completed	3	6
Operation Lifesaver Presentations	0	11

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

January 29, 2020: CPUC railroad safety inspectors participated in a focused inspection which included a Southern California FRA Inspector. The team conducted multiple train rides on Amtrak passenger trains. In addition, the team conducted field inspections on two short line railroads and the Union Pacific Railroad Yard in Oxnard. The inspection focused on the use of locomotive train horns at grade crossings for both passenger and freight trains.

The Team conducted locomotive cab inspections on Amtrak train #763, north from the Oxnard Transit Center to San Luis Obispo. From San Luis Obispo the team travelled on Amtrak train #11 (Coast Starlight) back to Oxnard, CA. There were no issues or violations taken against the transportation crews on either passenger trains. The team did witness significant homeless encampments along the Santa Barbara line which was reported to Amtrak and UPRR and the CPUC.

During our field inspection at the UPRR Oxnard yard, we discovered a federal non-compliant defect by a train crew. The defect was non-compliant of 49 Code of Federal Regulations (CFR) 218.103(b)(8) which states: After operating a switch, ensure that when not in use, each switch is locked, hooked, or latched, if so equipped. There were no other defects found during inspections at the Ventura County Railroad (VCRR) or at the Fillmore & Western Railway Company.

We observed a UPRR Crew not complying with 49 CFR 222.21(d)(1) as the crossing gates were not fully down prior to the train occupying the grade crossing. This action had put crew of the train in jeopardy of striking a vehicle entering the grade crossing before the gate arms were fully lowered. The team notified UPRR management and the transportation crews of the deficiencies identified during the audit.

February 3, 2020 Two CPUC railroad safety inspectors specializing in Operating Practices conducted a routine inspection of employees and equipment at the UPRR yard in Oakland. The purpose of the inspection was to observe compliance with State and Federal regulations

including railroad operating, safety rules and compliance with State General Order requirements.

While inspecting the West Oakland Yard for proper securement of rail cars left unattended, the inspectors observed two multi-platform cars that were not properly secured, with enough handbrakes. This is not in compliance with the General Code of Operating Rules (GCOR) 7.6 and Air Brake and Train Handling Rules (ABTH) 32.1. If the rail equipment is not properly secured, it may roll in motion uncontrollably, and possibly cause a derailment or catastrophic event involving the public and employees.

The railroads own operating rules state; “Do not depend on air brakes to hold a train, engine, or cars in place when left unattended. Apply enough hand brakes to prevent movement. If hand brakes are not adequate, block the wheels. Additionally, railroad rules state; “Crew members are responsible for securing standing equipment with a sufficient amount of hand brakes to prevent undesired movement. The air brake system must not be depended upon to prevent an undesired movement. On cuts of two or more cars, or on multi-platform cars with two hand brakes, a minimum of two hand brakes must be applied unless otherwise specified”.

Additionally, Union Pacific crews who switch cars in West Oakland do so without the use of air brakes relying only on the locomotive brakes for stopping the train, because they are not utilizing the air brakes on the cars which is a secondary measure to secure the cars. The crews need to make sure these cuts of cars are properly secured with the proper number of handbrakes, to prevent unintentional movement.

Once the cars were discovered without the air brakes applied or the proper number of handbrakes applied, a CPUC railroad safety inspector immediately reported this unsafe condition to the railroad Yard Master while the other CPUC railroad safety inspector stayed with the unsecured cars. A short time later, a crew member was sent out to properly secure the cars, preventing any further possibility of unintentional movement.

Once the cars had been properly secured, the CPUC railroad safety inspectors had a briefing with the UPRR Manager of Yard Operations. The CPUC railroad safety inspectors informed him

they were appreciative of the promptness of the West Oakland Yard Master to remediate the unsafe situation. The Manager of Yard Operations stated they will research who switched the cars last so they can provide those employees with recurrent training, to have a better understanding of the company securement policy and to prevent future occurrences.

Leaving equipment unsecured creates a dangerous situation which could lead to an accident. For example, the cars could unintentionally roll away striking other equipment potentially causing a hazardous materials release or worse striking an employee which could seriously injure them or causing a fatality. This type of situation is one reason why the Switching Operations Fatality Analysis (SOFA) was created. The SAOFA analysis was created to look for commonalities among the fatalities that occur during switching operations and from findings develop recommendations that will aid in preventing railroad employee deaths.

February 4, 2020: A CPUC railroad safety inspector conducted a Signal & Train Control Highway Grade Crossing (HGC) Inspection and a Public Utilities General Order inspection on Ventura County Railroad (VCRR), Port Hueneme Subdivision, Diamond Spur, in Oxnard, CA. HGC DOT#869021W Hueneme Road at milepost 3.59 was checked for compliance with Public Utility General Order 118A.

Two General Order 118A walkway defects were noted for debris in the form of large rocks in the walkway posing a tripping hazard for railroad employees. The CPUC railroad safety inspector notified a railroad Signal Supervisor and the conditions were resolved promptly after confirmation via a follow-up inspection later in the day.

February 5, 2020: A CPUC railroad safety inspector was conducting a routine Operating Practice (OP) inspection of Amtrak's 8th Street Yard and observed wheel skates and other mechanical department assets in the walkway which is not in compliance with GO 118-A.

During a routine inspection of Amtrak's 8th Street yard located on the Union Station Sub, I discovered Skates and other mechanical department assets in the walkways of the North and South Yards; tracks 93, 94, 3, 4 and including the round house lead and wash rack tracks.

The skates were not in compliance with General Order 118-A (3) which states: *The standards of each railroad corporation shall contain provisions for reasonably safe and adequate walkways adjacent to its tracks in all switching areas.*

The wheel skates posed a tripping hazard to all employees that work within area. I spoke to the Amtrak Trainmaster and notified him of the non-compliant tripping hazard.

February 6, 2020: A CPUC railroad safety inspector who specializes in Operating Practices performed an inspection of Union Pacific's Kaiser yard, specific to the east end of the yard. During a walking inspection staff noted a group of rail cars that were located on the east end of track 120. The freight cars appeared as they may be fouling an adjacent track. A walking visual inspection indicated that the track was not marked with any type of indicator of that would signify a clearance point marker to the transportation crews who work within this yard.

Additionally, during the walking inspection, it was determined that the freight cars were physically clear of the adjacent track but not in compliance with Federal regulations 49 CFR Part 218.101(a). The regulation states: *"Each railroad shall adopt and comply with an operating rule which complies with the requirements of this section..."*, the corresponding railroad rule General Code of Operating Rules 7.1 states, in part,: *"If clearance point is not indicated or visible, determine the clearance point by standing outside the rail of adjacent track and extend arm towards the equipment. When unable to touch the equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point."* The equipment was not placed 50 feet into the track. CPUC Staff photographed the noncompliance and informed the Union Pacific Officer responsible for this location. The carrier officer stated equipment would be moved when the next job reported for duty. Using a progress form of enforcement, a defect was only noted with no civil penalty recommendation.

February 11, 2020: Eleven CPUC railroad safety inspectors performed a routine focused inspection of the UPRR, in Caliente, California located in the county of Kern. The inspection team identified several conditions where there was visible rail head wear on curved sections of track, near a location known as the "Tehachapi loop". The CPUC railroad safety inspectors

will return after the UPRR Maintenance of Way Curve Gang, completes their scheduled maintenance on the curves and take measurements to document the beginning wear on the curves. These rail head measurements will be taken at scheduled intervals and will be used to compare and estimate how much the rail head will wear over a period of time. During the rail head wear inspection, CPUC railroad safety inspectors also observed that the Caliente/Bodfish grade crossing had several crossing panels that had pulled apart creating unsafe conditions for vehicles, motorcycles, & bicycles that traverse this crossing. UPRR management was notified and a date was agreed upon to bring the State General Order defects at Caliente/Bodfish grade crossing into compliance.

February 11, 2020: CPUC railroad safety inspectors conducted an inspection of the Union Pacific Railroad Yard in Los Angeles, California. The hazardous material inspection consisted of the following elements: required markings, placards, stenciling, proper handling, securement of closures (Valves), and proper shipping documents describing the contents and the appropriate emergency response information.

During the visit, CPUC railroad safety inspectors performed inspection tank car UTLX 203158, containing; UN 1170, Ethanol, Class 3 (flammable liquid). The car was identified with a bottom outlet valve cap not secured to the bottom outlet. This issue posed a potential danger to the environment or personnel working near the tank. The Union Pacific Manager was immediately notified of the issue. The Manager notified proper response for remediation of the car. The closures were secured, and the car released back into transportation. The Code of Federal Regulations (CFR 49) states that all closures on tank cars containing hazardous materials are required to be in tool-tight condition and properly secured.

