

Safety and Enforcement Division



Monthly Performance Report

September 2018

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Disclaimer

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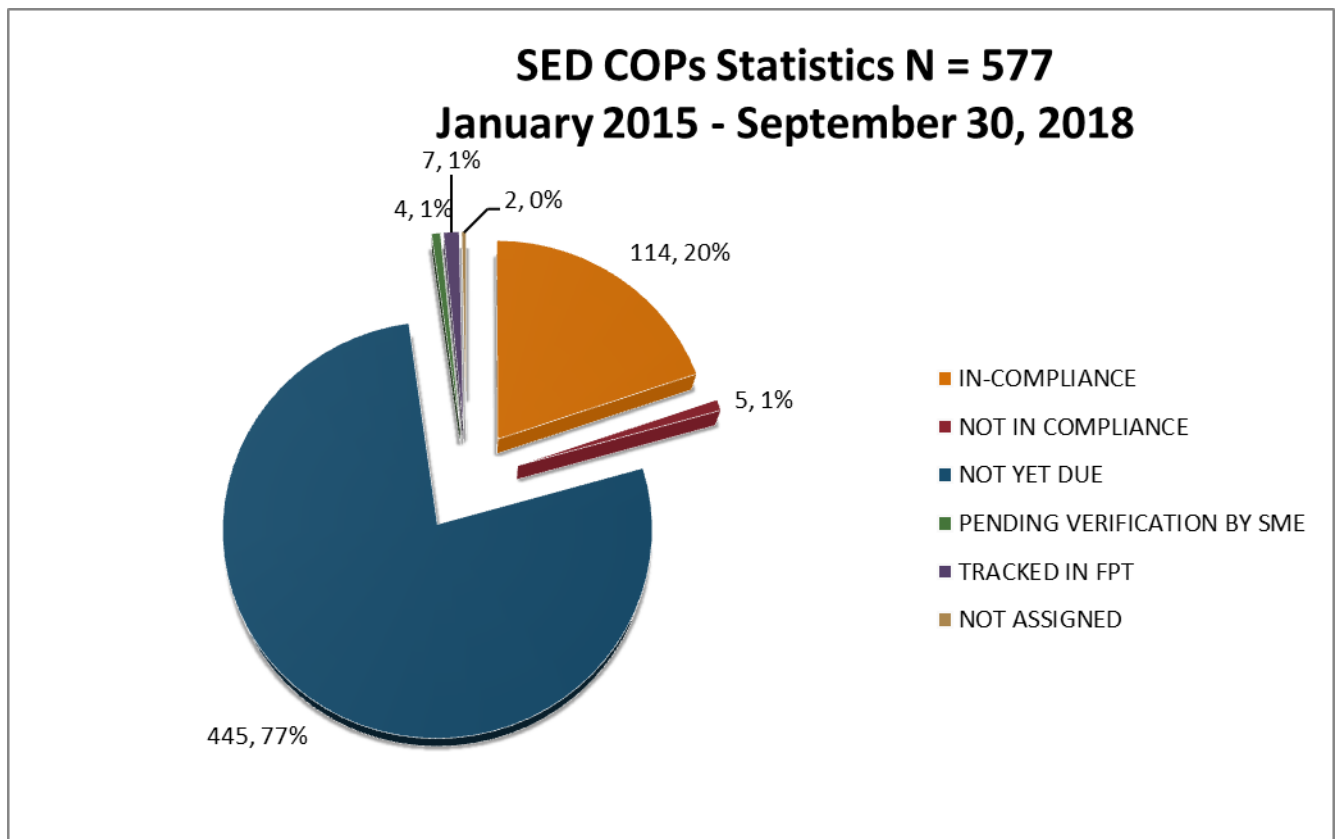
This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through September 30, 2018, SED shows 577 total entries in the COPS system; with 114 reaching compliance (20%), 445 (77%) not yet due for compliance, and 5 (1%) currently remaining out of compliance. 4 (1%) are pending verification. 574 (99%) of all Ordering Paragraphs are assigned to members of staff.

During September 2018, there were 15 new OPs recorded to the COPS database for the Safety & Enforcement Division.

Note the category of “tracked in financial payment tracker” (FPT) has been verified and has been deemed “in compliance” but is listed separately in the COPS tracker.



NATURAL GAS SAFETY PROGRAM

STAFF CITATION PROGRAM

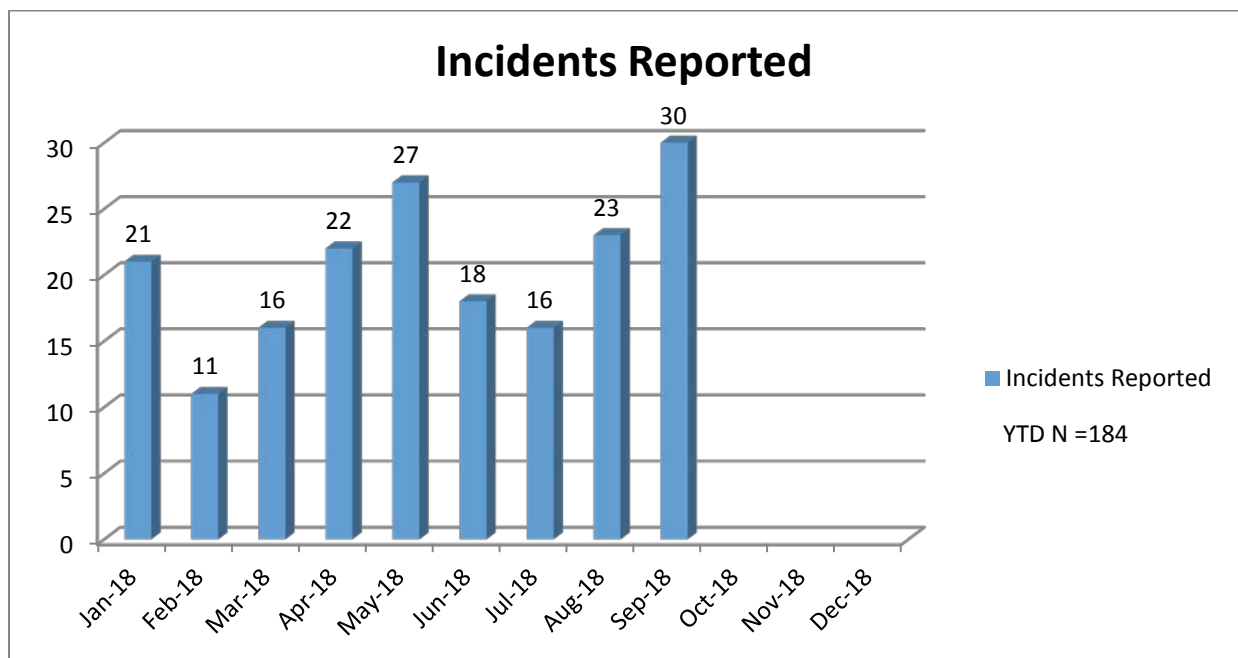
Citation Number	Utility	Amount	Violations	Date Cited	Appealed	Status
D.16-09-055 G.17-05-001	Southwest Gas	\$ 200,000	192.1007 (c)	6/1/2017	Yes	SWG Appealed Citation, SED and SWG entered a settlement and has an executed Settlement Agreement with SWG to amend DIMP procedures. SED completed a corrective action audit in December 2017 and verified corrective actions. The CPUC approved this settlement on 3/1/2018. SWG paid \$175,000 on 3/26/2018 - case closed.
Total Cited 2017		\$ 200,000				

