

Decision 82 09 033 SEP 22 1982

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the SAN FRANCISCO)
 BAY AREA RAPID TRANSIT DISTRICT)
 for authority to institute)
 revenue passenger service)
 utilizing the Automatic Train)
 Control System for train sepa-)
 ration over its line without)
 the present computer enforced)
 train separation procedures)
 provided under the Computer)
 Automated Block System.)

ORIGINAL

Application 57727
 (Petition for Modification
 filed February 8, 1982)

OPINION ON PETITION FOR
 MODIFICATION OF DECISION 91846

Decision (D.) 91846 dated June 3, 1980 in this matter authorized the San Francisco Bay Area Rapid Transit District (BART) to use an automatic train control system for train separation and operation subject to certain special conditions. Among the conditions were Ordering Paragraphs 1.0., 1.P., and 3. which provide in relevant part:

- "1.0. BART shall not allow more than four trains to occupy one bore of the transbay tube at one time, i.e., between the east portal of the tube and Embarcadero Station.
- "1.P. BART shall file a weekly report with the Commission on the number of times and length of times more than two trains occupy one bore of the transbay tube and include in that report a statement of progress on the seat replacement program under Case No. 9867."

* * *

- "3. BART shall work with the Commission staff to develop operating procedures designed to limit the number of trains and passengers that can be in the transbay tube at one time under SORS to a level commensurate with optimal safety and operational requirements."

On October 27, 1980 BART instituted a control in its operating procedures which provides that at no time are more than four trains allowed on one track between the east (Oakland) portal and the north end of the Embarcadero Station in San Francisco. BART completed the seat replacement program on November 1, 1980. The purpose of the limitations imposed by the Commission is to ensure that, considering optimal safety and operating conditions, there would be no more passengers than necessary in the transbay tube at one time in case of an emergency such as the fire in the tube on January 17, 1979. The weekly reports which BART requests by this petition to be relieved of were ordered by the Commission to determine the accuracy of BART's representation that only occasionally do conditions require more than two trains in one bore of the transbay tube.

BART has analyzed samples of the weekly reports submitted to the Commission under Ordering Paragraph 1.P. and finds that the transbay tube is occupied by more than two trains on an average of only about eight to nine minutes per revenue day. BART contends that this is indeed occasional and, further, never do more than four trains occupy one bore of the tube at one time.

On June 21, 1982, Robert Cagen, counsel for the Commission staff (staff) filed a report by the staff which concludes that BART's petition should be granted. However, the staff bases its conclusion on a different method of analysis from that used by BART. In determining average revenue days BART included Saturdays, Sundays, and evenings during which BART runs only about one-half the number of trains as from 6 a.m. to 6 p.m. on weekdays. The staff chose to use for its average revenue day a weekday between 6 a.m. and 6 p.m. The result under the staff method shows that, on the average during a five-week test period, more than two trains occupied a single bore of the tube only about 3.8% of the 720 minutes used for an average revenue day. This means that instead of the eight to nine minutes used by BART the staff method shows the tube occupied by more than two trains about 27 minutes out of a 12-hour revenue day. The staff

believes even their figure is acceptably low and there is no further need for BART to file the required reports.

No other parties filed responses to BART's petition.

Findings of Fact

1. BART and the staff have demonstrated that operational conditions requiring occupancy of one bore of the transbay tube by more than two trains at one time are occasional.

2. The reports required by Ordering Paragraph 1.P. of D.91846 are no longer necessary.

Conclusion of Law

Ordering Paragraph 1.P. of D.91846 should be rescinded.

O R D E R

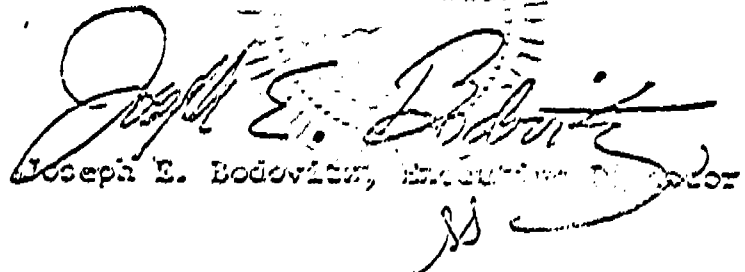
IT IS ORDERED that Ordering Paragraph 1.P. of D.91846 is rescinded.

This order becomes effective 30 days from today.

Dated SEP 22 1982, at San Francisco, California.

JOHN E. BRYSON
President
RICHARD D. GRAVELLE
LEONARD M. GRIMES, JR.
VICTOR CALVO
PRISCILLA C. CREW
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY.


Joseph E. Bodovitch, Executive Director