The shipping papers and electronic tracking information for the tank car was acquired from the Union Pacific to identify the route the car traveled, the shipper, and status of the car. This information was used to determine if the shipper has been a chronic offender of the federal regulations, which aids the inspector to determine the severity of the corrective action to be taken.

The shipper was notified of the non-compliant dangerous condition and issued a safety stand-down of company personnel responsible for the proper securement of the tank car and its contents. The responsible company issued the agency copies of their procedures and an action plan to correct the deficiencies identified after our inspection and report.

February 12, 2020: Two CPUC railroad safety inspectors conducted a PTC observation train ride on the Amtrak Pacific Surfliner, roundtrip between Fullerton and San Diego, CA.

CPUC railroad safety inspectors Boarded Amtrak Train 564-12 at Fullerton Station destined for San Diego Downtown Station. The PTC System appeared to be working as intended as the train operated on BNSF, Metrolink, and NCTD host territory.

Amtrak train 573-12 engineer was observed preparing for interoperability operations at San Diego Downtown 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 San Diego Downtown Station, provided information such as, 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 working as intended as the train operated on NCTD, Metrolink, and BNSF host territory. CPUC railroad safety inspectors ended their observation at Fullerton Station.

February 14, 2020: CPUC railroad safety inspectors conducted a hazardous materials inspection of the Union Pacific railroad yard in Bloomington, CA (West Colton Yard). The inspection identified a tank car containing a hazardous material with a defect(s) during the inspection.

CPUC railroad safety inspectors performed a routine inspection at the Union Pacific yard in Bloomington; CA. during the inspection, CPUC railroad safety inspectors identified a tank car

containing: UN1824, SODIUM HYDROXIDE SOLUTION. Sodium Hydroxide is a class 8 Caustic Acid hazardous material.

The car was identified with a non-authorized pipe fitting between the bottom of the tank and the auxiliary bottom outlet valve that was not of approved design by the Tank Car owner or the AAR.

The Illegal pipe extension which hangs low to the track could potentially break off during transportation and result in a release of the hazardous material to the ground and surrounding area. The Tank Car owner was notified and will perform the corrective repairs to bring the fittings back into regulatory compliance.

February 18, 2020: CPUC railroad safety inspectors traveled to the Burlington Northern Santa Fe Railway Hobart Intermodal Terminal located in Commerce, California to perform a regular inspection of intermodal tanks containing hazardous materials.

The inspection consisted of the following; Proper placement of intermodal tanks containing hazardous materials within train; Correct orientation of intermodal tanks after being loaded onto train; Proper placarding requirements including legibility, visibility and placement; Required markings and stenciling of intermodal tanks; Proper securement of all closures, valves, pressure relief devices, flanges and housings/covers; Required testing dates and pressure settings for operating/safety valves; Required tank test dates and intervals; Tank shells, heads, and seams for scrapes, abrasions, dents or gouges that would make the intermodal tanks unsafe for transportation; Proper paperwork requirements for hazardous materials shipments including description, weight, emergency response information; proper packaging requirements for material being shipped; remote shutoff including placement, operability and condition.

During inspection, the CPUC railroad safety inspectors noted multiple defects and are as follows:

(3) Intermodal tanks were noted with material adhering to the outside of the package. Intermodal tanks must be clean from any residue or material while in transit in order to prevent contact from employees, the public, inspectors and environment.

(Note: (1) of the intermodal tanks were noted to have a defective manway nozzle gasket after completion of remediation. If manway is not sealed correctly package will ultimately leak the entire trip, this was an export shipment destined overseas and contained a Marine pollutant.)

(2) Intermodal tanks were noted with loose manway cover swing bolts. Loose closures create the opportunity for releases both vapor and liquid which place not only railroad employees and the public at risk, but environment also, due to encountering hazardous materials while in transportation.

(2) Intermodal tanks were noted with the required Proper Shipping Name marking to be located too low on tank and was not visible when loaded into intermodal stack car. Required markings are not only used for identification prior to shipping to prevent mishandling and classifying while in transportation they are also used for first responders during times of emergency. Markings are to be of certain size and located in specific spots on tanks.

(3) Intermodal tanks were noted to be missing placards. Placards are used to identify not only Class of hazardous material but also the material that is being shipped as noted by the 4-digit identification located on placard.

BNSF personnel were notified of corrective action for the defective conditions noted. A total of (5) intermodal tanks were placed on hold in order to address the defects noted, with (2) intermodal tanks being repaired and released back into transportation the same day. The remaining (3) intermodal tanks were being held awaiting notification of the shipper(s) for remediation.

Shippers were notified of defective conditions and were able to either amend current inspection processes or have a safety stand down in order to speak with field personnel to prevent similar instances from happening in the future.

February 19, 2020: CPUC railroad safety inspectors performed a routine inspection on Union Pacific's (UP) Alhambra Subdivision in the city of Ontario, CA. During the planned visit, CPUC railroad safety inspectors and the Union Pacific Railroad signal maintainer were conducting a switch inspection, when they came upon a large freight car door which had fallen off a box car.

The large metal door was fouling the walkway used by railroad transportation employees in their regular daily duties.

This metal door was fouling the walkway and was non-compliant of state (CPUC) General Order 26-D. This door posed a dangerous condition, for train crews riding the side of a train or walking within the walkway. The CPUC railroad safety inspector informed the Manager of Operations of this unsafe condition, and the switch and track were immediately taken out of service until the door removed from the walkway. A CPUC defect report was sent to the railroad. The issue was corrected two days later on February 21. The box car door was moved from the walkway and the switch and siding placed back into service.

February 21, 2020: CPUC railroad safety inspectors conducted a hazardous materials compliance inspection at the Burlington Northern Santa Fe Railroad (BNSF) at the La Mirada Railroad Yard in California.

During the inspection they observed large sections of Steel Rail located within the walkway utilized by railroad workers to perform their daily duties. These walkway paths are frequently used by employees while working in the yard. Working at night would pose an even higher risk for tripping, falling and serious injury to workers while getting on or off moving equipment amid these obstructions.

These dangerous conditions are non-compliant of CPUC General Order 118A which states: *Walkways should be reasonable and regular surface with gradual slope not to exceed approximately one inch to eight inches.*

After speaking with Union Pacific Management about the issue, the carrier arranged to have the walkways cleared as soon as possible. Re-inspection noted that all tracks have now been removed from the walkways.

February 25, 2020: A CPUC Operating Practices Inspector attended a Highway-Rail Grade Crossing Device Inspection in Wilmington, California. The inspection was conducted at the PHL Harry Bridges Blvd Road Crossing located on the San Pedro Subdivision, at milepost 502.9

During the inspection, contractor Balfour Beatty demonstrated how the crossing devices electronic signal equipment and backup power supply worked correctly without error. While the contractors “shunt” the Team track and Track 1, components were checked by the CPUC railroad safety inspectors. The team also inspected the crossing gates and signals for proper working conditions. No defects were found during the inspection.

February 25, 2020: CPUC railroad safety inspectors with signal employees were preparing to perform a routine inspection on Pacific Harbor Lines Railroad (PHL) with an additional CPUC railroad safety inspector in route from another location. When the additional CPUC railroad safety inspector arrived, he informed the signal employees that there was a crossing gate arm located at the Wilmington Wye that had been hit by a vehicle and knocked over. The signal employee in charge (EIC) followed proper procedure by calling the PHL dispatcher and informing them of the issue and to protect the crossing until repairs had been made

The CPUC railroad safety inspectors and signal employees went to the crossing so the signal employees could make the necessary repairs. The gate arm that had been hit was equipped with a “gate saver” type device. A gate saver is a mechanism at the base of the gate arm that when hit by a vehicle allows the gate to swing away from the street without braking the gate arm off. When hit, a shear pin is broken, allowing the gate to pivot. To repair the arm you swing it back into place and install a new shear pin. After the repairs had been made the EIC called the PHL Dispatcher to inform them that the repairs had been made and to take protection off the crossing.