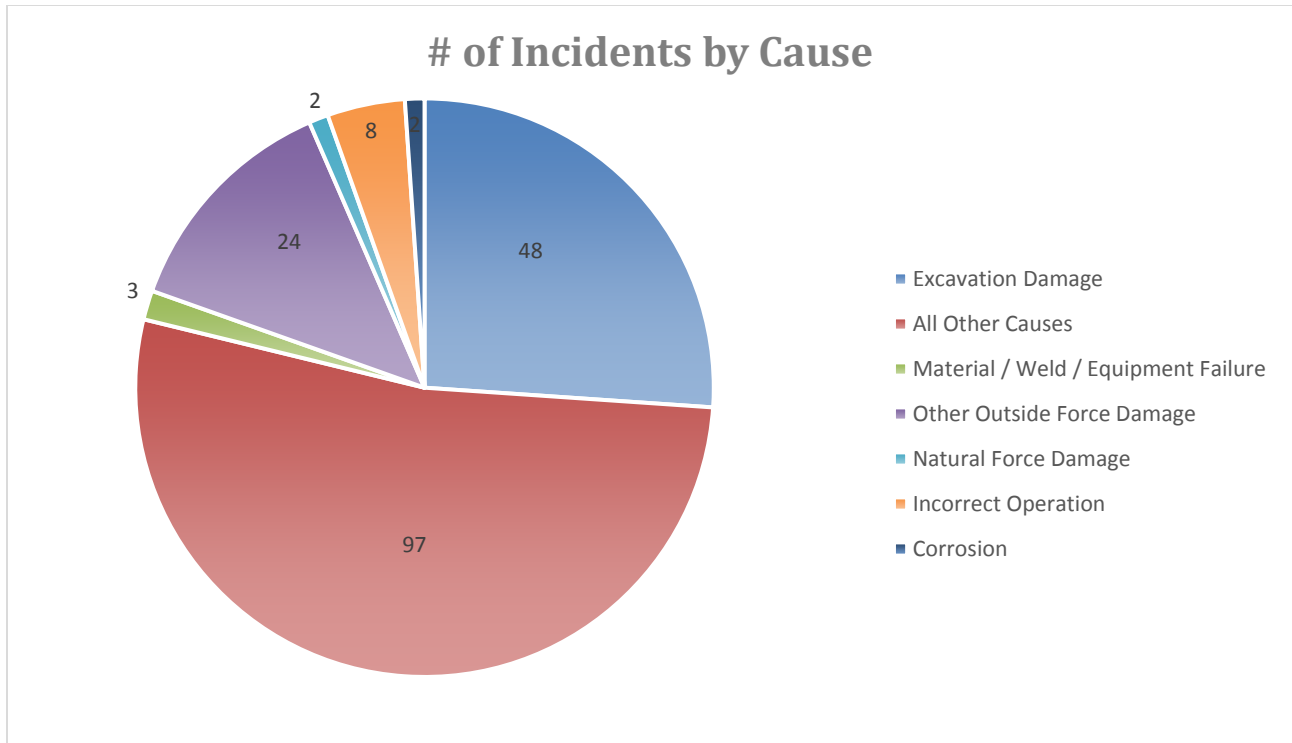
INSPECTIONS

	2017	2018
Conducted	78	36
Final Report Completed	78	22

INCIDENT INVESTIGATIONS

As of September 30, 2018, GSRB Staff received 184 incidents year to date.





The CY 2018 incidents¹ are categorized as follows:

- 130– Level 1 incidents
- 48 – Level 2 Incidents
- 3 – Level 3 Incidents
- 3 – Level 4 Incidents

UTILITY SELF-IDENTIFIED VIOLATION (SIV) INVESTIGATIONS

At the end of each year, the SIV process owner will conduct an annual review, which includes a trend analysis of systemic issues, determination of investigation effectiveness, and possible revision of investigation criteria. There was one self-identified violation reported in September.

¹ Level 1: The incident did not result in injury, fatality, fire or explosion. Level 2: The incident did not result in injury, fatality, fire or explosion. The incident may have been reported due to Operator judgment. Level 3: The incident resulted in a release of gas but the incident did not result in injury, fatality, fire or explosion. Level 4: The incident resulted in injury, fatality, fire or explosion caused by release of natural gas from the Operator’s facilities.

NATURAL GAS RELATED PROCEEDINGS

- **Gas Safety OIR (R.11-02-019) (Commissioner Guzman Aceves/ALJ Kersten) (Advisory):** The proceeding amended General Order GO 112-F, made fully effective no later than January 1, 2017. R.11-02-019 was closed in June 2015, however, it was re-opened after various applications for rehearing were filed by intervenors including the Utility Workers Union of America, the Office of ratepayer Advocates and the City of San Carlos. In February 2017, D. 17-02-015 disposed of a joint rehearing request from the San Carlos and ORA. In addition, Pacific Gas and Electric Company filed a petition to modify Decision 15-06-044 on January 31, 2017, on issues related to cost recovery. Disposition of PG&E's petition and UWUA's application is pending. On August 11, 2017, SED filed a subsequent petition to modify D. 15-06-44, seeking to conform GO 112F to more stringent federal regulations. The matter is pending.
- **Mobile Home Parks Pilot Program (Implementing D.14-03-021) (ALJ Semcer/ Commissioner Rechtschaffen):** This decision established a three-year pilot program authorizing each California investor-owned utility to convert 10 percent of master-metered gas and/or electric Mobile Home Park spaces within its operating territory to direct utility service. San Diego Gas & Electric Company (U902M) filed A.17-05-008/ A.17-05-007 for Approval to Extend the Mobile Home Park Utility Upgrade Program. The Commission on September 29, 2017, extended the program through the end of 2019 via Resolution E-4878. Rulemaking 18-04-018 (ALJ Kersten / Commissioner Rechtschaffen) was filed on April 26, 2018, Order Instituting Rulemaking to Evaluate the Mobilehome Park Pilot Program and to Adopt Programmatic Modifications. PHC for Rulemaking 18-04-018 occurred on July 30, 2018. Scoping memo issued on 8/31/2018. SED/ED convene utility technical working group to refine annual report template and data gathering 30 days from Scoping Memo. Workshop #1 to be held on 10/17/2018.
- **Citation Program OIR (R.14-05-013) (President Picker/ALJ Burcham) (Advisory):** Decision 16-09-055 was issued on September 29, 2016. Some key points are listed below:
 - An administrative limit of no more than \$8 million for each citation.

- Utility reporting of self-identified potential violations is voluntary.
- Utilities need not notify city and county officials of a self-identified potential violation unless staff requires it.

This proceeding was reopened on February 21, 2017, as Senator Jerry Hill issued a petition for modification requesting the Commission to modify the decision to keep in place, rather than weaken, the mandatory reporting requirements that were imposed under ALJ-274. In March, several parties filed comments to Senator Hill's request, and Hill filed reply comments in early April. The matter is pending.

ELECTRIC SAFETY AND RELIABILITY PROGRAMS

ELECTRIC AND COMMUNICATIONS FACILITY PROGRAM

In September 2018, Electric Safety and Reliability Branch:

- Received 12 electric facilities incident reports and closed six previously reported electric facilities incident investigations;
- Investigated 44 customer safety and reliability complaints;
- Performed two electric distribution audits;
- Performed one substation audit;
- Issued two Notice of Violation letters/reports.
- Monitored seven forced outages reported by natural gas and renewable power plants.
- ESRB staff attended training courses related to electric and generation facilities.

Metrics for Electric Facilities and Generation Incident Investigations as of
September 31, 2018

Electric Safety and Reliability Branch		Level 1	Level 2	Level 3	Level 4	Total ²
Total open incidents	Electric Facilities	5	24	56	54	139
	Generation	0	0	2	2	4
Total incidents reported in 2018	Electric Facilities	11	18	19	35	83
	Generation	0	0	1	1	2
Total incidents closed in 2018	Electric Facilities	14	14	28	21	77
	Generation	0	0	0	1	1
Total open 2018 incidents	Electric Facilities	75	15	16	26	62
	Generation	0	0	1	0	1
Incidents reported in September 2018	Electric Facilities	1	6	0	5	12
	Generation	0	0	0	0	0
Incidents closed in September 2018	Electric Facilities	4	1	0	1	6
	Generation	0	0	0	0	0

ELECTRIC AND COMMUNICATIONS FACILITY SAFETY: PROCEEDINGS

- Creation of a Shared Database or Statewide Census of Utility Poles and Conduit (R.17-06-028); Communications Provider Access to Poles (I.17-06-027) (Commissioner Picker/ALJ Mason) (Advocacy):** A Scoping Memo was issued on August 8, 2018, requiring parties to file comments on a Use Case proposal the Commission has developed. On September 7, 2018, SED filed comments on the Assigned Commissioner’s use case proposal. On September 12, 2018, ALJ Mason issued a Ruling requesting comments on the OIR questions set forth in Section 3 of the

² Level 1: A safety incident that doesn’t meet Level 2, 3, or 4 criteria. Level 2: Incident involved a power interruption not due solely to outside forces (Level 2 for Generation: Incident that occurred during an Electric Alert, Warning or Emergency. Level 3: Incident involved damage estimated to exceed \$50,000 and caused, at least in part, by the utility or its facilities (Level 3 for Generation: Incident resulted in a significant outage that was due, at least in part, to plant equipment and/or operations). Level 4: Incident resulted in a fatality or injury requiring hospitalization and that was caused, at least in part, by the utility or its facilities or by equipment and/or operations (for Power Plants).

Scoping Memo. Comments on the ALJ's ruling are due on October 12, 2018. ESRB is preparing its comments. Pending.

