

# Rail Safety Division



## Monthly Performance Report

January 2020

## TABLE OF CONTENTS

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COMPLIANCE WITH ORDERING PARAGRAPHS (COPS) .....	2
MONITORING THE WHISTLEBLOWER WEBSITE .....	3
<i>Statistics - 1/01/20 – 1/31/20</i> .....	3
RAILROAD OPERATIONS SAFETY BRANCH – ROSB .....	3
<i>ROSB Inspection, Investigation &amp; Field Activities</i> .....	4
RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB.....	11
<i>Rail Crossing Incident Investigations</i> .....	11
<i>Safety Assessments, Quiet Zones and Reviews</i> .....	20
<i>Proceedings, Resolutions and G.O. 88B Reviews</i> .....	21
<i>Operation LifeSaver Inc.</i> .....	22
RAIL TRANSIT SAFETY BRANCH - RTSB.....	22
<i>Corrective Actions Plans</i> .....	22
<i>Accident Investigations</i> .....	23
<i>Major Audits</i> .....	23
<i>Administrative Accomplishments</i> .....	24
<i>Safety Certification and Oversight of Rail Transit Agency Projects</i> .....	25
<i>Statistics Summary</i> .....	30
<i>Ongoing Data / Trends</i> .....	32
CORT MONTHLY REPORT.....	34

### Disclaimer

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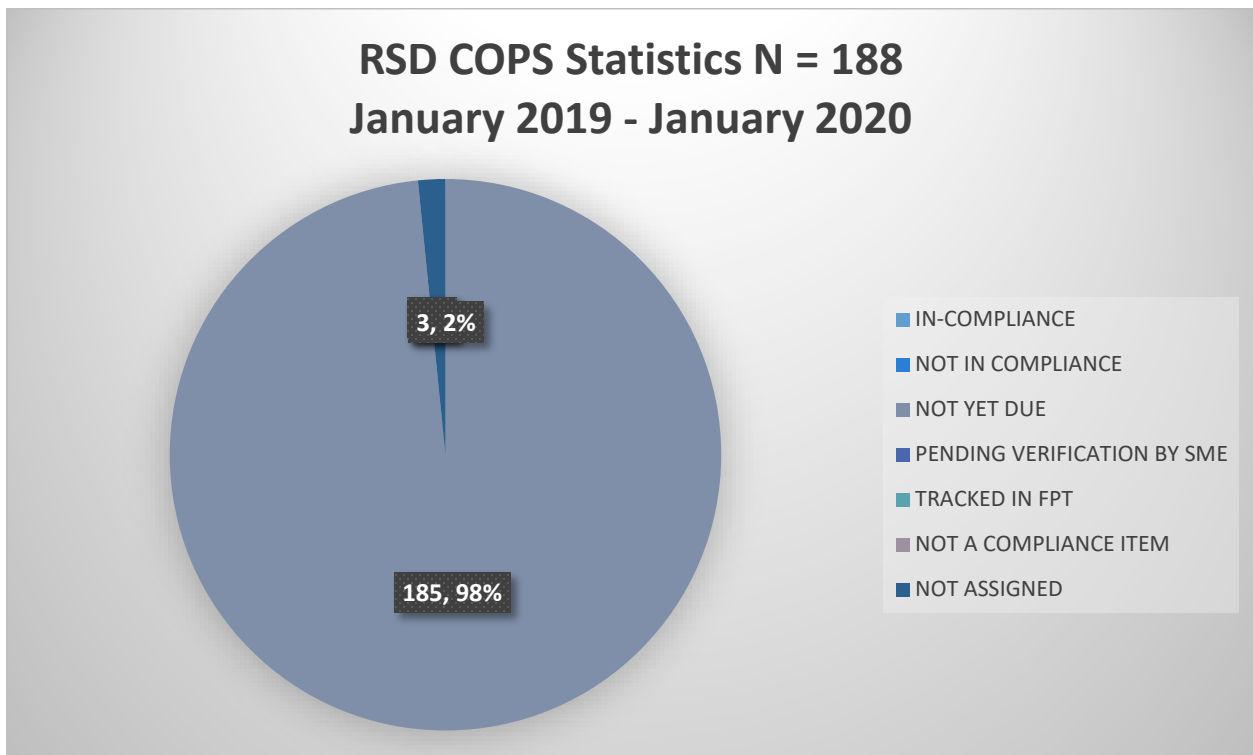
This Report has not been approved or disapproved by the CPUC.

## COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

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Through January 31, 2020, the Rail Safety Division (RSD) shows 188 total entries in the COPS system: with 0 reaching compliance, 185 (98%) not yet due for compliance, and 0 (0%) out of compliance. 0 are pending verification. 185 (98%) of all Ordering Paragraphs are assigned to members of staff.

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

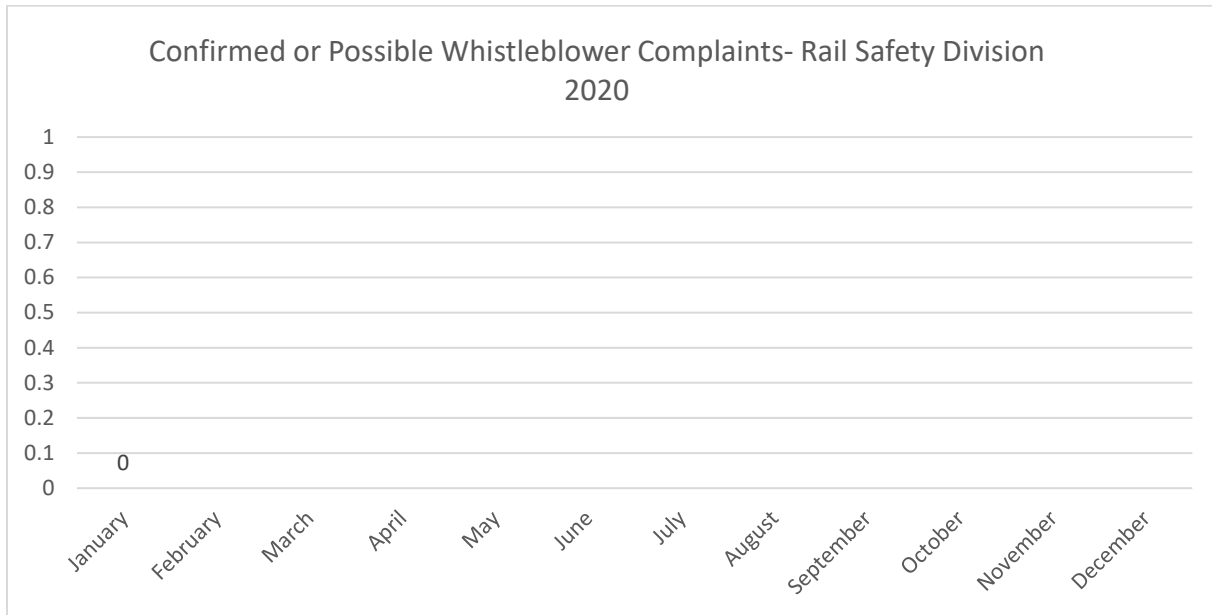


**MONITORING THE WHISTLEBLOWER WEBSITE**

The Risk Section has been overseeing intake for complaints that arrive via a “whistleblower” application on the Commission’s web site. Whistleblower protections are afforded to utility employees and contractors who report potentially unsafe or illegal practices.

STATISTICS - 1/01/20 – 1/31/20

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



**RAILROAD OPERATIONS SAFETY BRANCH – ROSB**

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

<b>Railroad Operations Safety Branch</b>	<b>Jan-20</b>	<b>YTD 2020</b>
<b>New Incidents Investigated</b>	8	8
<b>Informal Complaints Investigated</b>	0	0
<b>Safety Assessments/Reviews</b>	8	8
<b>Compliance Actions</b>	1147	1147
<b>Major Inspections Completed</b>	3	3
<b>Operation Lifesaver Presentations</b>	11	11

### ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

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**January 9, 2020:** A CPUC Railroad Safety Investigator conducted an inspection of the City of Industry and Commerce yards operated by Union Pacific Railroad. The investigator discovered a non-compliant General Order condition on locomotives in use. The inspector performed a routine inspection of the UPRR locomotives in use in City of Industry and City of Commerce. The inspection discovered missing First Aid Kits in locomotives that are in use as instructed under General Order Activity Code 126. The Union Pacific Railroad Locomotive Department installed new First Aid Kits on the Locomotives before placing the locomotives back in service.

**January 13, 2020:** A CPUC Railroad Bridge Inspector observed BNSF Bridge No. 588.7 on the Needles Subdivision that had a corrected unsafe and west end North walkway tripping hazard that was originally observed on 12/12/19. The BNSF structures team was contacted and advised. GOIN 2019120021 was prepared and BNSF responded with Pictures of the Repairs.