February 26, 2020: A CPUC MP&E Inspectors conducted routine inspection at Union Pacific Yard in City of Industry, California. While inspecting outbound train ZCIG2-26, inspectors noticed TTX employees (Union Pacific contractor hired to perform testing and repairs on railcars at this location) performing the wheel change out on a car previously identified as defective. Inspectors took interest in the way TTX employees performed this operation. Closer examination revealed that the car TTX employees worked on was not adequately prepared for this operation and posed immediate danger to working personnel.

Title 49 CFR Section 232.205.f states:

(f) Before adjusting piston travel or working on brake rigging, cutout cock in brake pipe branch must be closed and air reservoirs must be voided of all compressed air. When cutout cocks are provided in brake cylinder pipes, these cutout cocks only may be closed, and air reservoirs need not be voided of all compressed air.

Even though mechanical employees were not adjusting piston travel or directly worked brake rigging, the brake rigging needs to be disassembled around the wheel that is being changed out. The CPUC railroad safety inspectors noticed that train line cut out cocks were not in the proper position and that train line hoses were coupled with the rest of the train that was fully charged with air in the brake system. This condition allows compressed air to slowly bypass closed valves and brakes could apply without warning possibly causing severe injury to employee or employees in direct contact with the affected brake parts around their work area. CPUC railroad safety inspectors coached everyone involved about the imminent danger (including foreman and supervisor on the shift). At the end of discussion, CPUC railroad safety inspectors asked to check if there is any air buildup in air reservoir. Sure enough, when supervisor pulled the air release handle everyone present heard a hiss from air releasing from the reservoir and the employees were shocked. The TTX Supervisor committed to re-visit the wheel change out procedure and CPUC railroad safety inspectors will follow up to make sure this type of work is done in a safe manner.

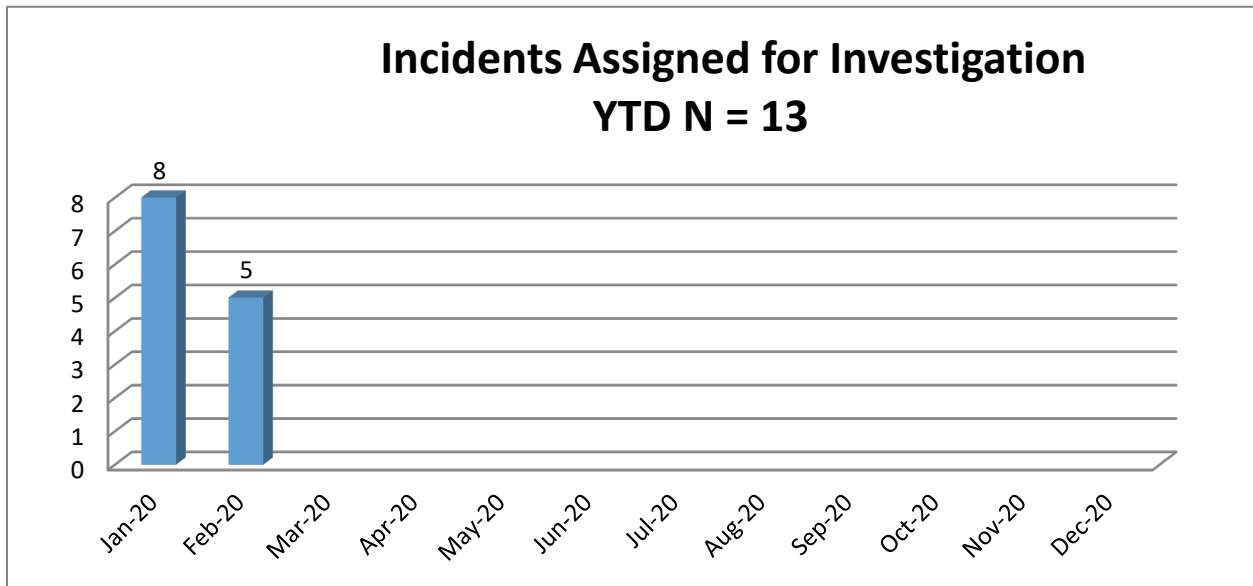
February 27, 2020: A CPUC Railroad Bridge Inspector & Senior Inspector observed UPRR Bridge No. 597.21 on the Yuma Subdivision had a bent steel grate, creating an unsafe walkway tripping hazard on the East End, which was originally observed on 12/16/19. The UPRR Structures Team was contacted and advised. General Order 2019120032 was prepared, and the Union Pacific responded by bringing the walkway into compliance and documented it with sending a picture of the repair.

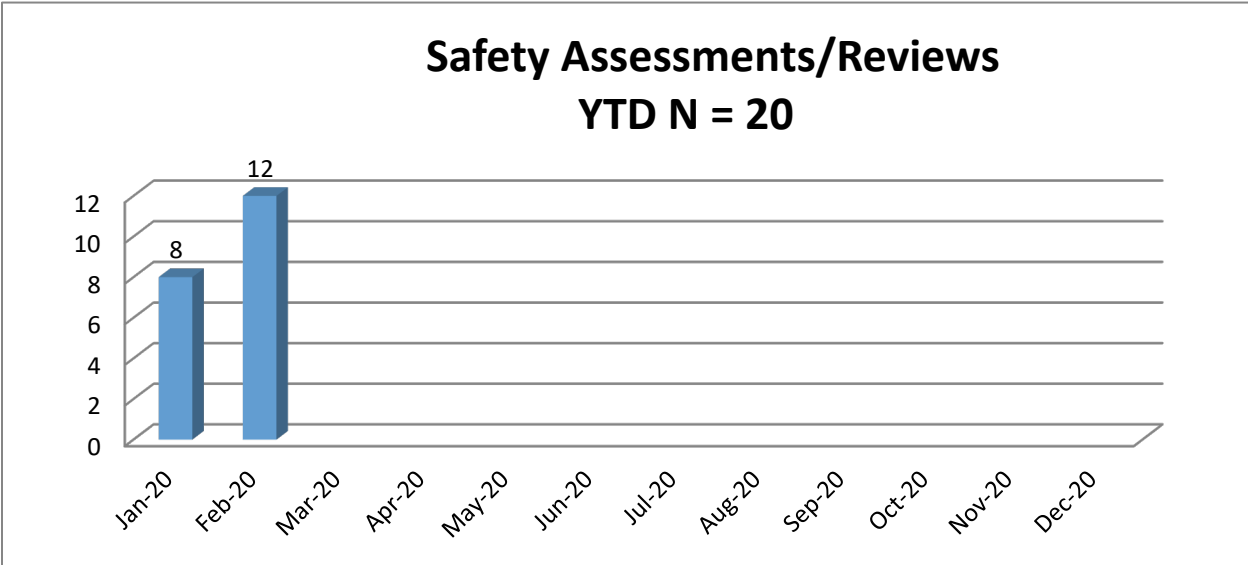
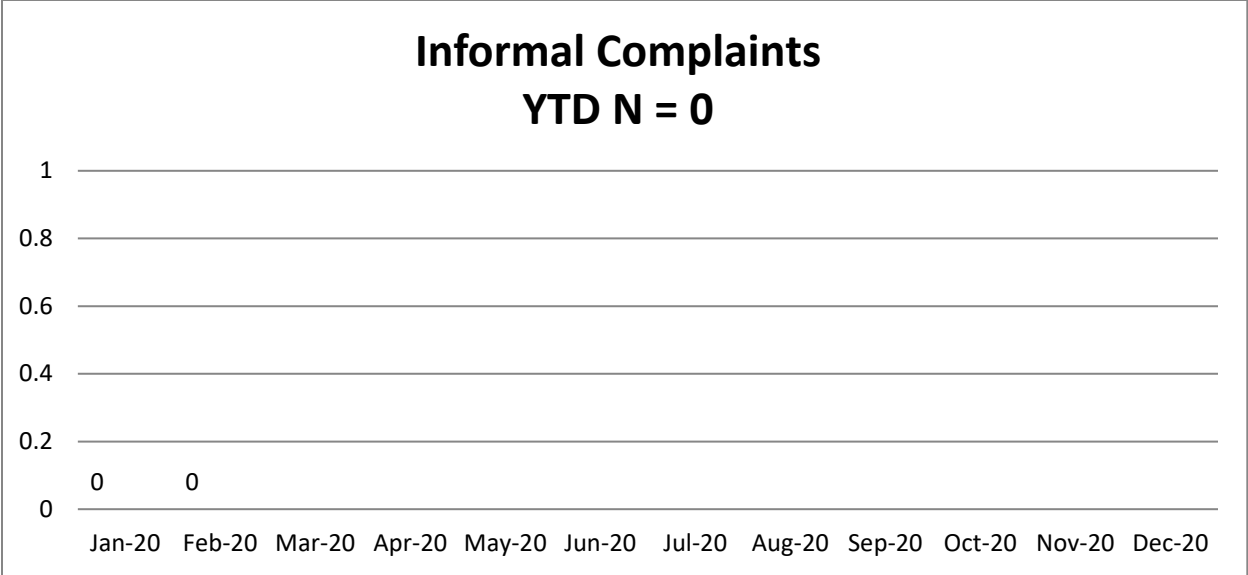
February 27, 2020: CPUC Hazardous Material Inspectors performed a routine inspection at the Union Pacific (Mira Loma) Railroad Yard, located in Mira Loma, California. The inspection