- **Fire Safety Rulemaking (R.15-05-006) (President Picker/ALJ Kenney/ALJ Kao) (Advocacy):** This proceeding is now officially closed. In September 2018, SED submitted a recommendations report in compliance with Ordering Paragraphs 10 and 11 of Decision (D.)17-12-024. Unless further instruction or direction is provided by the Commission, the submittal of this report concludes SED's efforts in R.15-05-006.
- **Proceeding to Consider Amendments to GO 95 (R.17-10-010) (Commissioner Picker/ALJ Mason/ALJ Goldberg) (Advocacy):** As directed in D.16-01-046, SED filed P.17-03-004 to adopt, amend, or repeal rules in GO 95. In response to SED's petition, the Commission opened R.17-10-010 in October 2017, to consider the amendments discussed in SED's petition. On July 31, 2018, the ALJ issued a scoping memo and ruling setting the schedule for this proceeding and directing SED to convene a workshop to discuss the scoped issues. The second workshop was held on September 11-13, 2018, in Sacramento, and the third workshop was held on September 27, 2018 at SDG&E's office in San Diego. The workshops addressed amendments to GO 95 rules regarding climbing space, fall protection, pole strength, and pole steps. Parties reached consensus on all of the rule change proposals and are currently drafting a workshop report. Pending.
- **Physical Security of the Electric System and Disaster and Emergency Preparedness (R.15-06-009) (Commissioner Rechtschaffen/ALJ Kelly) (Advocacy):** Phase I addresses physical security for electric supply systems, and Phase II addresses disaster and emergency preparedness plans for electrical corporations and regulated water companies. A proposed decision for Phase I is pending. On August 31, 2018, ALJ Kelly issued a Ruling requiring parties to respond to questions prior to the second Workshop. On September 14, 2018, SED and parties filed comments on the ALJ's ruling and on September 28, 2018, SED participated in the second Workshop for Phase II in San Diego.
- **Distributed Energy Resources (R.14-08-013) (President Picker/ALJ Mason/ALJ Allen) (Advisory):** On September 28, 2017, the Commission adopted a Decision that addressed Track 1 Demonstration Projects A (Integration Capacity Analysis) and B (Locational Net

Benefits Analysis). ESRB will continue to review the issues and provide advisory support when needed.

- **SCE Appeal of Twentynine Palms Citation (K.18-03-008) (ALJ Kim) (Advocacy):** ESRB investigated an incident that occurred on August 1, 2015 in Twentynine Palms, involving the failure of a cross arm and a resulting overhead conductor clearance problem. The incident caused injury to 3 individuals. On February 12, 2018, SED issued a \$300,000 citation to SCE for violations related to the incident. SCE appealed the citation on March 14, 2018. On August 14, 2018, SED filed a motion to hold hearings in abeyance in order to allow staff to investigate additional violations of GO 95 related to the incident. The ALJ granted SED's motion in part. Pending.
- **De-Energization Resolution ESRB-8 and A.18-08-007:** The Commission adopted Resolution ESRB-8 on July 12, 2018. This Resolution extends de-energization reasonableness, public notification, mitigation and reporting requirements in D.12-04-024 to all electric investor-owned utilities and adds new requirements. It requires utilities to hold informational workshops and to make all feasible and appropriate attempts to notify customers prior to a de-energization event. It directed utilities to submit reports to the Director of the SED within 30 days outlining their public outreach, notification, and mitigation plan. An application for rehearing of Resolution ESRB-8 was filed and has been docketed as A.18-08-007. The utilities have submitted their reports to SED and ESRB is currently reviewing them.

OTHER ACTIVITIES

- **Wildfire mitigation plans and wildfire investigations:** Public Utilities Code Section 8386, effective January 1, 2017, requires each electrical corporation to annually prepare and submit a wildfire mitigation plan to the Commission for review. ESRB has been working to implement this requirement and also is investigating several catastrophic wildfires that have occurred in 2017 and 2018. In September 2018, SED reviewed and commented on the recently-enacted Senate Bill (SB) 901, which modified PU Code Section 8386 and other statutes, to develop an implementation strategy for submittal of Wildfire Mitigation Plans (WMPs) consistent with the revised statutory requirements. SED also established a Non-

Disclosure Agreements (NDA) with Ventura County Fire Department, and will continue to establish an NDA with the Los Angeles County Fire Department, in order to facilitate information sharing for the purpose of conducting investigations. Additionally, SED received confirmation from CAL FIRE that it started the interview process for a full-time Assistant Chief position to collaborate with SED on WMPs.

- **Compliance with D.17-09-024 regarding Long Beach Incident:** D.17-09-024 adopted a Settlement Agreement between Southern California Edison and SED. Under the settlement, SCE paid a \$4 million penalty and will spend \$11 million on various system enhancement projects in Long Beach intended to reduce the chance of public injury, reduce the risk of future system failures, and improve the utility's operational awareness and network maintenance. ESRB is monitoring SCE's work to ensure compliance with the settlement agreement.
- **Transmission Maintenance Coordination Committee (TMCC):** TMCC is an advisory committee to help the CAISO develop, review, and revise Transmission Maintenance Standards. TMCC holds quarterly meetings to discuss recent improvements in construction and maintenance processes and techniques, and industry best practices. ESRB is a member of TMCC and attends quarterly meetings.

UTILITY RISK ASSESSMENT AND SAFETY ADVISORY

REVIEWING SAFETY & RISK IN GENERAL RATE CASES

In preparation for Southern California Edison's first Risk Assessment Mitigation Phase (RAMP) filing on November 30, SCE has held a series of briefings for Commission staff, including RASA. The RAMP filing will address nine identified operational and planning risks:

- Wildfire
- Contact with energized lines
- Underground fault incidents
- Hydroelectric asset risks
- Physical Security
- Cyber Attack
- Climate Adaptation Building Safety (including seismic safety concerns)
- Employee/contractor/public safety

The utility's enterprise risk register has about 40 risks that exhibited some level of safety risk scoring. The methodology described by SCE leaned heavily on that used in PG&E's recent RAMP, with attempts to incorporate more quantitative analysis and ranges of likelihood and consequence that are now part of the proposed S-MAP settlement. Risks would be weighted evenly in four dimensions: Safety/Fatalities, Safety/Serious Injury, Reliability and Financial, thus giving half of the weight to Safety.

One advance described by SCE will be use of a "RAMP reporting tool" that will allow greater transparency of underlying data to the analysis, and it will allow for production of interactive reports. There will also be an attempt to provide calculations of mitigated risk reductions (MRR) showing the change between a projected multi-attribute risk score (MARS) and the score that would result from proposed mitigations.

SCE continues to develop its RAMP and there will be additional briefings for Staff in October.

PROCEEDINGS

- **Investigation into Safety Culture of Pacific Gas and Electric Company and PG&E Corp. (I.15-08-019) (President Picker/ALJ Allen) (Advisory):** Evidentiary hearings on limited aspects of the Safety Culture investigation were held in San Francisco on April 11. Opening briefs were filed on May 11, and replies on May 25. The general consensus of Parties is that the Commission should adopt the NorthStar evaluation and all of its recommendations, but further action is necessary to ensure PG&E compliance. In October, the Commission is expected to issue a proposed decision adopting the NorthStar report and recommendations, followed by a ruling to scope a second phase of the investigation.
- **Gas Leak Abatement OIR (R.15-01-008) (Commissioner Rechtschaffen/ALJ Kersten) (Advisory):** RASA staff on August 31 issued final evaluation letters accepting revised utility Compliance Plans, and the Energy Division is drafting a Resolution covering Advice Letter requests for memorandum account treatment of expenses related to the Gas Leak mitigations and proposed R&D/pilots described in the plans. RASA staff continues to work with the California Air Resources Board to prepare an evaluation report of the 2017 Leak Survey data filed in mid-June. The report is due to be released in November 2018.
- **Safety Model Assessment Proceeding (A.15-05-002, et al) (Commissioner Rechtschaffen/ALJs Kersten & Fogel) (Advisory):** Representatives of the Joint Utilities and the Joint Intervenors filed a motion for adoption of a settlement of several critical technical issues and modeling principles in the S-MAP on May 2. A workshop was held to review the terms of the Proposed Settlement (see write-up above). A proposed decision on the settlement is pending. Energy Division held a workshop on September 4 to review its revised proposal for risk spending accountability reports that will be due following GRCs. Additionally, RASA on August 31 circulated a voluntary agreement with small and multi-jurisdictional utilities for how they should incorporate risk management into their rate cases. Parties' comments on the revised ED accountability reports and small utility guidance were filed in September.

- **Sempra Utilities 2019 General Rate Case (A.17-10-007/008 consolidated) (President Picker/ALJ Lirag):** Hearings were completed in August. The proceeding has been submitted for decision.
- **Pacific Gas & Electric RAMP (I.17-11-003) (Commissioner Rechtschaffen/ALJ Roscow):** RASA's evaluation report on PG&E's RAMP and a subsequent workshop to review findings and recommendations, are the last formal activities in the proceeding. In early June, PG&E sent a letter to the CPUC executive director requesting a four-month delay in filing its GRC, citing uncertainties related to wildfire costs and liabilities. No parties objected to the request, and the GRC will be due no later than January 1, 2019.
- **Pacific Gas & Electric Gas Transmission & Storage (GT&S) rate case (A.17-11-009) (Commissioner Rechtschaffen/ALJ Roscow):** PG&E included GT&S related risks in its 2017 RAMP filing, which were reviewed and analyzed by RASA staff. A separate report containing the six RAMP chapters was circulated to parties in April, and staff conducted a workshop on April 16. A scoping memo was issued April 24, and during July, the Commission continued a series of public participation hearings on the application. Intervenor testimony was filed July 20, and evidentiary hearings were held beginning in mid-September.
- **SCE 2017 General Rate Case (A.16-09-001) (President Picker/ALJs Roscow & Wildgrube):** Oral arguments on select issues, including SCE's Grid Modernization proposals, were held June 20. A Proposed Decision is currently being drafted to include supplemental testimony on issues raised by the 2017 federal tax reform act.
- **Physical Security of Electric Infrastructure (R.15-06-009) (Commissioner Rechtschaffen/ALJ Kelly):** A Phase 1 decision on physical security plans is pending. A PHC for Phase 2, involving community engagement in utility emergency plans, was held March 15. A scoping memo for Phase 2 was issued May 31 to establish a schedule for workshops in the continuing rulemaking. The initial workshop was held June 26 at Cal-OES in Mather, reviewing existing water and electric utility practices for emergency planning and response. A second workshop, covering local community involvement and emergency communications, was held September 28 at San Diego County offices.