**January 14, 2020:** CPUC railroad safety inspectors performed a re-inspection on Los Angeles Junction Railroad (LAJ) in the city of Commerce. The purpose of this re-inspection was based on the high defect ratio found during an inspection conducted on October 17, 2019 which originally was to focus on High-way Rail Crossing safety and the FRA 234 regulations.

The defect that LAJ was cited several times for during the first inspection was 49 CFR 234.0217.A1 Flashing light not visible to approaching highway user, due to vegetation growing in front of the crossings flashing lights. During the re-inspection, the CPUC Inspectors revisited the same crossings that were previously inspected to verify compliance with the 234 regulations. At the conclusion of the re-inspection all the defects found during the first inspection had been addressed by the signal employee assigned to LAJ

**January 15, 2020:** CPUC Hazardous Material Investigators along with the FRA Inspectors performed a facility audit at the GATX tank car repair facility located in Colton, California. The inspection focused on federal compliance of record retention and the one-time movement approval process, along with a tour of the tank car repair facility.

On the day of inspection, investigators audited GATX one-time movement approval process and record retention for the entire tank car repair process. No defects were observed. The inspectors were also given a guided facility tour and observed how tank car valves and fittings were replaced and rebuilt, as well as the different types of valves and fittings on various types of tank cars.

**January 16, 2020:** CPUC railroad safety inspectors traveled to the Burlington Northern Santa Fe Railway Watson Yard located in Wilmington, Ca. to perform a regular inspection of outbound train H-WATBAR1-16A.

The inspection consisted of the following; Proper placement of hazardous materials within train; Proper placarding, marking and stenciling of hazardous materials shipments; Proper securement of all closures, valves, pressure relief devices, flanges and housings/covers; Required testing dates and pressure settings for operating/safety valves; Top/bottom shelf coupler arrangements on all hazmat tank cars; Scrapes, abrasions, dents or gouges in the shell or heads that would make the tank cars unsafe for transportation; and proper paperwork requirements for hazardous materials shipments including emergency response information as well as retention.

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

(2) Liquefied Petroleum Gas tank cars noted with loose sampling line valve plugs. Loose closures create the opportunity for releases and place not only railroad employees at risk, but also the public due to coming into contact with a hazardous materials release while in transportation.

(1) Liquefied Petroleum Gas tank car noted with a loose packing gland nut. A loose packing gland nut can allow the contents of the tank car (which are under pressure) to escape through the top of the valve and put railroad employees and the public in danger from the hazardous materials release.

(1) Liquefied Petroleum Gas tank car noted with required proper shipping name and non-odorized markings to be covered up by graffiti. The markings on the outside of the

package, if missing or covered up, can hinder first responders in case of incident. In addition to the previous issues, part of the retroreflective sheeting marking was noted to be covered up. The retroreflective sheeting markings are placed on both sides of the tank cars and is intended to help alert the public when trains are passing through or switching on crossings.

(1) Flammable Liquid tank car noted with material adhering to the outside of the package. Tank cars must be clean from any residue or material while in transit in order to prevent contact from employees, the public or inspectors.

(4) Hazardous substance tank cars noted with multiple loose closures including loose manway swing bolts, loose air inlet valve plugs and loose bottom outlet valve plugs. Loose closures create the opportunity for releases both vapor and liquid which place not only railroad employees at risk, but also the public due to coming into contact with hazardous materials while in transportation.

(1) Hazardous substance tank car noted with incorrect type pin bolts attached to manway nozzle. Pin bolts hold bolts in place that are used to properly secure the manway lids. Pin bolt failure can cause a vapor or material leak from manway lid while tank car is in transportation.

BNSF personnel were notified of corrective action and defective conditions were remediated prior to the train departing the yard. 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

**January 28, 2020:** A CPUC railroad safety inspector performed a routine track inspection of the BNSF main tracks through Hinckley. The CPUC inspector identified wires around an electrical box at house track switch in the siding at Hinckley. The wires and electrical box, as well as an irregular walkway surface are tripping hazards and could cause serious injury to a railroad employee working around moving equipment. CPUC General Order 118A requires walkways to

provide a reasonable regular surface with gradual slope no to exceed approximately one inch to eight inches, in addition to other minimum standards.

BNSF committed to making repairs promptly. BNSF made final repairs by burying all wires in compliance with General Order 118A. All repairs have been verified corrected and no more regulatory action needed at this location.

**January 29, 2020:** A CPUC MP&E Team conducted a Focused Inspection at Union Pacific Locomotive Facilities in the Los Angeles Basin.

While inspecting locomotives at Mead Yard in Long Beach, CA, Union Pacific, locomotive department employees were observed working on locomotives stored on Track 9. A further investigation revealed that the employees did not display required Blue Flag Protection at the track switch. The blue flag was available in the form of track mounted flag which I have found in the resting position and not raised as it should have been. This is a non-compliant with 49 CFR Part 218.27(a) which states:

**§218.27 Workers on track other than main track.**

**When workers are on, under, or between rolling equipment on track other than main track—**

**(a) A blue signal must be displayed at or near each manually operated switch providing access to that track.**

Staff interviewed the employees involved to determine if they understood how flag protection is supposed to be applied. Both employees stated that this was their first-time servicing locomotives outside the roundhouse limits. This situation was created by the recent personnel cuts at Dolores Locomotive Facility in Carson, CA which is responsible for UP locomotives in the area. This situation was intensified due to UP yard crew switching on adjacent track at the time.

Union Pacific Locomotive Management was made aware of the findings and promised to re-visit locomotive blue flag policy outside roundhouse confinements and re-train employees involved.