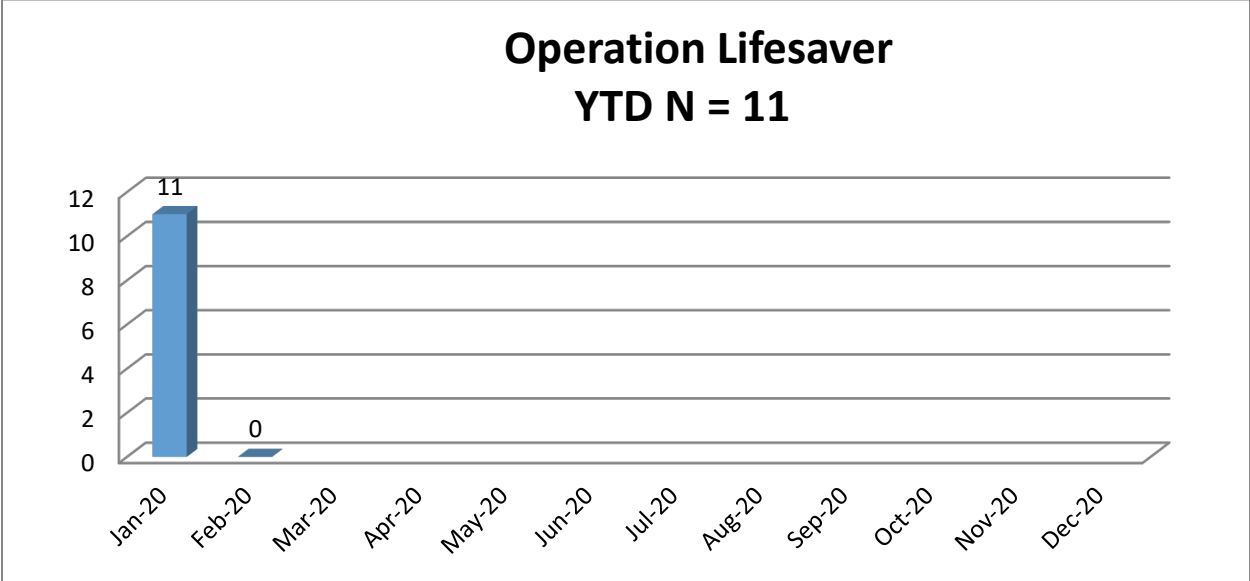
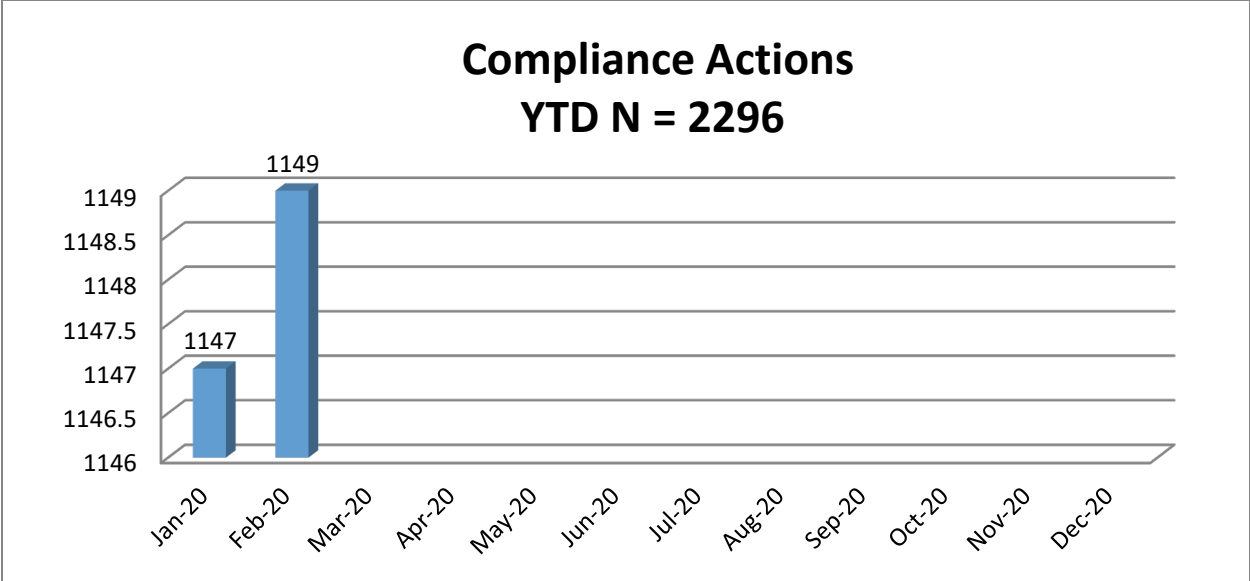
focused on federal compliance of labeling, marking, stenciling, placarding, proper handling, and the securement of closures on tank cars containing hazardous materials.

On the day of inspection, the following defects were noted. Code of Federal Regulations (CFR) 173.31 D1IV states shippers are responsible to assure all closures on tank cars and determine that the closures and all fastenings securing them are properly tightened in place using a bar, wrench, or other suitable tool.

A potential leak of flammable alcohols could have catastrophic consequences. Tank car UTLX 212816 containing UN3065 Alcohols, class (3) were found in transportation with 2 of 8 manway bolts loose not properly secured and not tool tight per federal regulations. The Union Pacific Manager of Terminal Operations on duty was immediately notified of the non-compliant defects for corrective repairs. The shipper was notified of the defect and performed a safety stand down for their employees regarding the issue.







RAIL CROSSINGS AND ENGINEERING BRANCH – RCEB

In the month of February 2020, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	February New	Received YTD	February Closed	Closed YTD
Crossing Incident Reviews	6	26	9	53
Safety Assessments/Quiet Zones/Reviews/Training	34	60	34	60
Proceedings, Resolutions and G.O. 88-B Reviews	3	7	14	17
Operation LifeSaver Presentations	9	11	9	11

RAIL CROSSING INCIDENT INVESTIGATIONS

In February 2020, the RCEB assigned six new incidents at highway-rail at-grade crossings (crossings) for review. These incidents resulted in one fatality and three injuries. RCEB completed nine crossing incident reviews. These nine incidents resulted in eight fatalities and six injuries.

February 2020 Incidents Reviewed

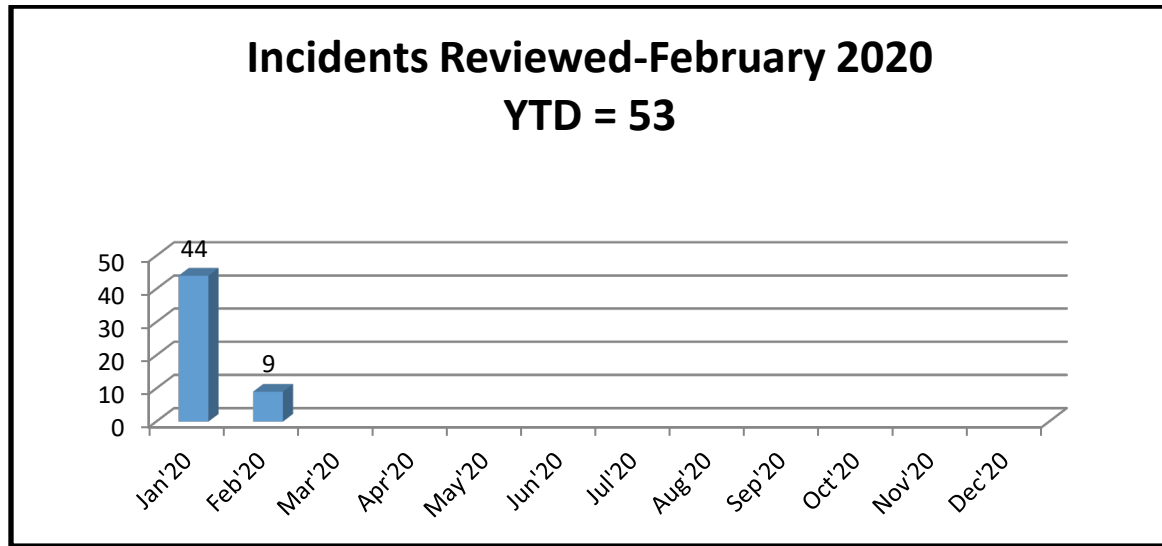
INCX	Incident Date/Time	Summary	RCEB Findings
INCX2019070011	July 22, 2019, at 16:48 hours	A PCJX train struck a pedestrian at North Lane Street grade crossing in the City of Burlingame, San Mateo County, resulting in a fatality.	The train struck the pedestrian who ignored the activated warning devices and entered the crossing. The incident resulted in a fatality.
INCX201910002	September 25, 2019, at 13:12 hours	A UP train struck a vehicle at a private crossing in the City of Salinas, Monterey County, resulting in a fatality.	The train struck a truck while the driver turned into the crossing in front of the train prior to being struck. The incident resulted in a fatality.