- **Utility Poles (I.17-06-027/R.17-06-028) (Commissioner Picker/ALJs Mason and Kenney):**
The Investigation and Rulemaking into possible creation of a shared database or statewide census of utility poles and conduit was initiated on June 29, 2017. This proceeding is consolidated with R.17-03-009 that considers whether and how our existing Rights-of-Way Rules should be applied to wireless support facilities (lines and antennas). A scoping memo was issued in early August, establishing a schedule for workshops that began in September.
- **Undergrounding Rule 20A (R.17-05-010) (Commissioner Picker/ALJs Hecht & Wildgrube):**
This rulemaking was launched May 11 to review policies and funding mechanisms for the overhead to underground conversion program administered by electric utilities for cities and other jurisdictions. A PHC was held September 11, 2017, and a scoping memo is pending. SED will monitor the proceeding with an interest in adding safety as one of the program eligibility criteria.
- **2018 Energy Storage Solicitations (A.18-02-016/A.18-03-001/-002) (Commissioner Peterman/ALJ Stevens):** A PHC was scheduled May 1 to review procedural aspects of the electric utilities' 2018 proposals for procurement to meet the CPUC's goal of adding over 2,850 MW of energy storage systems (ESS). SED offered support for continuation of technical working group to review safety requirements in contracting. Staff recently reviewed data responses from the utilities identifying locations of storage facilities that are subject to SED safety inspections.
- **Mobile Home Park Pilot Expansion (R.18-04-018) (Commissioner Rechtschaffen/ALJ Kersten):** This proceeding will determine policies for increasing participation in a mobile home metering conversion program currently conducted as a pilot. The programmatic goal is to convert master meter arrangements to direct service by utilities (for both gas and electricity) to improve safety and service. SED RASA and Energy Division, with technical assistance from SED branches, is leading a working group process and will conduct an October 17 workshop.

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 - 1/01/18 - 09/30/2018

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

Confirmed or Possible Whistleblower Complaints						
	CAB	Transportation	Electric Safety	Gas Safety	Telco Fraud	Rail
January	0	0	0	0	0	0
February	0	1	0	0	0	1
March	0	1	1	1	0	0
April	0	0	0	0	1	0
May	0	2	0	0	0	1
June	0	1	0	0	0	0
July	0	0	0	1	1	1
August	0	4	0	0	0	1
September	0	1	0	1	2	1
Total 2018	0	10	1	3	4	5

Invalid Whistleblower Complaints Converted to Standard Complaints							
	CAB	Transportation	Electric Safety	Gas Safety	Telco/Utility Fraud	Rail	Referred to Outside Agency
January	0	0	1	0	0	0	0
February	0	0	0	0	0	0	0
March	0	0	0	0	0	0	0
April	0	0	0	0	0	0	0
May	0	0	0	0	0	0	0
June	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0
August	0	0	0	0	0	0	0
September	0	0	0	0	0	0	0

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YTD	0	0	1	0	0	0	0
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Test, Incomplete or Duplicate Whistleblower Complaints	
January	3
February	8
March	3
April	0
May	4
June	1
July	1
August	3
September	4
YTD	27

OFFICE OF RAIL SAFETY

RAILROAD SAFETY – ROSB

In the month of September 2018, SED Staff’s Railroad Operations group completed the following:

Railroad Operations Safety Branch	Sep-18	YTD 2018
New Incidents Investigated	10	84
Informal Complaints Investigated	1	16
Safety Assessments/Reviews	10	131
Compliance Actions	915	8421
Major Inspections Completed	3	30
Operation Lifesaver Presentations	16	126

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

September 4, 2018: A CPUC Railroad Safety Inspector specializing in Operating Practices conducted a regular inspection in the BNSF Pittsburg transfer yard. The purpose of the inspection was to verify compliance with Federal and State regulations. During the inspection, the CPUC Inspector discovered tires, clothing, auto parts and other debris in the walkway within 8'6" of the centerline of the track and in the roadway on the west side of track 610. This debris presented a tripping hazard for railroad employees who work this area frequently both day and night. State General Order 118-A requires railroads to provide walkways with reasonable regular surfaces adjacent to tracks where employees are regularly on the ground to perform their normal trackside duties. During switching operations, a railroad worker could easily trip on this debris and fall to the ground or into moving rail cars. Track or rail car maintenance workers face the danger of tripping as well. Injuries could range from minor to life threatening. The debris in the roadway presents a danger to vehicles using this access road to repair railroad equipment and tracks.

The CPUC Inspector immediately contacted the BNSF Roadmaster in charge of the Pittsburg area who stated that he would remove the debris promptly. A follow-up inspection was conducted by the CPUC Railroad Safety Inspector practices on September 14, 2018 which revealed that all debris was removed from the walkway and roadway on the west side of track 610 in Pittsburg. Safe working conditions were restored.

September 10, 2018: CPUC railroad safety investigator conducted a routine inspection of freight equipment in Union Pacific (UP) yard located in the City of Fresno. The inspection revealed three excessive height open top loads not having the proper stencils or placards. The freight cars were flat cars with bulk heads and were loaded with pipe. Each load of pipe measured at seventeen feet (17) above the top of rail. This is not in compliance with California General Order 26-D Section 7 – Lading on Open Top Cars. The regulation considers anything over fifteen (15) feet six (6) inches above the top of the rail to be excess height. To properly move these cars in the state of California, the load must be placarded (when practicable) and the car shall be marked, stenciled, or placarded "excess height" at all four corners. The CPUC

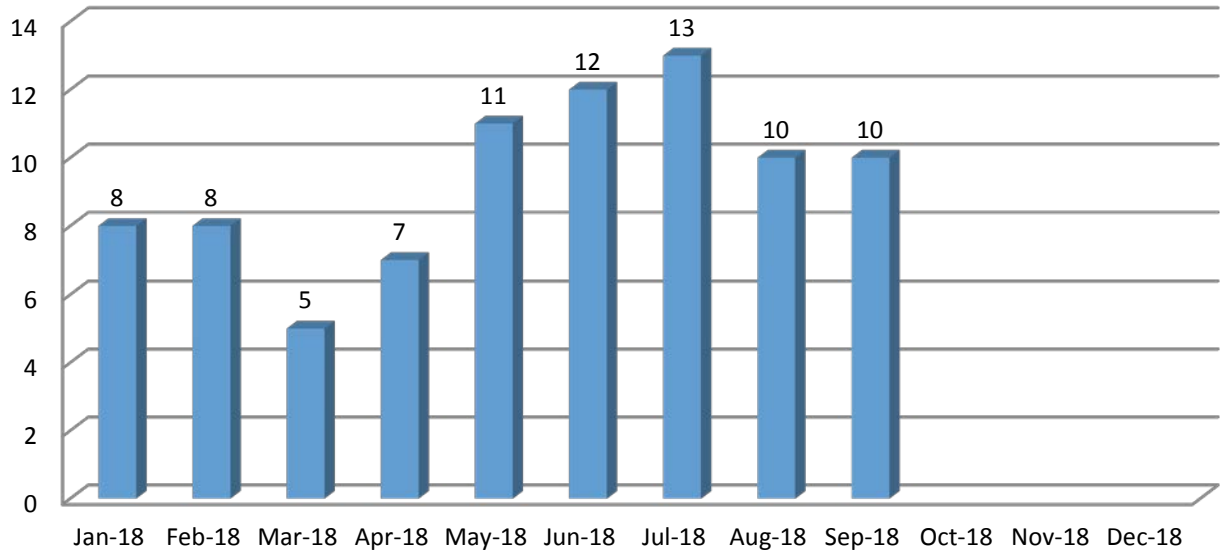
railroad safety investigator notified the UP management of the deficient conditions and he informed the mechanical department to apply the proper decals prior to the train departing.