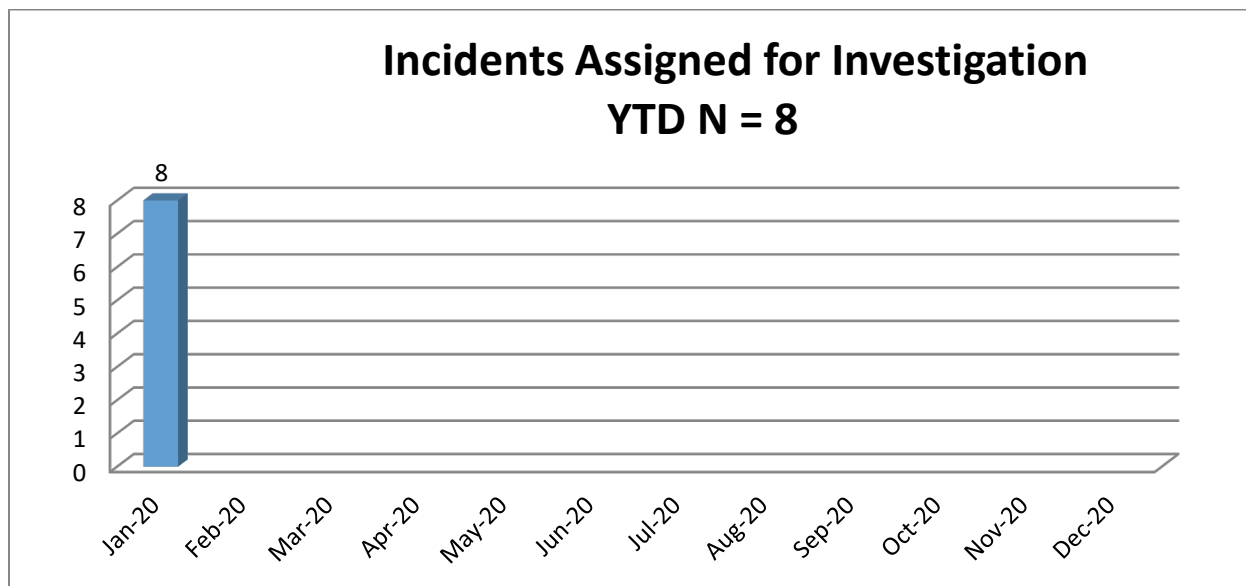


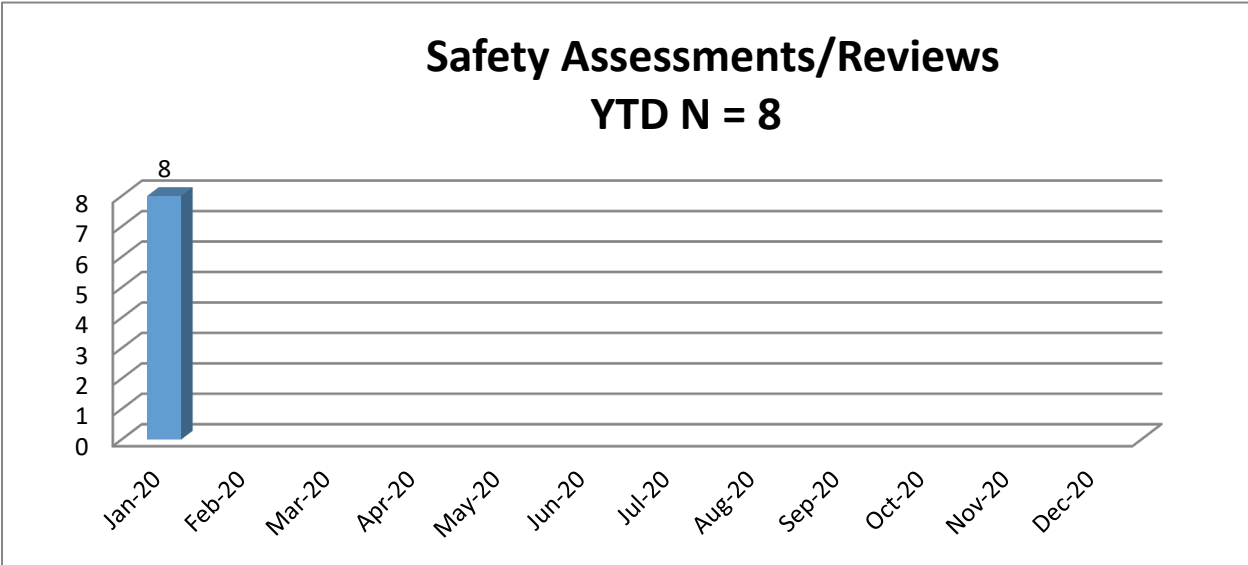
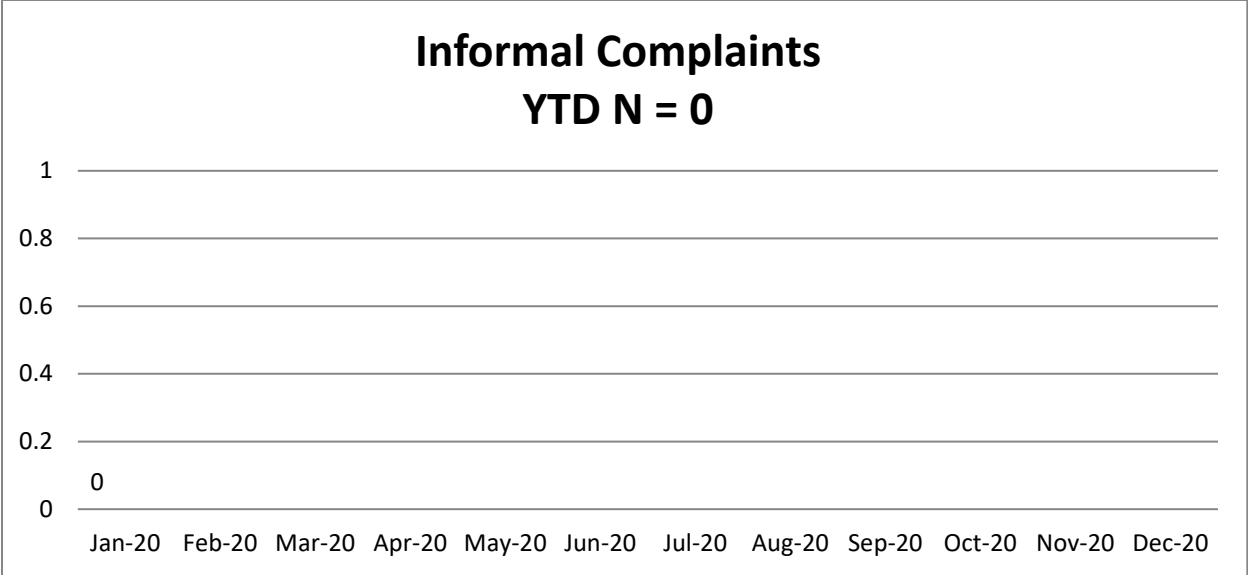
**January 31, 2020:** A CPUC railroad Safety Inspector observed an extremely large railcar at Stuart Mesa Yard on NCTD’s (North County Transit District) San Diego Subdivision on Camp Pendleton Marine Base. The inspector contacted NCTD personnel and inquired about the equipment and its intended use.

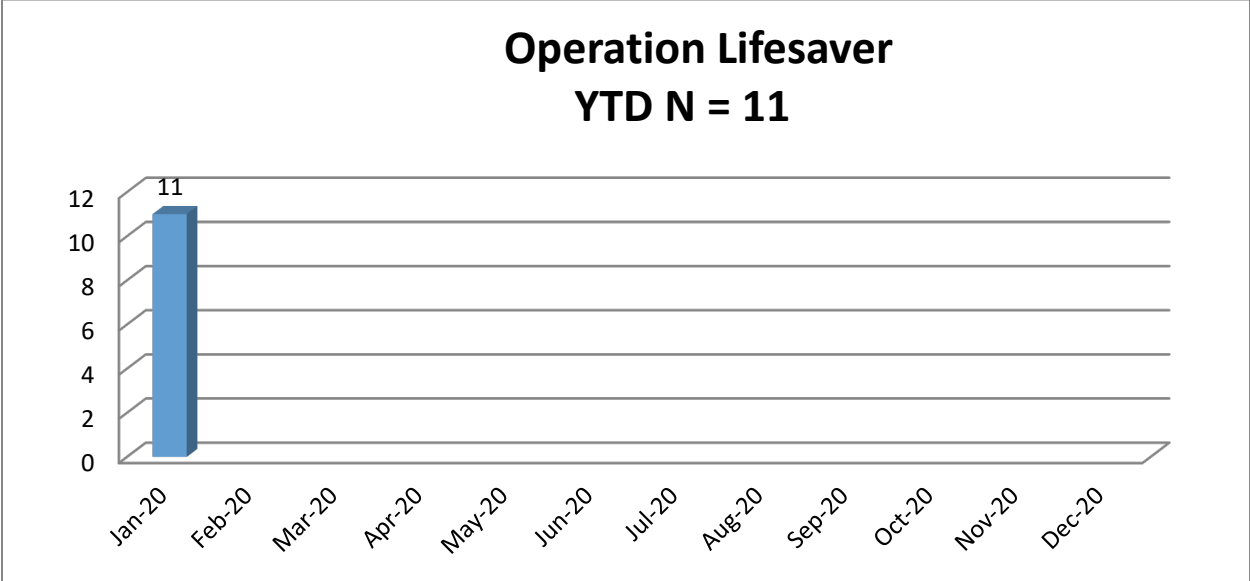
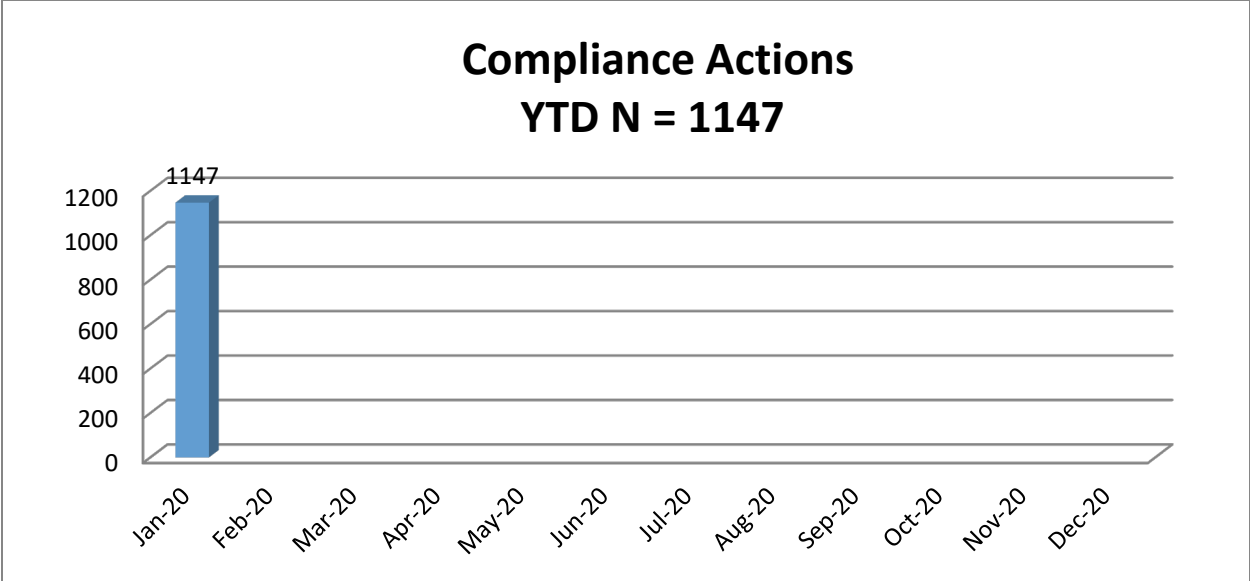
The car is called a Schnabel car. It is used for transporting very large materials such as, electrical generators for power plants, large tanks, etc. The unloaded car is 231’8” long, has 36 axles, and weighs 2,260,800 Lbs. In order to attach the load, the car will be separated at the center where the load will be attached and essentially become part of the car. The car has a maximum speed of 25mph unloaded and 15mph loaded.