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INCX	Incident Date/Time	Summary	RCEB Findings
INCX2019100012	October 20, 2019, at 09:43 hours	A BNSF train struck a pedestrian at the South Lincoln Street grade crossing in the City of Stockton, San Joaquin County, resulting in a fatality.	The train struck a pedestrian who walked across the tracks at the crossing. The incident resulted in a fatality.
INCX2019100015	October 28, 2019, at 00:08 hours	An AMTRAK train struck a vehicle at the Market Ave grade crossing in the City of Martinez, Contra Costa County, resulting in fatalities.	The train struck a vehicle who drove around the lowered railroad gate arm, resulting in three fatalities to the occupants of the vehicle.
INCX2019110005	November 05, 2019, at 19:24 hours	An AMTRAK train struck a pedestrian at the South California Street grade crossing in the City of Stockton, San Joaquin county.	The train struck a pedestrian who went around the lowered gate after the warning devices were activated. The pedestrian sustained minor injuries.
INCX2019110010	November 13, 2019, at 18:58 hours	An AMTRAK train struck a vehicle at a private grade crossing at the Coast subdivision near the town of Castroville, Monterey County, resulting in a fatality.	The train struck a septic tank truck who drove through the crossing. The incident resulted in one fatality to the vehicle occupant and three injuries to the train passengers.
INCX2019110011	November 13, 2019, at 15:54 hours	A SMART train struck a motorcycle at the Guerneville Road grade crossing in the City of Santa Rosa, Sonoma County, resulting in a fatality.	The train struck a motorcycle resulting in fatality. The incident was determined to be a suicide.
INCX2019110014	November 15, 2019,	An AMTRAK train	The train struck a

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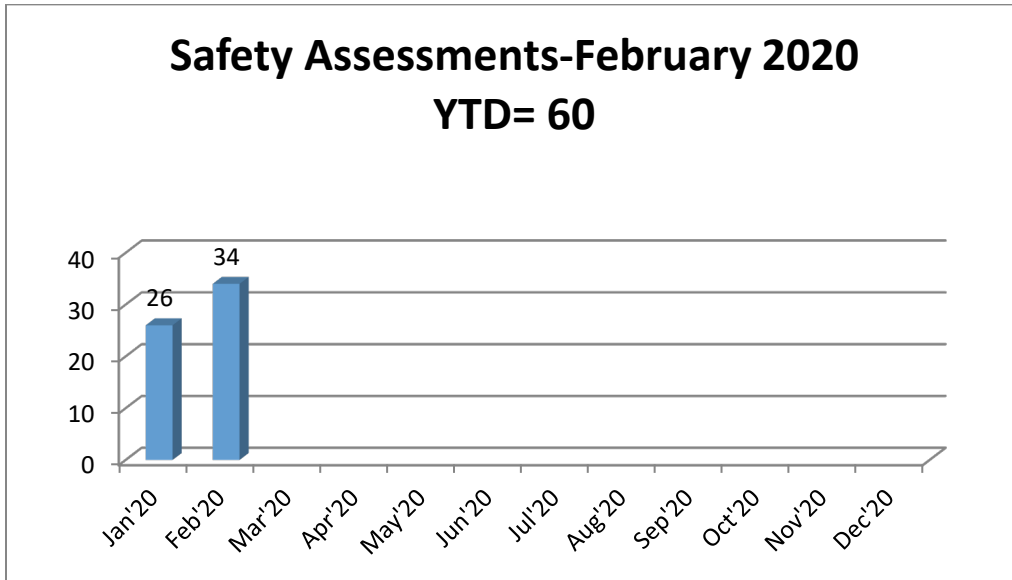
INCX	Incident Date/Time	Summary	RCEB Findings
	at 16:43 hours	struck a vehicle at the Power Inn Road grade crossing in the City of Sacramento, Sacramento County.	vehicle while it was stopped on the tracks. The incident resulted in minor injuries to the driver.
INCX2020010015	January 17, 2020, at 19:03 hours	A vehicle drove across tracks with rail spikers while UPRR was doing work at the North Airport Way gate-equipped grade crossing in the City of Manteca, San Joaquin County.	A vehicle ignored the stop sign and proceeded across the tracks and impacted with auto-spikers at the crossing. The incident resulted in minor injuries to the driver.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In February 2020, RCEB completed 34 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.

QTZN 2007020001 (Update): On February 13, 2020, in Oceanside, San Diego, the FRA found that SSM's were not compliant at Surfrider, Mission, OTC ped, Wisconsin, Oceanside, and Cassidy crossings. As of August 1, 2019, Quiet Zone was not established.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In February 2020, RCEB assigned one resolution, and received one new General Order 88-B application for changes to an existing crossing. This month RCEB approved, one Resolution, six ALJ proceeding and seven General Order 88-B applications.

RESOLUTION-SX-136 – On February 18, 2020, the CPUC issued Resolution SX-136 authorizing the Railroads in California to update the costs of maintenance of automatic grade crossing warning devices for calendar year 2019.

- **PROC A1807015** – On February 06, 2020, Decision 20-02-017 granted the California High-Speed Rail Authority to construct proposed high-speed tracks and underpass grade separations at S. Golden State Blvd Mile Post 194.91, E. Hardy Ave Mile Post 195.36, and E. Muscat Ave Mile Post 195.98 within the City of Fresno, California.
- **PROC A1808004** – On February 06, 2020, Decision 20-02-019 granted Metro Gold Line Foothill Extension Construction Authority for an order authorizing construction of two light

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rail tracks, and alteration of two commuter rail tracks and two freight tracks, at two highway-rail crossings at Garey Avenue, and Fulton Road in the Cities of Pomona and La Verne in Los Angeles County.

- **PROC A1809009** – On February 27, 2020, Decision 20-02-053 granted Metro Gold Line Foothill Extension Construction Authority for an order authorizing construction of two grade separated light rail tracks, and alteration of one freight track, at two crossings at Bonita Avenue & Cataract Avenue, and Monte Vista Avenue in the City of San Dimas in Los Angeles County.
- **PROC A1903021** – On February 27, 2020, Decision 20-02-056 granted the City of Fillmore to construct a new at-grade crossing at Trestle Way on the VCTC Santa Paula Branch Line at Mile Post 425.81 which is a subproject of the Heritage Valley Park project, in the City of Fillmore, County of Ventura.
- **PROC A1906012**- On February 27, 2020, Decision 20-02-051 granted the California High-Speed Rail Authority to construct proposed high-speed tracks and rail-rail grade separations at Mile Post 190.51 and Mile Post 190.76 beneath San Joaquin Valley Railroad’s Wye tracks at Mile Post 206.8 north leg and Mile Post 207.0 south leg in Fresno County. The authorization expires on February 2023.
- **PROC A1909005** – On February 06, 2020, Decision 20-02-014 granted the City of San Rafael to convert a private at-grade crossing to a public at-grade crossing on SMART rail line at Mile Post 15.6 which is a subproject of the Larkspur Extension Project, a new transit line extending from San Rafael Station in Downtown San Rafael to proposed Larkspur Station in Larkspur Landing. The authorization expires on February 2023.