September 15, 2018: A CPUC Rail Safety Inspector performed an Operation Lifesaver (OL) presentation at the 7th Annual Riverside Emergency Preparedness Fair at the Riverside Galleria Mall. The event was held outdoors and offered many vendors from first responders to gas and electric utilities. The inspector used visual charts and interactive games as rail safety educational tools and six separate presentations were made to families that visited the CPUC OL booth and over 200 people participated.

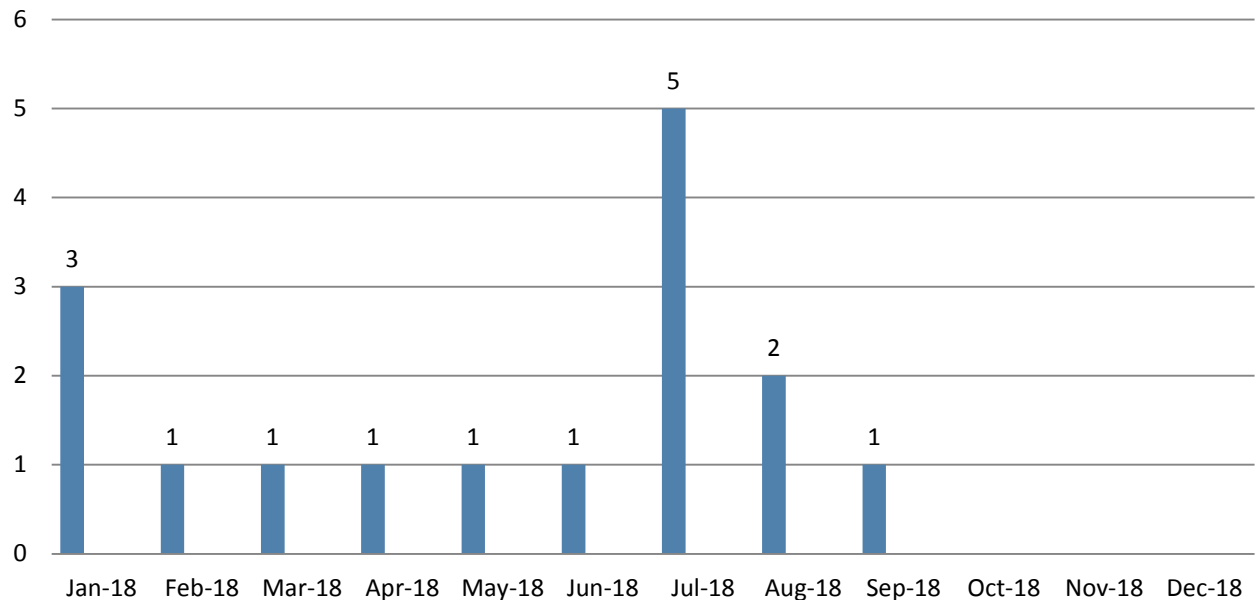
September 16, 2018: A CPUC Rail Safety Inspector performed an Operation Lifesaver (OL) presentation at a booth at the Los Angeles Angels stadium on game day. The stadium itself offers a Metrolink and Amtrak service from all areas in Southern California to the stadium and many fans stopped by the booth and enjoyed and appreciated the message on rail safety. Over 200 visitors took part in six separate presentations on rail safety dangers and how to avoid them including the importance of using the Emergency Notification Sign (ENS) in case of an emergency.

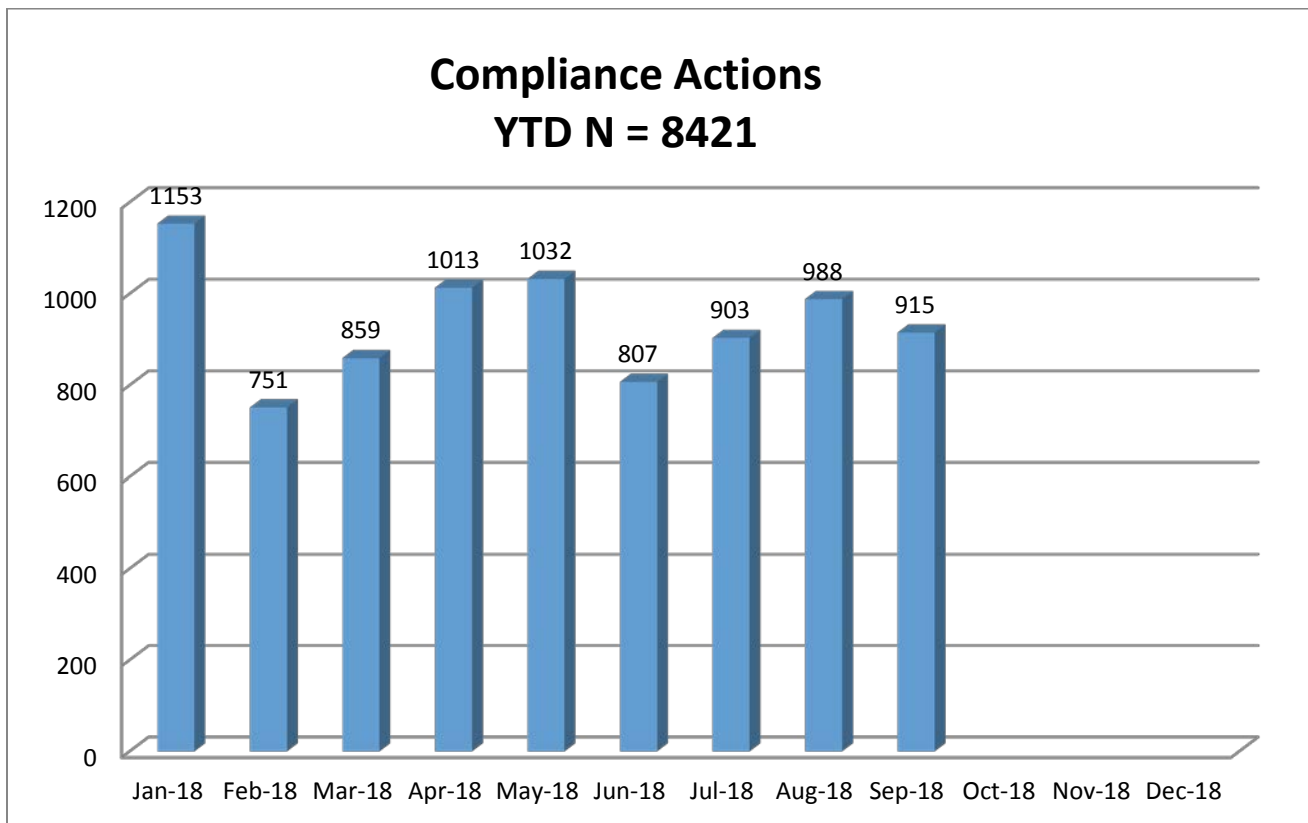
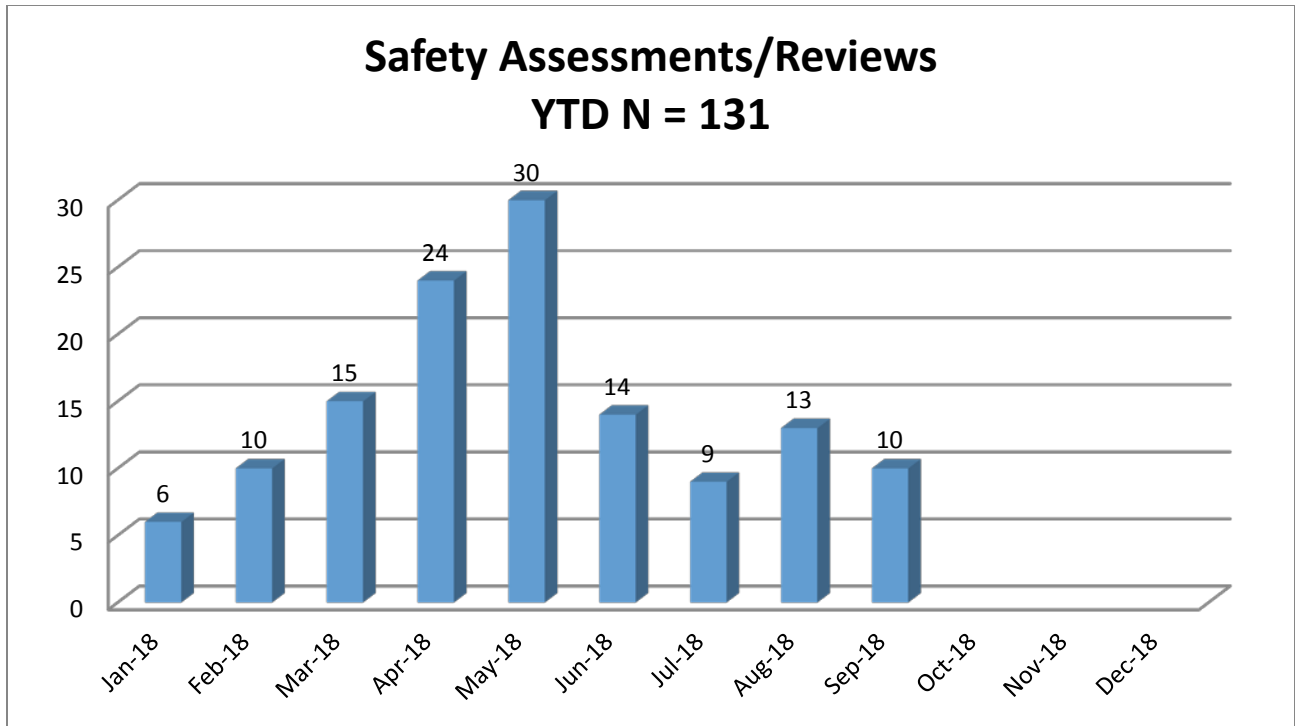
September 28, 2018: A CPUC Rail Safety Inspector performed an Operation Lifesaver (OL) presentation to a group of professional drivers & truckers at the Southern California Gas office in Taft, Kern county. Fifteen drivers took part in the presentation that include presentations on rail dangers and how to avoid them as well as hardcopy handouts on tips for rail safety.