In this case the car is going to be used to transport the used nuclear reactors from San Onofre Nuclear Generating Station to Clive, UT. The load length is 44’ 8” and weighs 1,520,000 Lbs. The maximum height of the load will be 19’ 10” and the maximum width will be 15’ 6’.

In California, the car will traverse over NCTD, Metrolink, and BNSF trackage. Engineering surveys for bridge loads and clearances are being performed throughout the entire route. There are measures being taken to ensure the safe passage of the load including bridge repairs, additional bridge support and removal of obstructions.







**RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB**

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

	January New	Received YTD	January Closed	Closed YTD
<b>Crossing Incident Reviews</b>	20	20	44	44
<b>Safety Assessments/Quiet Zones/Reviews/Training</b>	26	26	26	26
<b>Proceedings, Resolutions and G.O. 88-B Reviews</b>	4	4	3	3
<b>Operation LifeSaver Presentations</b>	2	2	2	2

**RAIL CROSSING INCIDENT INVESTIGATIONS**

In January 2020, the RCEB assigned 20 new incidents at highway-rail at-grade crossings (crossings) for review. These incidents resulted in seven fatalities and eight injuries. RCEB completed 38 crossing incident reviews and six reviews along the rail right of way. These 44 incidents resulted in 14 fatalities and 13 injuries.

**January 2020 Incidents Reviewed**

INCX	Incident Date/Time	Summary	RCEB Findings
<b>INCX2018060007</b>	May 18, 2018, at 12:43 hours	A Metrolink train struck a vehicle at Francisquito Ave grade crossing in Baldwin Park, Los Angeles County.	The train struck the rear-end of the vehicle with no injuries reported.
<b>INCX2018060008</b>	May 18, 2018, at 11:21 hours	A UP train struck a vehicle at Normandie Ave grade crossing in City of Gardena, Los Angeles County	The train struck a stopped vehicle who failed to notice oncoming train. No injuries were reported.
<b>INCX2018060029</b>	June 20, 2018, at 11:19 hours	A UP train struck a vehicle at the Gardena Blvd grade	The train stuck a vehicle who attempted to pass a

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<b>INCX</b>	<b>Incident Date/Time</b>	<b>Summary</b>	<b>RCEB Findings</b>
		crossing in the City of Gardena, Los Angeles County.	vehicle stopped in front to beat the train. The train swiped the passing vehicle, which subsequently collided with the stopped vehicle. No injuries were reported.
<b>INCX2018090001</b>	September 05, 2018, at 21:42 hours	A BNSF train struck a vehicle at the Atlantic Ave grade crossing in City of Vernon, Los Angeles County. <i>(Here you state BNSF train struck a vehicle. In the next column you state the train was struck by a vehicle.)</i>	A semi-truck trailer struck the back of a train boxcar. No injuries were reported.
<b>INCX2018090015</b>	September 23, 2018, at 14:09 hours	A MTS LRV struck a vehicle at 10 <sup>th</sup> Avenue grade crossing in the City of San Diego, San Diego County	The LRV struck a vehicle. No injuries were reported.
<b>INCX2018100007</b>	October 10, 2018, at 17:01 hours	A MTS LRV struck a vehicle at Smythe grade crossing in the City of San Diego, San Diego County	The LRV struck a vehicle which did not stop at the activated warning devices and drove under the gate. No injuries were reported.
<b>INCX2018100017</b>	October 25, 2018, at 12:00 hours	A SCAX train struck a pedestrian at the Main Street grade crossing in the City of Anaheim, Orange County.	The train struck a pedestrian. The individual was running back and forth across the main track while facing the

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<b>INCX</b>	<b>Incident Date/Time</b>	<b>Summary</b>	<b>RCEB Findings</b>
			train. The incident resulted in non-fatal injuries.
<b>INCX2018100020</b>	October 27, 2018, at 05:21 hours	An MTS LRV train struck a vehicle at the Prospect Ave grade crossing in the city of Santee, San Diego County.	The train struck a vehicle turning across the tracks. No injuries were reported.
<b>INCX2018110005</b>	November 04, 2018, at 05:54 hours	A BNSF train struck a vehicle at the McCombs Road grade crossing in the town of Wasco, Kern County.	The train struck an occupied vehicle at the grade crossing, resulting in injuries.
<b>INCX2018110010</b>	November 14, 2018, at 08:06 hours	A UP train struck a vehicle at the Vermont Ave grade crossing in the City of Gardena, Los Angeles County.	The train struck an occupied vehicle at the grade crossing. No injuries were reported.
<b>INCX2018110011</b>	November 14, 2018, at 09:40 hours	A UP train struck a pedestrian at the Florence Ave grade crossing in the City of Los Angeles, Los Angeles County.	The train struck a pedestrian along the railroad right-of-way (ROW), resulting in injuries.
<b>INCX2018120003</b>	November 20, 2018, at 05:30 hours	A Metrolink (SCAX) train struck a pedestrian at the Main Street grade crossing in the City of Pomona, Los Angeles County.	A slow-moving train struck a pedestrian at the main grade crossing, resulting in injuries.
<b>INCX2018120006</b>	November 30, 2018, at 10:51 hours	A MTS LRV train struck a vehicle at the 28 <sup>th</sup> and Commercial Street crossing in the City of	The LRV struck a vehicle stopped too close to the track, resulting in minor damages to the

**California Public Utilities Commission | Rail Safety Division**

<b>INCX</b>	<b>Incident Date/Time</b>	<b>Summary</b>	<b>RCEB Findings</b>
		San Diego, San Diego County	vehicle and the train. No Injuries were reported.
<b>INCX2018120017</b>	November 29, 2018, at 17:54 hours	A train struck a vehicle on the ROW in the City of Anaheim, Orange County.	The train struck a stopped vehicle along the railroad ROW, resulting in injuries.
<b>INCX2019020002</b>	February 02, 2019, at 08:05 hours	An Amtrak train struck a trespasser at the Carlsbad Village Station in the City of Carlsbad, San Diego County, resulting in a fatality.	The train struck a pedestrian resulting in a fatality. The incident was determined to be a suicide.
<b>INCX2019030001</b>	February 28, 2019, at 11:31 hours	A MTS LRV struck a pedestrian near MTS Blue Line, in the City of San Diego, San Diego County, resulting in fatality.	The LRV struck a pedestrian more the 50 feet from the crossing along the ROW, resulting in a fatality.
<b>INCX2019030003</b>	March 04, 2019, at 11:09 hours	A MTS LRV struck a truck at 31 <sup>st</sup> Street and Commercial Street grade crossing in the City of San Diego, San Diego County.	The LRV struck a panel truck which proceeded into the path of the train. No injuries were reported.
<b>INCX2019030004</b>	December 20, 2018, at 12:59 hours	A BNSF train struck a vehicle at Sunflower Springs Road grade crossing in the town of Essex, San Bernardino County.	The train stuck an occupied vehicle at the grade crossing. No injuries were reported.
<b>INCX2019050002</b>	May 06, 2019, at 05:20 hour	A MTS LRV train struck a pedestrian at the L Street crossing in Chula Vista, San Diego County,	The LRV struck a pedestrian walking along the sidewalk with headphones. The incident resulted