Approved GO 88-B Applications

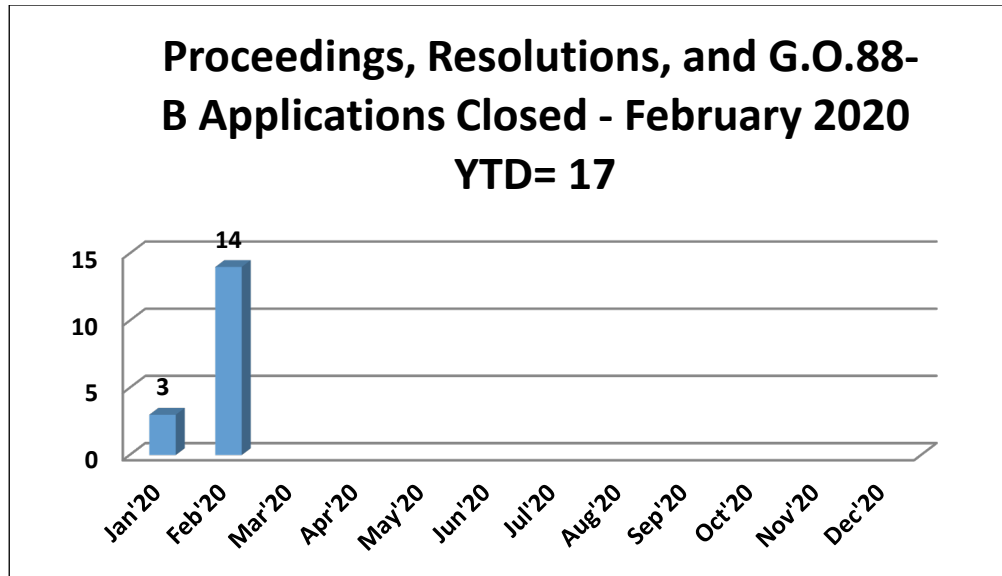
G.O.88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
2016100006 February 03, 2020	Riverside County Transportation	County of Riverside	62 nd Avenue 001B-621.60 760731	Request granted to widen 62 nd Ave east of Grapefruit	November 29, 2023

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G.O.88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
	Department			Bldv, through the existing grade crossing and install raised median adjacent to the at-grade crossing.	
2016120006 February 03, 2020	City of Long Beach Harbor Department	City of Long Beach	SERFF/Ocean Ave 120AT-18.60 811439L	Request granted for an extension to complete alterations of New Dock Street and Southeast Resource Recovery Facility (SERRF/Ocean Avenue) at-grade highway-rail crossings.	December 27, 2022
2016120007 February 03, 2020	City of Long Beach Harbor Department	City of Long Beach	SERFF/Ocean Ave 120AS-19.00 811443B	Request granted to a time extension to complete alterations of New Dock Street and Southeast Resource Recovery Facility (SERRF/Ocean Avenue) at-grade highway-rail.	December 27, 2022
2020010003 February 10, 2020	California Northern Railroad	Napa County	Green Island Road 108AA-62.20 751326N	Request granted to widen Green Island Road from two-traffic lanes, to 12' two-traffic lanes with a center turn lane to improve safety and improve traffic conditions.	January 15, 2023

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G.O.88B XREQ ID -Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
2020001004 February 10, 2020	California Northern Railroad	Napa County	Green Island Road 108AB-62.01 748368W	Request granted to widen Green Island Road from two-traffic lanes, to 12' two-traffic lanes with a center turn lane to improve safety and traffic flow.	January 15, 2023
2020010005 February 06, 2020	Department of Public Works	City of Fresno	Tulare Street 002-998.10 028549N	Request granted to alter the Tulare Street At-Grade Highway-rail crossing for removal of an existing midblock pedestrian crossing and widen the sidewalk on the NE quadrant of the crossing.	February 05, 2023
2020020001 February 24, 2020	Alameda County Transportation Commission	County of Alameda	7 th Street 001D-4.77-B 972497A	Request granted to alter the existing 7th Street grade separation with a new alignment and wider roadway.	February 23, 2023



OPERATION LIFESAVER INC.

On February 27, 2020, RCEB volunteered for Operation Lifesaver Inc. (OLI) at two events at the Lodi Grape Festival grounds. RCEB staff completed nine presentations sharing the OLI rail safety message to 219 children and adults in the City of Lodi, San Joaquin.

RAIL TRANSIT SAFETY BRANCH - RTSB

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

CORRECTIVE ACTIONS PLANS

- Twenty-five (25) Corrective Action Plans (CAP's)¹ were opened.
- Forty-one (41) were closed.

ACCIDENT INVESTIGATIONS

- Thirty-one (31) accidents were reported by Rail Transit Agencies (RTA).²

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.

- No 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. Staff is finalizing the report and drafting the accompanying resolution.
- 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 final 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

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.

Transportation Authority (VTA), Sacramento Regional Transit District (SRTD), and Angel's Flight.

ADMINISTRATIVE ACCOMPLISHMENTS

- **Training:** On February 6, Varoujan Jinbachian provided training to LACMTA staff on using RTSB's accident reporting web form, and general overview of rules on what information needs to be provided.
- **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 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.
- **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, nineteen (19) 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. Staff attended a project kick-off meeting at BART on February 28.
- **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 fifty-four (154) 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.
- **Silicon Valley Berryessa Extension (SBVX):** In an e-mail and press release from VTA, the agency conveyed that it would be deferring work on the extension project. "After extensive review and coordination with BART management, VTA has made the difficult decision to defer most of BART's pre-revenue operations on the BART Silicon Valley Berryessa Extension. The two agencies have concluded that in the interest of achieving a safe and reliable start of revenue service, a more practical work plan needs to be developed. This means that the 10-mile extension will not begin passenger service on December 28, 2019 alongside our New Transit Service." The e-mail refers readers to the following site for further details about the decision to defer BART passenger service:
<https://www.vta.org/blog/vta-and-bart-will-defer-operations-berryessa-extension> .
- **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 January 16 meeting of the Safety and Security Certification Review Committee. During the meeting, SFMTA conveyed plans to submit the project SCVR Fall of 2021. The remaining construction will take about 1 year to complete.

- **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.
- **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.
- **LACMTA/MGLFECA Foothill Extension Phase 2B:** LACMTA and Metro Gold Line Foothill Extension Construction Authority (MGLFECA) have submitted the project's SCP. Resolution ST-194 provided approval for the document on January 19, 2017. Phase 2B alignment is

from the current terminus of LACMTA Gold Line, Azusa Station, to the City of Montclair. It will traverse six cities with six new stations on 12.3 miles of light rail transit (LRT) at-grade track. Due to funding issues, the current terminus of the alignment will be changed to Pomona Station. In August 2019, the Foothill Gold Line Construction Authority awarded the Design-Build contract for the project to Kiewit-Parsons, a Joint Venture. Major construction is expected to start in late summer 2020 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.

- **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. Substantial completion is currently anticipated to occur in the fall of 2020 and revenue service is expected to commence in winter of the same year.
- **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.
- **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.

- **Orange County Transportation Authority (OCTA) OC Streetcar Project:** The OC Streetcar (OCSC) project consists of 4.15 miles of track between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. Revenue service is scheduled to commence in 2021. Staff continues to attend the SSRC and Fire Life Safety Committee (FLSC) meetings for this project.
- **SFMTA LRV4 Procurement to Expand and Replace the Rail Fleet:** This project is scheduled for completion in 2025. In December, Staff authorized SFMTA to place an additional LRV4 car (2068) into revenue service.
- **San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:** The San Diego Metropolitan Transit System's (MTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line that begins at the Old Town Transit Center in San Diego. The project will provide future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego (UC San Diego) and the University City areas. Construction started in 2016 and revenue service is planned to begin late 2021. To date, no construction delays are anticipated. On February 20, 2020 Staff attended a tour of the Mid-Coast North Segment. Staff was able to view the status of the station construction, right-of-way, poured concrete forms, and the access elevators to the stations. Staff attended the MTS System Safety Review Committee and FLSC Quarterly Meeting to discuss project issues and status. The next scheduled quarterly is scheduled for May 14, 2020. On February 27, 2020, Staff attended the Rail Activation Start-Up Integrated Test Meeting. This meeting covered the proposed integrated tests and established a tentative schedule for completing all the required tasks.
- **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.