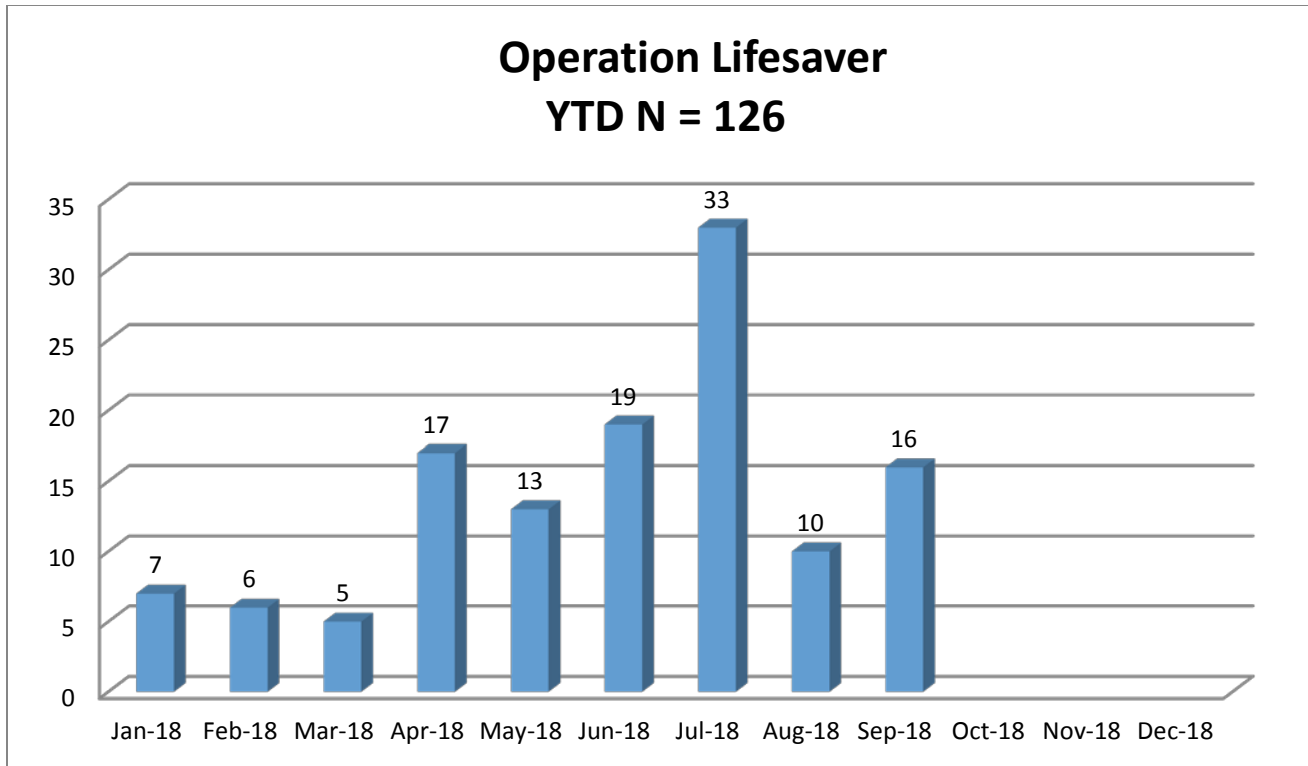
Incidents Assigned for Investigation YTD N = 84



Informal Complaints YTD N = 16







OFFICE OF RAIL SAFETY

RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

In the month of September 2018, the RCEB team completed the following:

	New	New YTD	Closed	Closed YTD
Crossing Incident Reviews	21	166	18	135
Safety Assessments/Quiet Zones/Reviews	35	294	35	294
Proceedings, Resolutions and G.O. 88-B Reviews	6	76	13	93
Operation LifeSaver Presentations	4	40	4	40

RAIL CROSSING INCIDENT INVESTIGATIONS

In September 2018, the Rail Crossings and Engineering Branch (RCEB) assigned 18 new incidents at highway-rail crossings, and three incidents at highway-LRT crossings. These 21 collisions

resulted in seven fatalities and 4 injuries. RCEB completed 13 crossing incident reviews at highway-rail crossings, three incidents at highway-LRT crossings, and two incidents along the rail right of way. These collisions resulted in two fatalities and three injuries. RCEB will continue to monitor the crossings.

- **INCX2018020008** - On February 10, 2018 at 20:11 hours, a PCJX train traveling southbound struck an unoccupied vehicle at the Watkins Avenue grade crossing, with no injuries in the City of Atherton, San Mateo County. The crossing has gate warning devices. The RCEB review found that the incident did not occur at an at-grade crossing.
- **INCR2017020003-INCX2018040004** - On February 11, 2017, at 05:40 hours, an Amtrak train collided with a vehicle, with no injuries near milepost 240.40 of the Valley subdivision in the town of Cottonwood, Shasta County. Initial report incorrectly stated the incident occurred at the Main Street grade separated crossing. Based on the FRA incident report, the incident occurred at the Williams Ln at-grade crossing and involved a stolen/abandoned vehicle at the crossing. The collision did not result in any injuries or fatalities.
- **INCR20170040002-INCX2017030070** -On March 24, 2017, at 19:10 hours, a BNSF train struck an adult trespasser, resulting in fatality near milepost 179.56 of the Sacramento subdivision in the City of Marysville, Yuba County. BNSF train QPABKJ-22 struck the trespasser that was laying on the tracks at the grade separated crossing, resulting in fatality.
- **INCR2017060004-INCX2017060042** - On June 19, 2017, at 02:37 hours, a UP train struck a vehicle at the W. East Avenue grade crossing, resulting in injuries near milepost 186.60 of the Valley subdivision in unincorporated Butte County. The crossing has gate warning devices. Based on the police, ROSB, and FRA incident reports, the motorist traveling southwest on East Ave made an unsafe turning movement and lost control of the vehicle. The motorist crashed into a power pole and a fence. The vehicle spun out of control before stopping on the track facing northeast while on fire. A witness was unable to extract the unconscious motorist before a southbound UP freight train traveling 50 mph struck the vehicle. The motorist was ejected from the vehicle, resulting in injuries.

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- **INCR2017060010-INCX2017060054** - On June 17, 2017, at 17:26 hours, a UP train struck an unoccupied vehicle at the Girvan Avenue grade crossing, with no injuries reported near milepost 253.30 of the Valley subdivision in the City of Redding, Shasta County. The crossing is assigned DOT Number 750503M and CPUC Crossing Number 001C-253.30 with gate type warning devices. Based on the FRA incident report, a westbound motorist's vehicle stalled on the tracks prior to being struck by a train.
- **INCR2017080027-INCX2017080082**- On August 10, 2017, at 22:21 hours, a UP train struck a vehicle at the Midway Road grade crossing, with no injuries reported near milepost 65.00 of the Martinez subdivision near Batavia in Unincorporated Solano County. The crossing has gate warning devices. The eastbound motorist stopped on the tracks prior to the gates descending. A southwest bound UP freight train then struck the vehicle, resulting in 0 injuries and 0 fatalities.
- **INCR2017080028-INCX2017080097** - On August 16, 2017, at 21:23 hours, a UP train struck a vehicle at the Canon Rd grade crossing, with no reported injuries. The incident occurred near milepost 55.4 of the Martinez subdivision in the city of Fairfield, Solano County. The Canon Rd grade crossing has gate warning devices. RCEB did not have enough information to review the collision.
- **INCR2017090006-INCT2017090010** - On September 13, 2017 at 17:54 hours a vehicle struck a northbound light rail vehicle (LRV) at the Imperial Avenue crossing in City of San Diego, San Diego County. The westbound motor vehicle on Imperial Avenue violated the steady red traffic signal located at the crossing. The motor vehicle crashed the side of the LRV, resulting in damage to the right-side skirt of the LRV. There were no reported injuries.
- **INCX2017100004-INCT2017100010** - On October 17, 2017, at 07:05 hours, an auto struck a timetable eastbound LRV at the intersection of 19th Street and Commercial Street in the City of San Diego, San Diego County. The motor vehicle traveling northbound on 19th Street violated the red traffic signal located at the intersection. The motor vehicle crashed the right side of the LRV resulting in damage to the side skirt.
- **INCX2017100005-INCT2017100015** - On October 21, 2017 at 15:17 hours an eastbound MTS/SDTI light rail vehicle (LRV) traveling approximately 22 MPH struck a northbound

person in an electric wheelchair at the pedestrian crossing at the west end of the platform at Euclid Avenue Station in City of San Diego. Euclid Avenue Station is paved between the approximately 8-inch raised platforms, with accessible curb ramps at each end of the platform. The wheelchair became lodged under the right front of the train and was pushed east into the station along the platform curb. The pedestrian had headphones on and did not appear to stop or look prior to moving onto the tracks. Visibility between the approaching train and the station platform was restricted by vegetation in the southwest quadrant.