**California Public Utilities Commission | Rail Safety Division**

<b>INCX</b>	<b>Incident Date/Time</b>	<b>Summary</b>	<b>RCEB Findings</b>
		resulting in a fatality.	in a fatality.
<b>INCX2019060008</b>	June 06, 2019, at 15:07 hours	A UP train struck a vehicle at a private grade crossing at Wheatland, Yuba County.	The train struck an occupied vehicle at a private grade crossing resulting in injuries.
<b>INCX2019070009</b>	July 12, 2019, at 18:35 hours	A PCJX train struck a pedestrian at Scott Street grade crossing in the City of South San Francisco, San Mateo County, resulting in a fatality.	The train struck a bicyclist who traveled around the lowered and activated vehicle gate resulting in fatal injuries.
<b>INCX2019070010</b>	July 22, 2019, at 19:48 hours	A PCJX train struck a pedestrian at the Castro Street grade crossing in the City of Mountain View, Santa Clara County, resulting in fatality.	The train struck a pedestrian resulting in a fatality. The incident was determined to be a suicide.
<b>INCX2019080001</b>	August 05, 2019, at 16:0 hours	A BNSF train struck a vehicle at the Bear Creek Road grade crossing in the City of Stockton, San Joaquin County, resulting in a fatality.	The train struck a pick-up truck occupied with two passengers which drove in front of the approaching train. The incident resulted in one fatality and one injury.
<b>INCX2019080003</b>	August 09, 2019, at 04:50 hours	A UP Train struck a vehicle at the East Avenue grade crossing in the City of Chico, Butte County.	The train struck a vehicle while it was stalled on the tracks. Driver and passenger exited the vehicle before it was struck by the train. No injuries were reported.
<b>INCX2019080004</b>	August 19, 2019, at	A BNSF train struck a	The train struck a



**California Public Utilities Commission | Rail Safety Division**

<b>INCX</b>	<b>Incident Date/Time</b>	<b>Summary</b>	<b>RCEB Findings</b>
	17:19 hours	trespasser at Bond Ave grade crossing in the City of Elk Grove, Sacramento County, resulting in a fatality.	bicyclist at the crossing resulting in a fatality.
<b>INCX2019080011</b>	August 25, 2019, at 02:24 hours	A BNSF train struck a motorcycle at Fulton Shipyard Road grade crossing in the City of Antioch, Contra Costa County.	The train struck an abandoned motorcycle left on the grade crossing. No reported injuries.
<b>INCX2019090001</b>	September 06, 2019, at 17:50 hours	A PCJX train struck a vehicle at 25 <sup>th</sup> Ave grade crossing in the City of San Mateo, San Mateo County.	The train struck an occupied stopped vehicle while fouling the track. Injuries were reported.
<b>INCX2019090002</b>	September 05, 2019, at 14:23 hours	An AMTRAK train struck a pedestrian at South Cutting Blvd in the City of Richmond, Contra Costa County, resulting in a fatality.	The train struck a pedestrian who ignored the pedestrian barricade and ran across the intersection. The incident resulted in a fatality.
<b>INCX2019090004</b>	August 29, 2019, at 19:16 hours	A PCJX train struck a pedestrian at San Pedro Ave grade crossing in the City of Morgan Hill, Santa Clara County, resulting in a fatality.	The train struck a pedestrian resulting in a fatality. The incident was determined to be a suicide.
<b>INCX2019090009</b>	September 07, 2019, at 13:58 hours	A UP train struck a vehicle at the Pecos Ave grade crossing in the City of Modesto, Stanislaus County.	The train struck a disabled and unoccupied truck-trailer stopped on the tracks. No injuries were reported.
<b>INCX2019100011</b>	October 18, 2019, at	A BNSF train struck a	The train struck a

**California Public Utilities Commission | Rail Safety Division**

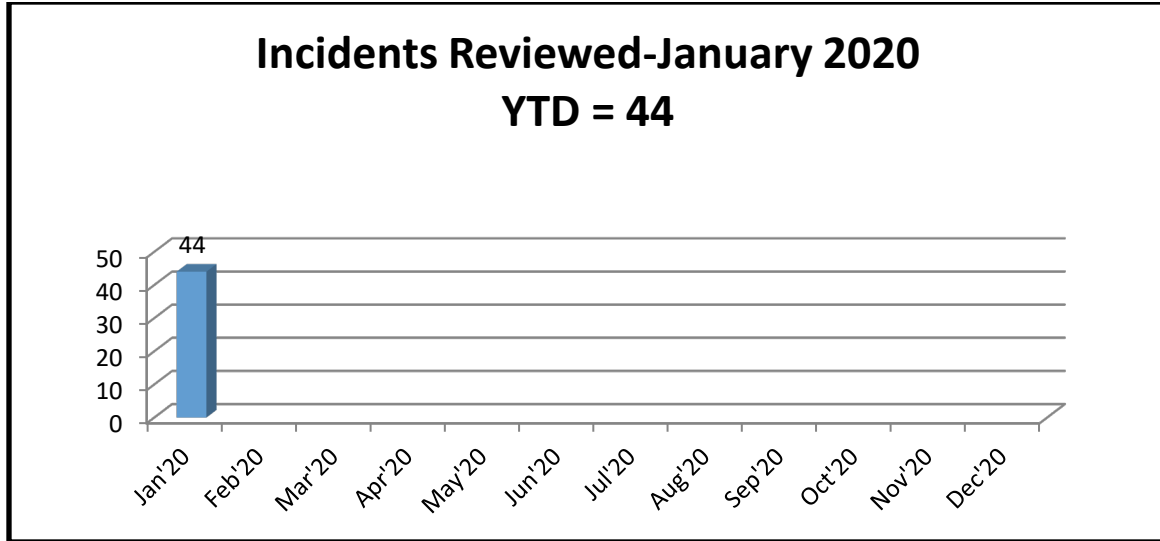
<b>INCX</b>	<b>Incident Date/Time</b>	<b>Summary</b>	<b>RCEB Findings</b>
	11:58 hours	pedestrian on the McKinley Ave grade crossing in the City of Fresno, Fresno County, resulting in fatality.	pedestrian who was reported to be walking erratically in the direction of the approaching train prior to being struck by the train. The incident resulted in a fatality.
<b>INCX2019100013</b>	October 21, 2019, at 19:23 hours	A UP train stuck a vehicle at the Industrial Drive grade crossing in the City of Stockton, San Joaquin County.	The train struck an unoccupied vehicle stalled on the tracks. No injuries were reported.
<b>INCX2019110001</b>	October 31, 2019, at 08:14 hours	An AMTRAK train struck a vehicle at the ROW near Martinez subdivision in the city of Cordelia, Solano County, resulting in fatality.	The train struck a pick-up truck. The driver crossed the tracks without noticing the oncoming train. The incident resulted in fatal injuries.
<b>INCX2019110004</b>	November 05, 2019, at 05:50 hours	An AMTRAK train struck a vehicle at the E. Riverdale Ave grade crossing in the town of Laton, Fresno County.	The train collided with a vehicle stopped on the tracks. The occupant of the vehicle fled the vehicle before it was struck by the train. No injuries were reported.
<b>INCX2019110013</b>	November 12, 2019, at 21:58 hours	A UP train struck a vehicle at P Street and Q Street grade crossing in the City of Sacramento, Sacramento County.	The train struck a vehicle stopped on the tracks. The driver of the vehicle exited the car before it was struck by the train. Driver was determined to be

**California Public Utilities Commission | Rail Safety Division**

<b>INCX</b>	<b>Incident Date/Time</b>	<b>Summary</b>	<b>RCEB Findings</b>
			under the influence. No injuries were reported.
<b>INCX2019110017</b>	November 22, 2019, at 05:39 hours	A Metrolink train struck a vehicle at the Rosecrans Ave and Marquardt Ave grade crossing in the City of Santa Fe Springs, Los Angeles County.	The train struck an RV attempting to make a right turn when the vehicle ran out of gas and stalled on the tracks. The incident resulted in injuries to four passengers on the RV.
<b>INCX2019120002</b>	November 27, 2019, at 04:13 hours	A UP train struck a pedestrian at the K Street grade crossing in the City of Modesto, Stanislaus County, resulting in fatality.	The train struck a pedestrian who was seen subjecting his head into the side of the moving train. The incident is suspected to be a suicide.
<b>INCX2019120008</b>	December 06, 2019, at 05:43 hours	A UP train struck a vehicle on an unknown crossing in the City of Stockton in San Joaquin County.	The train struck a tractor trailer while it was performing a shoving operation on an industrial track crossing. No injuries were reported.
<b>INCX2019120009</b>	December 10, 2019, at 08:02 hours	An AMTRAK train struck a pedestrian at the 2 <sup>nd</sup> Street grade crossing in the town of Empire, Stanislaus County, resulting in a fatality.	The train struck a bicyclist who went around the activated gate arm. The incident resulted in a fatality.
<b>INCX2020010002</b>	December 22, 2019, at 17:43 hours	An AMTRAK train struck a vehicle at the E. Shields grade crossing in the City of Fresno, Fresno County.	The train struck a vehicle at the grade crossing, the driver of the vehicle drove away from the scene. No injuries were