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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. On January 31, 2020 Staff joined Andy Goddard (MTS Project Manager) for a joint inspection of Car Number 5029 at the Siemens Ranch Cordova assembly plant prior to shipment to San Diego Trolley, Inc.'s Yard. 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.

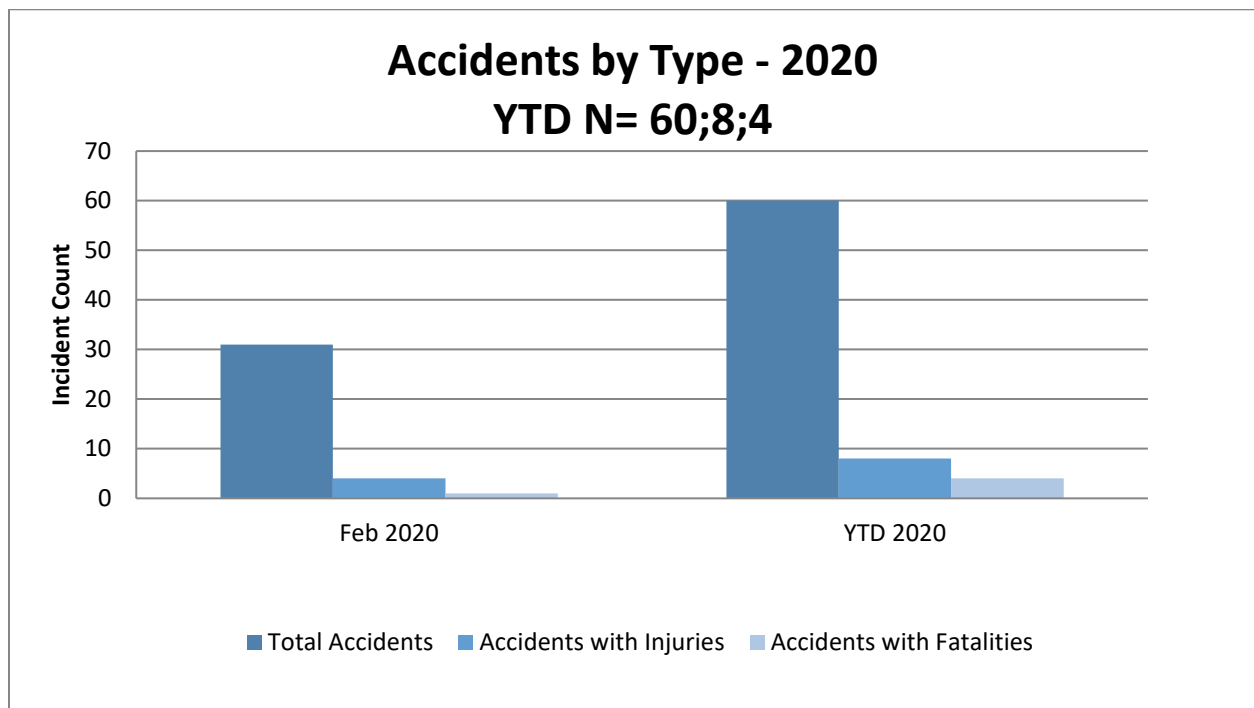
STATISTICS SUMMARY

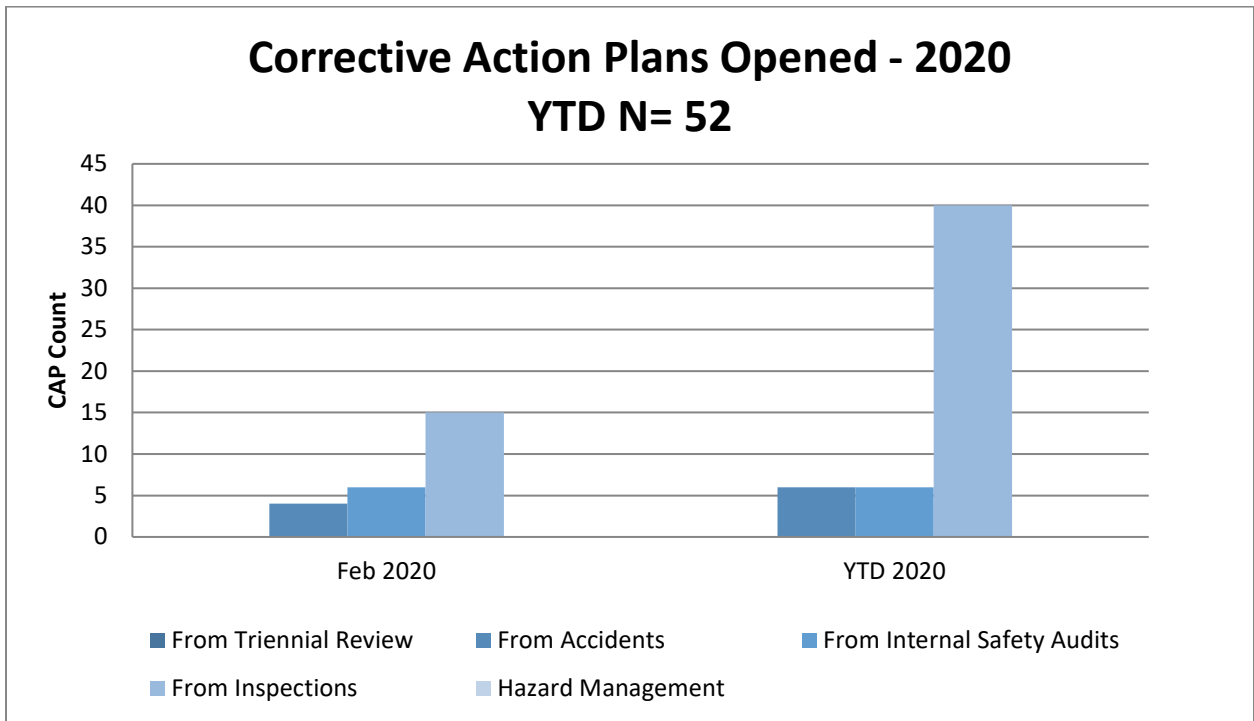
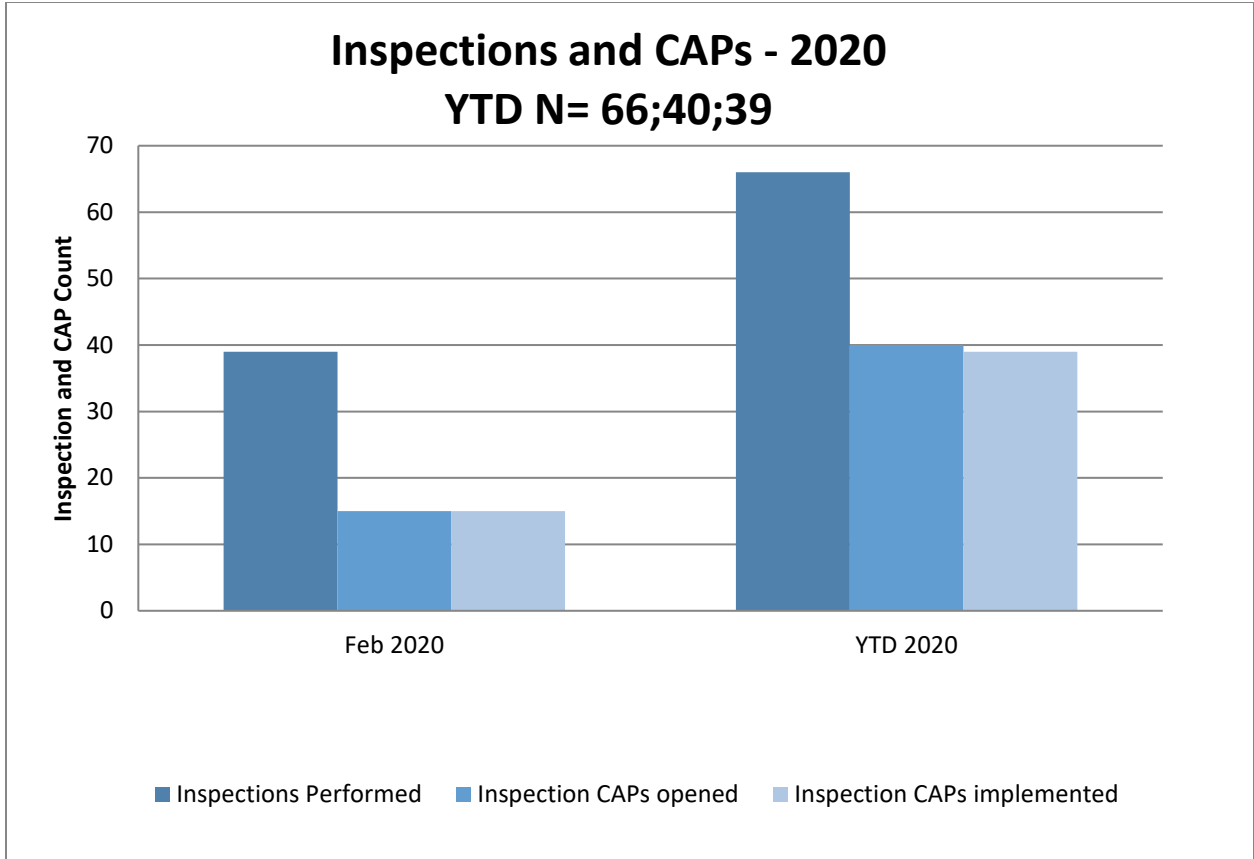
Investigations for Month		YTD 2020
Accidents Reported	31	60
Accident Investigations Closed	0	86
Complaints Investigated	0	0
Rail Transit Inspections	39	66
Triennial Review	0	0