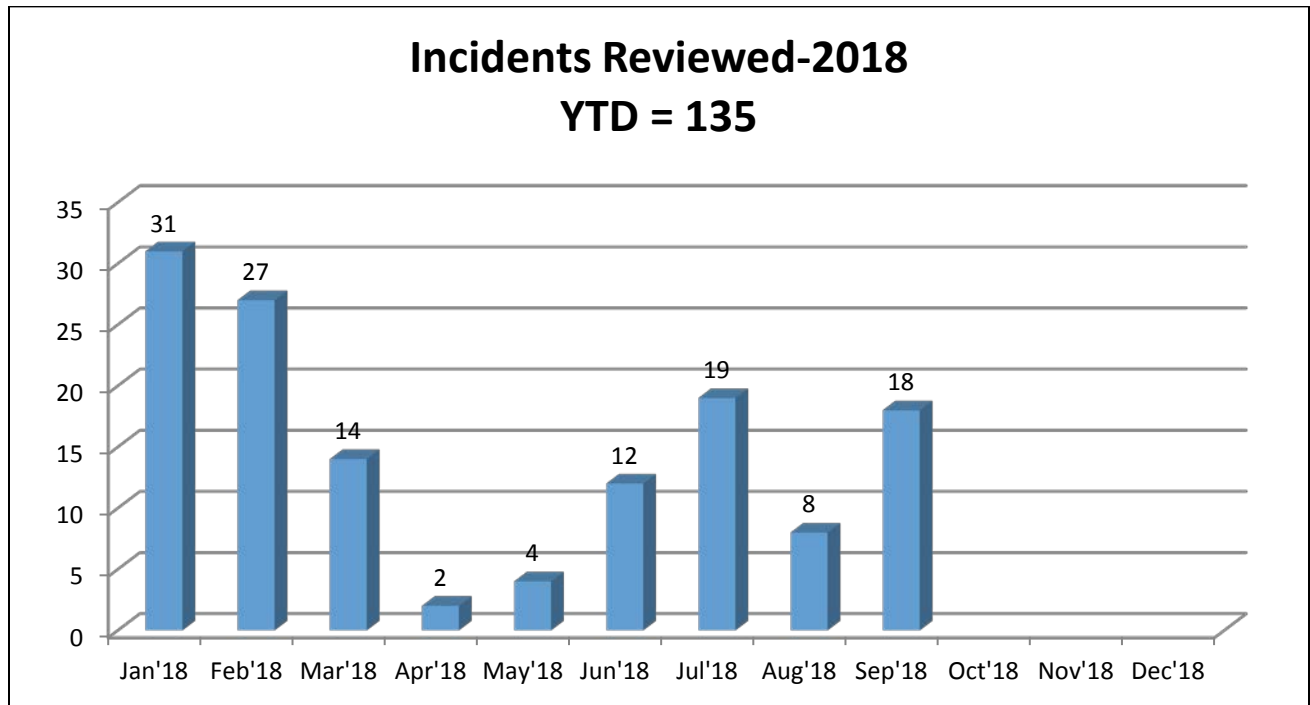
- **INCX2017100009-INCR2017100062** - On October 21, 2017 at 03:00 hours, a motorist struck a southeast-bound Amtrak train at the State Route 78 crossing in Glamis, milepost 698.25, DOT# 760753C. A pickup truck driven by an unlicensed driver drove around the activated gate arms, into the opposing lane of traffic, and struck the first or second unit of the train consist. The collision resulted in two injuries. One to a pickup occupant, and one passenger on the train.
- **INCX2017110009-INCR17110006**- On October 23, 2017 at 14:09 hours, a Napa Valley Railroad (NVR) train struck a vehicle at a private grade crossing, with no injuries reported near milepost 87.00 of the Napa Division in the town of St Helena, Napa County. According to the report, the driver of the vehicle failed stop at the private grade crossing. The crossing is assigned DOT Number 751425L. Insufficient information is known about the chain of events leading to the collision.
- **INCX2017120006-INCR2017120028**- On December 17, 2017 at 12:08 hours, an Amtrak train struck a pedestrian at a crossing resulting in fatality near milepost 229.15 of the San Diego subdivision in the City of Carlsbad, San Diego County. The incident occurred at the pedestrian at-grade crossing located at the platform of the Carlsbad Village Commuter Station. The crossing is assigned DOT# 918758E and CPUC# 106-229.15-D with flashing light signals. Medical examiner determined 'death due to known or suspected suicide'.
- **INCX2018020005-INCR2018020009** - On February 5, 2018 at 19:12 hours, Metrolink #410, lead locomotive SCAX885, struck a shopping cart being pushed by a pedestrian at the San Antonio Avenue grade crossing, resulting in no injuries near milepost 32.80 of the Los

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Angeles subdivision in the City of Pomona, Los Angeles County. RCEB staff was not able to confirm the incident.

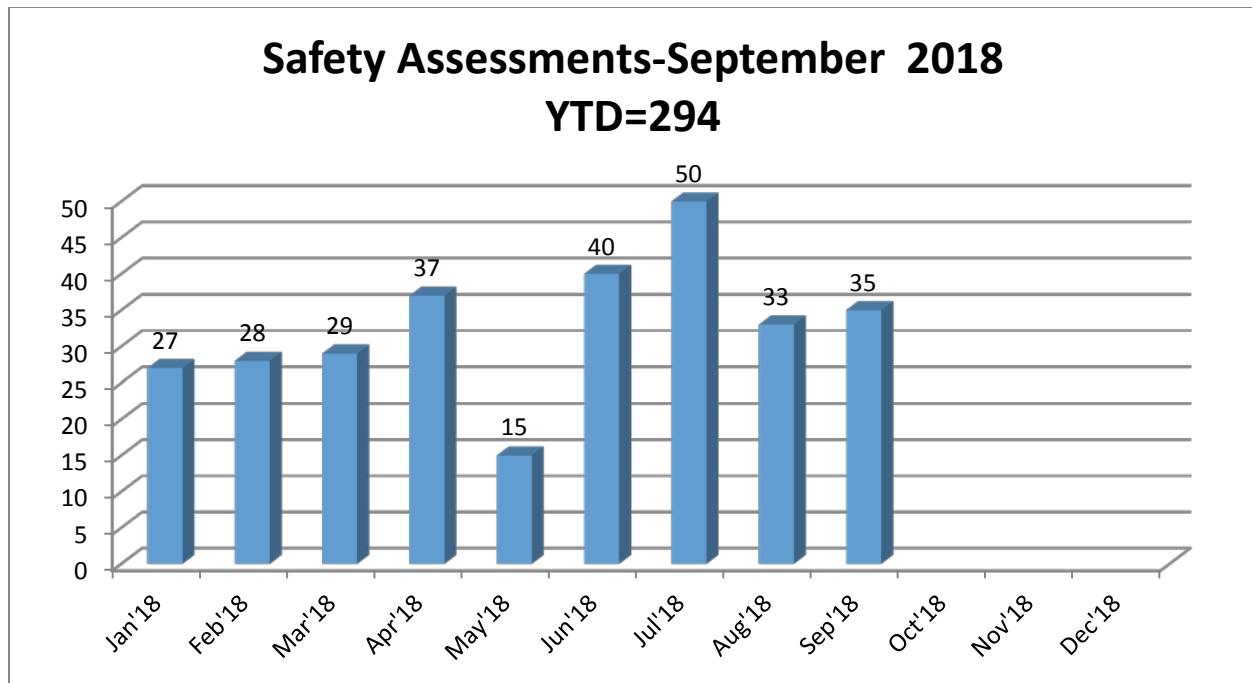
- **INCX2018020020-INCX2018020056** -On February 23, 2018 at 21:00 hours, an AMTRAK train #796 struck a vehicle at the Roscoe Blvd. grade crossing, with an unknown number of injuries reported near milepost 452.28 of the Ventura subdivision in Van Nuys, Los Angeles County. The train struck the vehicle after driver suffered a medical emergency and stopped the vehicle in rail right of way. ROSB report indicates that the vehicle stalled on the tracks prior to the train arrival and the motorist was able to flee the vehicle before the collision.
- **INCX2018060016-INCX2018060022**- On June 10, 2018 at 13:15 hours, an AMTRAK train #769, traveling westbound, struck a pedestrian at the Coldwater Canyon Road grade crossing, resulting in fatality near milepost 457.01 of the Valley subdivision in the City of Los Angeles, Los Angeles County. According to Los Angeles Police Department Report, the pedestrian ran around the crossing guard arms and into the side of the Amtrak train resulting in the fatality.
- **INCX2018070010-INCX2018070038** - On July 6, 2018 at 19:49 hours, a UP train struck a vehicle at the San Jon crossing, with no injuries reported near milepost 111.90 of the Coast subdivision in Unincorporated Monterey County. The incident occurred at the private crossing with passive private crossing warning devices. A truck driver failed to stop at the crossing and drove through the crossing in front of the approaching train. The collision resulted in property damage only.
- **INCX2018080005-INCX2018080026** - On August 08, 2018 at 23:45 hours, a Pacific Sun Railroad (PSRR) train had two rail cars derail in the upright position due to an unknown issue with the outside rail. The incident occurred at an at-grade railroad crossing at Distribution Avenue near milepost 254.31 of the PSRR Miramar Subdivision in the City of San Diego, San Diego County. The incident resulted in minor damage to the track and crossing panels. This incident did not involve a roadway user. The railroad may need to replace a few of the concrete panels.
- **INCX2018080007-INCX2018080030** - On August 13, 2018 05:12 hours, a westbound BNSF train struck an occupied vehicle at the National Gypsum Road in the Richmond Railyard,