**California Public Utilities Commission | Rail Safety Division**

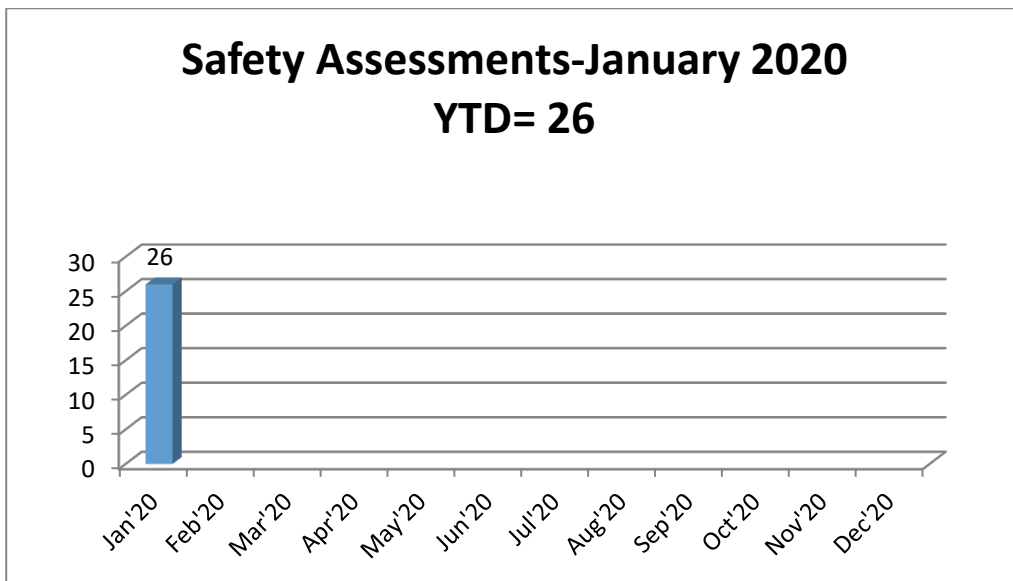
<b>INCX</b>	<b>Incident Date/Time</b>	<b>Summary</b>	<b>RCEB Findings</b>
			reported.
<b>INCX2020010003</b>	December 21, 2019, at 12:11 hours	A UP train struck a vehicle at the Olive Ave grade crossing in the City of Turlock, Stanislaus County.	The train struck a vehicle that drove through the activated gate arm at high speeds. The vehicle subsequently fled the scene. No injuries were reported.
<b>INCX2020010006</b>	January 30, 2020, at 18:47 hours	A BNSF train struck a pedestrian at the Morada Lane grade crossing on the railroad right-of-way, in the City of Stockton, San Joaquin County, resulting in a fatality.	The train struck a pedestrian standing on the tracks as the train approached. The incident resulted in a fatality.
<b>INCX2020010007</b>	January 02, 2020, at 06:10 hours	A BNSF train struck a vehicle at the Cunningham Road grade crossing in the City of Merced, Merced County.	The train struck an abandoned vehicle at the Cunningham grade crossing. There is insufficient info to determine the reason the vehicle was left on the tracks.
<b>INCX2020010014</b>	January 11, 2020, at 02:12 hours	A UP train struck a vehicle at HWY 99 and Atwater Blvd on the railroad right-of-way in the City of Atwater, Merced County.	The train struck an unoccupied vehicle left on the tracks along the railroad right-of-way. No injuries were reported.



**SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS**

In January 2020, RCEB completed 26 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 2019080001 (Update):** On January 30, 2020, San Jose Vasona (not active), updated file with Notice of Intent Issued.



## California Public Utilities Commission | Rail Safety Division

### PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In January 2020, RCEB assigned one resolution, and received two new General Order 88-B applications for changes to existing crossings. This month RCEB approved three General Order 88-B applications.

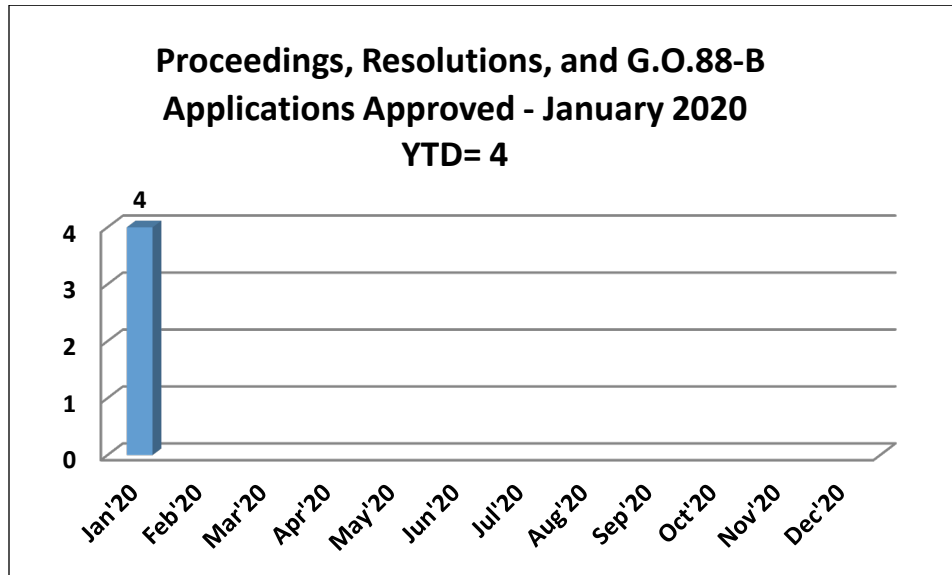
**RESL-SX-135** – On January 16, 2020, the CPUC issued Resolution SX-135 to grant authority to Santa Clara Valley Transportation Authority to modify and add sound directional shrouds to the audible component of the grade crossing warning devices at the Pacific Avenue At-Grade Pedestrian-Light Rail crossing in the City of Mountain View, CPUC ID 082B-12.76-D and U.S. DOT # 926830N.

#### Approved GO 88-B Applications

G.O.88B XREQ ID - Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
<b>201912001</b> <b>January 08, 2020</b>	Kern County Public Works	County of Kern	Boron Ave 002-783.90 028210W	Request granted to modify the Boron Ave highway-rail-at-grade crossing pedestrian path improvements.	January 07, 2023
<b>2019120004</b> <b>January 09, 2020</b>	Santa Clara Valley Transportation Authority	County of Santa Clara	Manila Ave 082B-11.60 DOT: N/A	Request granted to alter the Manila Ave at-grade highway-light rail crossing of the VTA tracks for pedestrian/ bicycle path improvements.	January 08, 2023
<b>2019120005</b> <b>January 29, 2020</b>	Orange County Transportation Authority	Orange County	La Palma Avenue 101 OL-1.12 027005M	Request granted to install a second platform for the Anaheim Canyon Station	January 28, 2023

## California Public Utilities Commission | Rail Safety Division

G.O.88B XREQ ID - Review Date	Agency	Location	Crossing(s) CPUC/DOT	Modifications	Expiration Date
				and construct a siding track at La Palma Ave.	



### OPERATION LIFESAVER INC.

On January 29, 2020, a RCEB Operation Lifesaver Inc. (OLI) volunteered at an OL booth at the Zenith AG Safety and Compliance day conference for 350 truck drivers, in Fresno.

### RAIL TRANSIT SAFETY BRANCH - RTSB

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

#### CORRECTIVE ACTIONS PLANS

- Twenty-seven (27) Corrective Action Plans (CAP's)<sup>1</sup> were opened.

<sup>1</sup> 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.

- Thirty-one (31) were closed.

### ACCIDENT INVESTIGATIONS

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- Twenty-nine (29) accidents were reported by Rail Transit Agencies (RTA).<sup>2</sup>
- Eighty-six (86) accident investigations were closed.

### MAJOR AUDITS

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- 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. The exit meeting is scheduled was held on January 24. A draft of the security report that will be subject to 30-day RTA review is being finalized by management. The safety report 30-day review draft is in the drafting phase.

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<sup>2</sup> 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.



- 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 phase.

### ADMINISTRATIVE ACCOMPLISHMENTS

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- **Two-Day Staff Workshop:** On Jan 28 and 29, RTSB held a two-day staff workshop in Riverside. The workshop included the following components among others: a presentation from the National Transportation Safety Board; planning for upcoming triennial safety and security audits of RTAs; discussion of RTSB's Technical Training Plan; a presentation on disaster recovery planning for RTAs; review of proposed staff changes to General Order 143-B; discussion of the draft checklist for reviewing Public Transportation Agency Safety Plans prepared by RTAs.
- **Training:** From January 29th through the 31st, Matthew Ames and Richard Fernandez took the "Transit Safety & Security Audit Course" course held in Pomona (Los Angeles County) and offered by U.S. Department of Transportation's Transportation Safety Institute.
- **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

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- **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 plan to attend a project kick-off meeting that BART has scheduled for 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 Meeting.