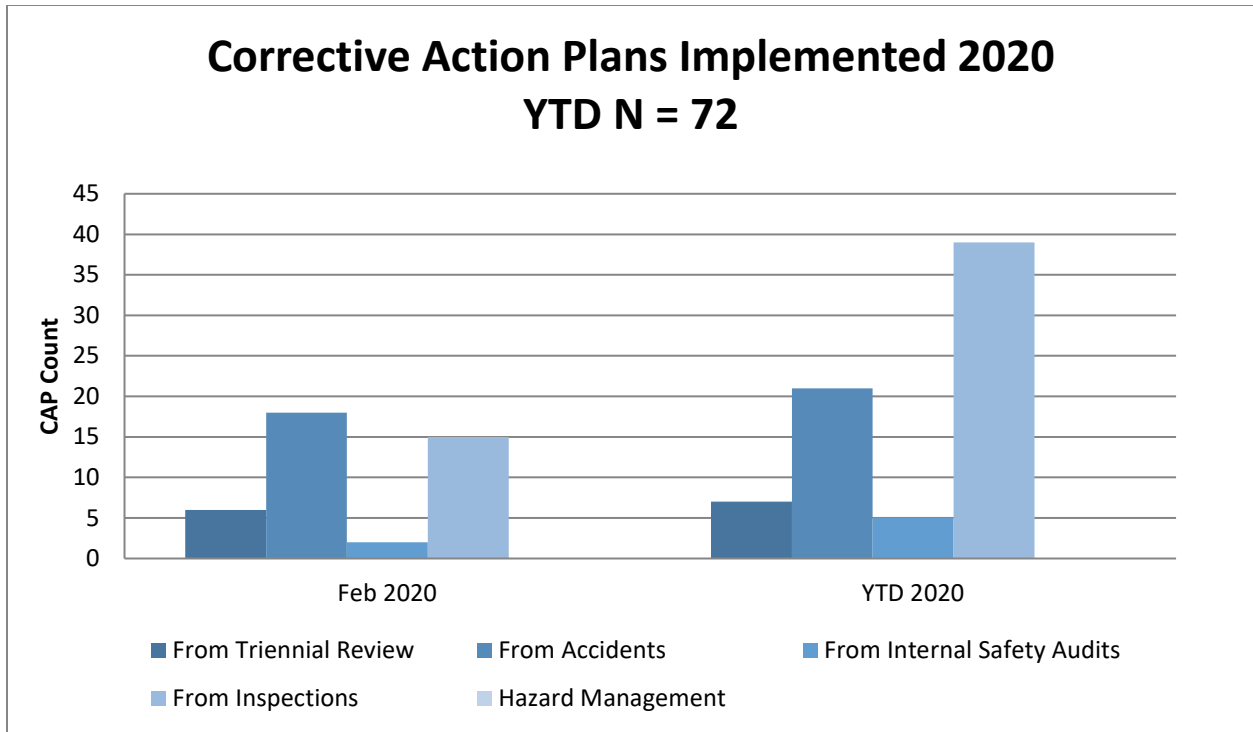
Monthly CAPs		CAPs YTD
New Corrective Action Plans	25	52
From Triennial Review	0	0
From Incidents	4	6
From Internal Safety/Security Audits	6	6
From Rail Transit Inspections	15	40

	0	0
From Hazard Management		
Closed Corrective Action Plans	41	72
From Triennial Review	6	7
From Incidents	18	21
From Internal Safety/Security Audits	2	5
From Rail Transit Inspections	15	39
From Hazard Management	0	0

ONGOING DATA / TRENDS







CORT MONTHLY REPORT

In California during the month of February:

- The railroads moved 11 trains with 1100 crude oil cars via unit train
- Via manifest train to Delta Trading the railroads moved 0 crude oil cars
- The railroads moved 12 trains with 1243 ethanol cars via unit train

Plains All America in Taft, California received ten (10) crude oil trains. Each train consisted of 100 cars: two (2) were lite and eight (8) 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 March twelve (12) 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

February 6, 2020: UERNSEY, Sask. — The reeve of a Saskatchewan municipality where a second fiery train derailment has occurred in less than two months says it's time for the federal government to look more seriously at pipelines to move oil. Jack Gibney of the Rural Municipality of Osborne says "oil is going to move one way or another.

A Canadian Pacific Railway freight train carrying crude oil jumped the tracks near Guernsey, about 115 kilometers southeast of Saskatoon, early Thursday. The Saskatchewan Public Safety Agency said 32 of the train's 104 cars derailed and a dozen caught fire, sending flames and thick, black smoke into the air. The fire was burning Friday morning and the Transportation Safety Board said its investigators could not get to the wreckage as a result. But the fire was out by late Friday afternoon and about 85 residents who were ordered to leave the agricultural community the day before were allowed back home by 4 p.m. local time, Gibney said.

Residents also gathered Friday in a town hall in nearby Lanigan, where they met with CP officials. Gibney said people appreciated the rail company's efforts but are still concerned about rail safety and the transportation of oil. Another derailment about 10 kilometers away on the same set of tracks in December also caused a fire when 1.5 million liters of oil spilled. After the second derailment Thursday, the federal government ordered lower speed limits for all trains carrying large amounts of dangerous goods. Trains carrying oil move through Guernsey every hour, said Gibney, who added the track is busier than it's ever been "We call it our Canadian pipeline here going by."

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 the final 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 February, they received thirteen (13) ethanol unit trains totaling 1,243 cars, and currently have three trains in route to their facility one in Needles, 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. Leticia Holbert is our contact at Nu Star Energy and provided our team the following information. NuStar Selby is currently not receiving ethanol via rail but are currently receiving product via ship. Results of investigation estimated to be one year away.

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 131 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-five (35) empties there.

Santa Maria Railroad: The Santa Maria Valley Railroad, serving the Santa Maria Valley's rail transportation needs since 1911 is located about 250 miles south of San Francisco and 175 miles north of Los Angeles on the Central Coast of California. The Santa Maria Railroad's system

consists of 14 miles of main line track interchanging with the Union Pacific Railroad in Guadalupe. Viper Rail Car Storage, a major broker that operates in the United States and Canada. Their contact is Bill Dankers at info@viperstorage.com and he coordinates the western United States. They currently have one hundred seven (107) loads and one hundred eighteen (118) 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 five (5) empty cars at Oakdale, and in West Sacramento eighteen (18) loads and four (4) empties.

Northwestern Pacific Railroad: is a regional railroad that serves the North Coast of California. Its main line is 271 miles long and runs between Schellville and Eureka. An additional portion of the line runs from the Ignacio Wye to the edge of San Rafael. Currently, only the 62 mi stretch between Schellville and Windsor is in operation with freight and Sonoma–Marin Area Rail Transit (SMART) commuter trains. Bill Dankers of Viper stated that Sierra Northern and Northwestern work together to store their cars if Sierra Northern runs out of track capacity Northwestern stores the excess. Currently Viper has thirty-eight (38) loads and sixteen (16) empties are currently stored there. NWP also has stored for Tesoro one empty LPG, twenty-one (21) loaded LPG, and twenty-five (25) empties.



Canadian crude oil unit train derailment