- **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 forty-five (145) 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 Santa Clara Valley Transportation Authority (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 construction is being done in 2 phases and requires that the line be taken out of service during the work. The initial phase

(southern half of the line) is complete. The second phase (northern half of the line) is expected to be completed by the end of October 2019. Phase 3 will be A Line Rail Yard (Division 11) train control upgrade work. Bus bridges are in place to deal with the affected areas. Resolution ST-222, approving the New Blue Improvement Project Safety and Security Testing and Certification Plan, was issued on August 15. The Blue Line was renamed the “A Line” prior to opening. The “A Line” re-opened to the public on November 2, 2019.

- **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, which 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 MTS System Safety Review Committee and FLSC Quarterly Meeting is scheduled for February 19, 2020.

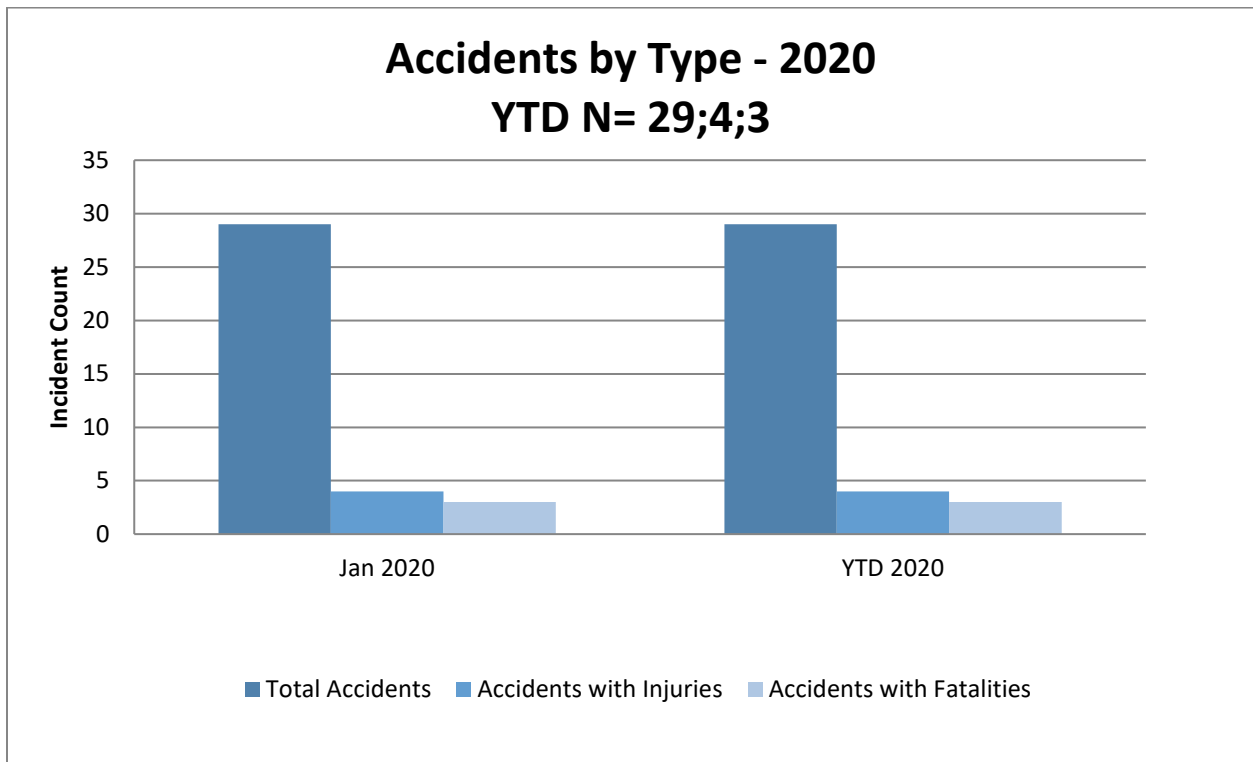
- San Diego Light Rail Vehicle Procurement:** SDTI is procuring forty-five (45) light rail vehicles (LRV) for the Mid-Coast Corridor Project. The procurement process began January 2018 with an expected schedule completion and acceptance of all forty-five LRV’s by June 2021. As Siemens delivers cars on-site at the SDTI Yard, they are undergoing commissioning and dynamics tests. Staff is participating in the acceptance testing throughout the procurement process. MTS submitted documentation on November 25, as required by Resolution ST-134, and requested from Staff permission for entry of four (4) additional cars into revenue service. Commission staff sent an approval letter for the 4 cars. 20 cars have been approved for revenue service.

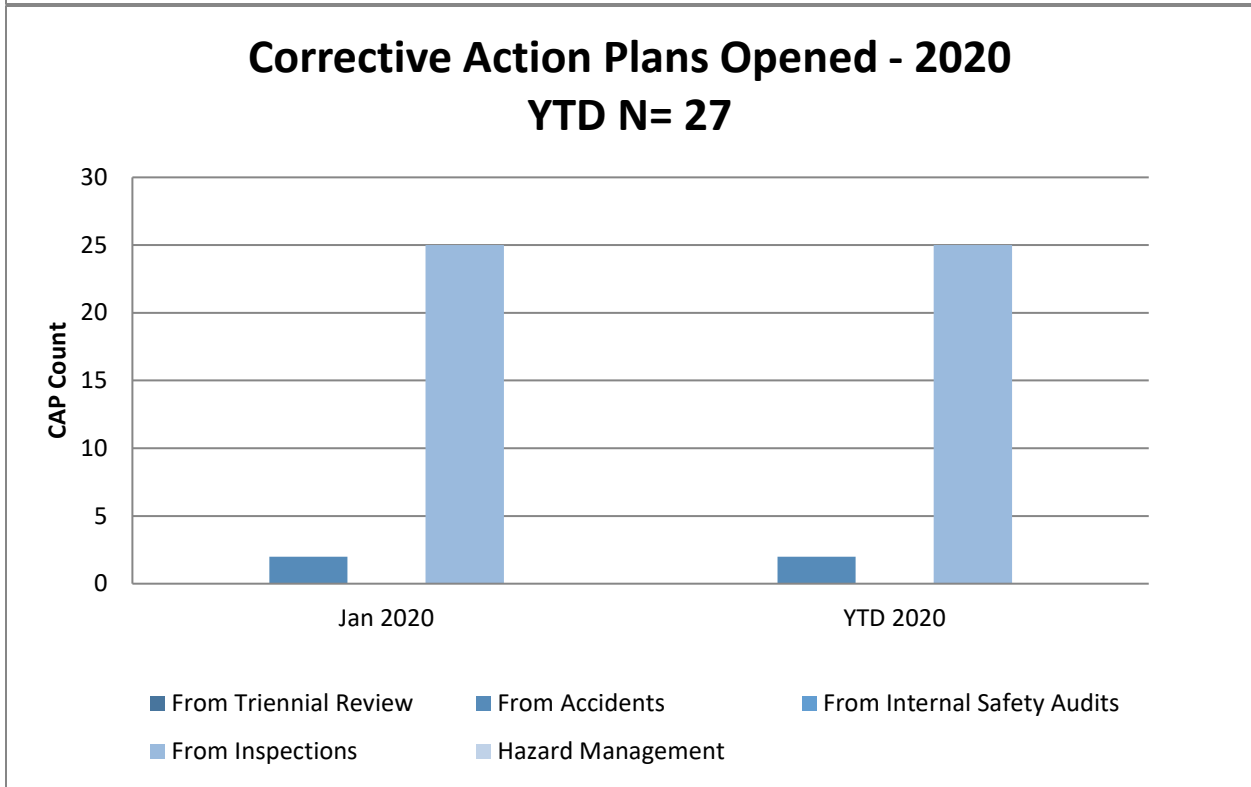
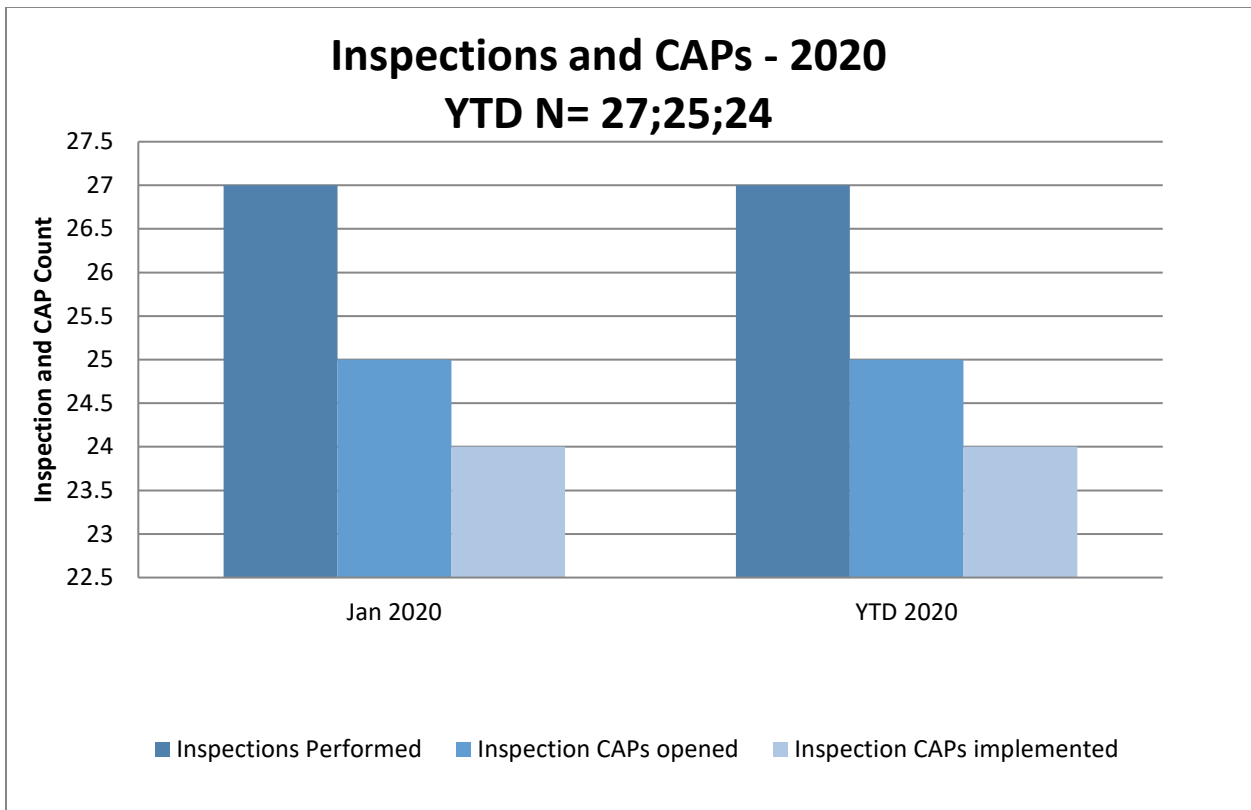
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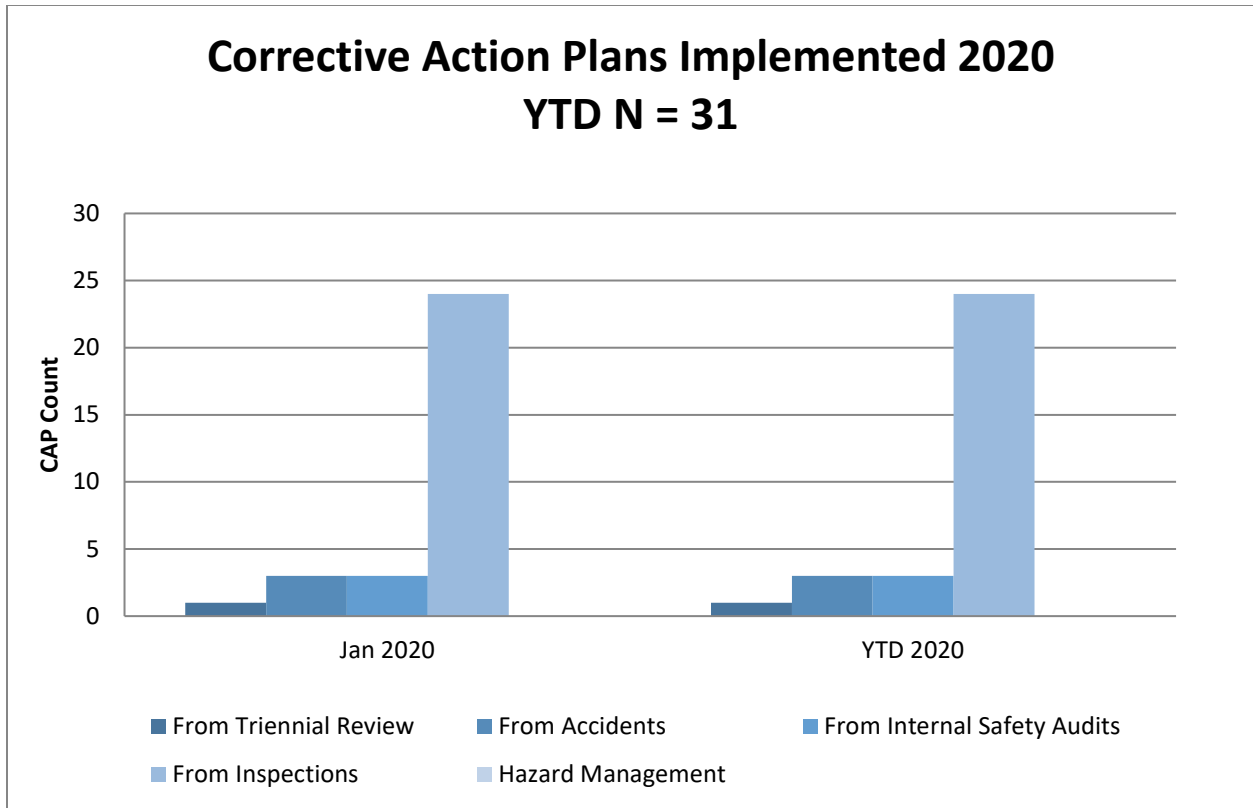
Investigations for Month		YTD 2020
Accidents Reported	29	29
Accident Investigations Closed	86	86
Complaints Investigated	0	0
Rail Transit Inspections	27	27
Triennial Review	0	0

Monthly CAPs		CAPs YTD
<b>New Corrective Action Plans</b>	27	27
From Triennial Review	0	0
From Incidents	2	2
From Internal Safety/Security Audits	0	0
From Rail Transit Inspections	25	25
From Hazard Management	0	0
<b>Closed Corrective Action Plans</b>	31	31
From Triennial Review	1	1
From Incidents	3	3
From Internal Safety/Security Audits	3	3
From Rail Transit Inspections	24	24
From Hazard Management	0	0









## CORT MONTHLY REPORT

In California during the month of January:

- The railroads moved 12 trains with 1200 crude oil cars via unit train
- Via manifest train to Delta Trading the railroads moved 0 crude oil cars
- The railroads moved 11 trains with 1056 ethanol cars via unit train

**Plains All America** in Taft, California received eleven (11) crude oil trains. Each train consisted of 100 cars: three (3) 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 February 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**

Our agency received the response to questions regarding the NuStar incident last year. The company and lawyers denied news reports regarding the four issues.

#### **U.S. REP. GARAMENDI INTRODUCES CRUDE-BY-RAIL SAFETY BILL**

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U.S. Rep. John Garamendi (D-Calif.) last week introduced a bill that would establish safety standards for the maximum volatility for crude oil before it could be transported by rail. The "**Crude By Rail Volatility Standards Act**" (H.R. 5553) would prohibit rail transportation of crude oil and other similar materials. It also requires that all crude by rail in the United States adhere to the New York Mercantile Exchange's maximum Reid vapor pressure for crude-oil futures contracts of 9.5 pounds per square inch, the ***Times-Herald*** reported.

The current standard would remain in place until the Pipeline and Hazardous Materials Safety Administration (PHMSA) completes the rule setting a maximum volatility standard that was first announced in 2017 after the attorneys general of six states, including California, petitioned the U.S. Department of Transportation and PHMSA to finalize the regulation nationwide, the newspaper reported.

"My bill simply requires oil companies to decrease the volatility to market levels, rather than carrying unstable products through communities," Garamendi said in a prepared statement. "I am committed to enacting this legislation into law this year as part of the surface transportation reauthorization." Garamendi, a senior member of the House Transportation and Infrastructure Committee, introduced the bill on Jan. 8. He has tried to get legislation passed since 2015 to prohibit crude-by-rail unless it met certain safety standards.

**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 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 December, they received eleven (11) ethanol unit trains totaling 1,056 cars, and currently have three trains in route to their facility 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.

**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 95 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 twenty-four (24) 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](mailto:info@viperstorage.com) and he coordinates the western United States. They currently have (140) one-hundred-forty cars that have been there more than 30 days and currently have seventy (70) loads and one hundred sixty-five (165) 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-nine (39) loads stored there. NWP also has stored for Tesoro one empty LPG, twenty-two (22) loaded LPG, and sixty (60) empty diesel fuel cars.



CPUC Inspector at Rice California