with no injuries reported near milepost 1191.20 of the Stockton subdivision in the City of Richmond, Contra Costa County. The BNSF train struck an occupied vehicle at the National Gypsum Road in the Richmond Railyard, with no reported injuries and with passive warning devices.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In September 2018, RCEB completed 35 rail-crossing safety assessments involving: communications, field inspections, and diagnostic reviews with railroads and local agencies.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In September 2018, RCEB staff received three new proceedings requiring Administrative Law Judge (ALJ) review, and three new General Order 88-B applications for changes to existing crossings. This month, RCEB closed 13 proceedings including three formal proceeding with the ALJ, one Resolution, and nine General Order 88-B applications.

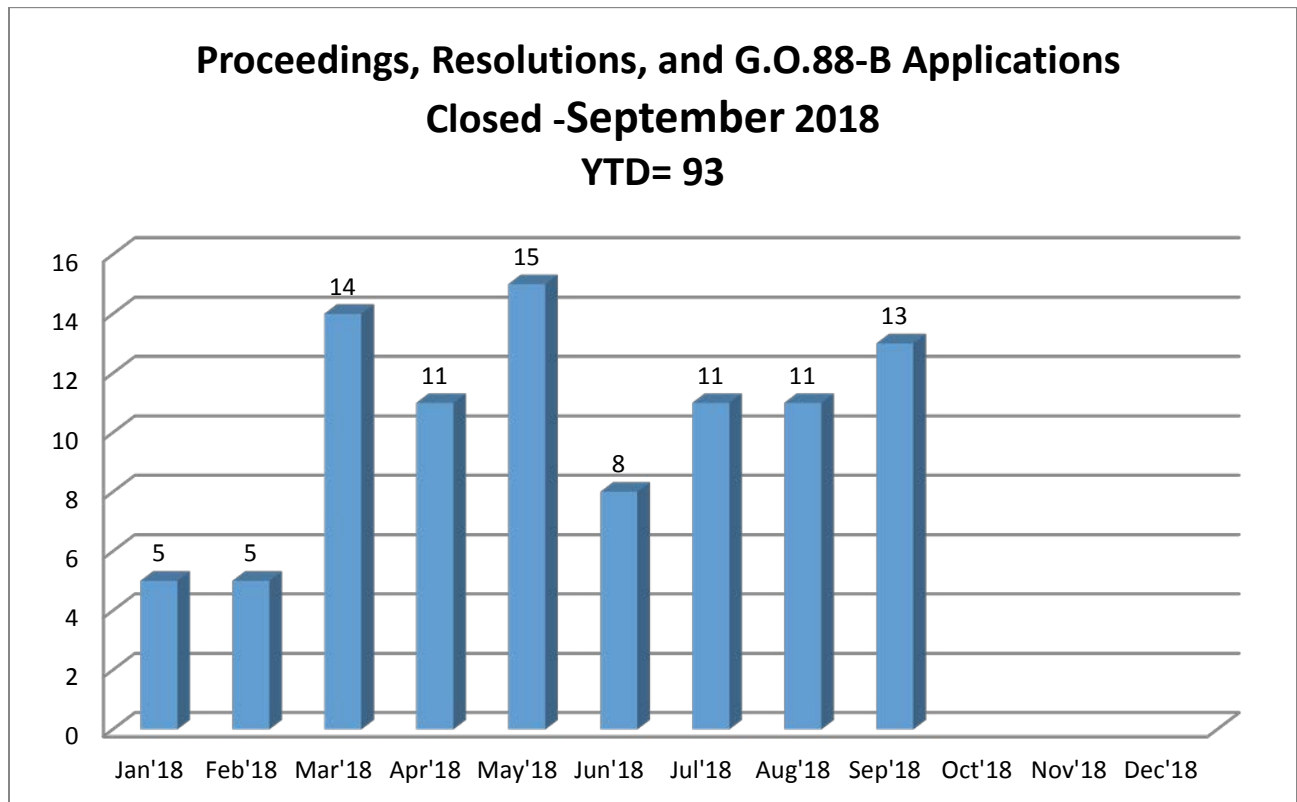
- PROC A1705021** – On September 13, 2018 with D.180912, the Commission authorized the Town of Truckee’s application, A1705021, to construct three new at-grade railroad crossings of the Union Pacific Railroad Company’s “Balloon Track” tracks, Roseville Subdivision, in Nevada County. The rail crossings shall be identified as mile post 206.32 for the proposed Donner Pass road extension and two at mile posts 206.35 and 206.50 for the Church Street extension. The authorization expires in four years.
- PROC A1301012** –RCEB updated the RSSIMS file documents related to the Los Angeles County Metropolitan Transportation Authority application to construct a portion of the Crenshaw Light Rail Line in the center of Crenshaw Boulevard at grade across West 59111 Street, Slauson Avenue, West 5i11 Street, West 54111 Street, West 5211d Street, West 50111 Street and across West 48111 Street in the City of Los Angeles.

- **PROC A1711013** – On September 27, 2018, with D.1809033, the Commission authorized the application of the California High-Speed Rail Authority to construct proposed high-speed tracks (HST) and Underpass Grade Separations at Garces Road (135S-266.5-B), Pond Road (135S-270.0-B) and Peterson Road (135S-271.2-B) in Kern County, California. The authorization expires in three years.
- **GO 88B - XREQ 2018080002** – On September 5, 2018, staff authorized the Riverside County Transportation Commission’s request to alter the Interstate 15 grade-separated crossing, in Corona, Riverside County. The alterations include widening the existing grade separation. Staff granted the request and the authorization expires in three years, September 5, 2021.
- **GO 88B - XREQ 2018080007** – On September 6, 2018, staff authorized the City of Eureka to alter the Waterfront Drive at-grade crossing in Eureka, Humboldt County. The alterations include a new pedestrian crosswalk; replacing existing median, paving over spur track, install a new pathway, and CAMUTCD signs for the trail crossing. Staff granted the request and the authorization expires in three years, September 6, 2021.
- **GO 88B - XREQ 2018070009** – On September 11, 2018, staff authorized the City of Oceanside’s request to alter the Surf Rider Way at grade crossing in the City of Oceanside, San Diego County. The alterations include modifications to curb alignment, driveway, sidewalk, and raised median; removal of vegetation; installation of pedestrian treatments; and various crossing warning device upgrades. Staff granted the request and the authorization expires in three years, September 11, 2021.
- **GO 88B - XREQ 2018080011**- On September 6, 2018, staff authorized the California Department of Transportation to alter the North Petaluma highway 101 Overhead Grade Separated Highway-Rail crossing, in Petaluma, Sonoma County. The alterations include widening Highway 101 to accommodate two 12-foot wide single occupancy vehicle lanes and one 12-foot wide high occupancy vehicle lane in both the northbound and southbound directions. Staff granted the request and the authorization expires in three years, September 6, 2021.
- **GO 88B - XREQ 2018080012** – On September 18, 2011, staff authorized the California High Speed Rail Authority (CHSRA) to alter the E. Manning Avenue crossing in Unincorporated

Fresno County. The alterations include eliminating the at grade crossing, realignment of BNSF tracks, constructing a new grade separation, installing new CHSRA tracks, and access restricted fencing. Staff granted the request and the authorization expires in six years, September 18, 2024.

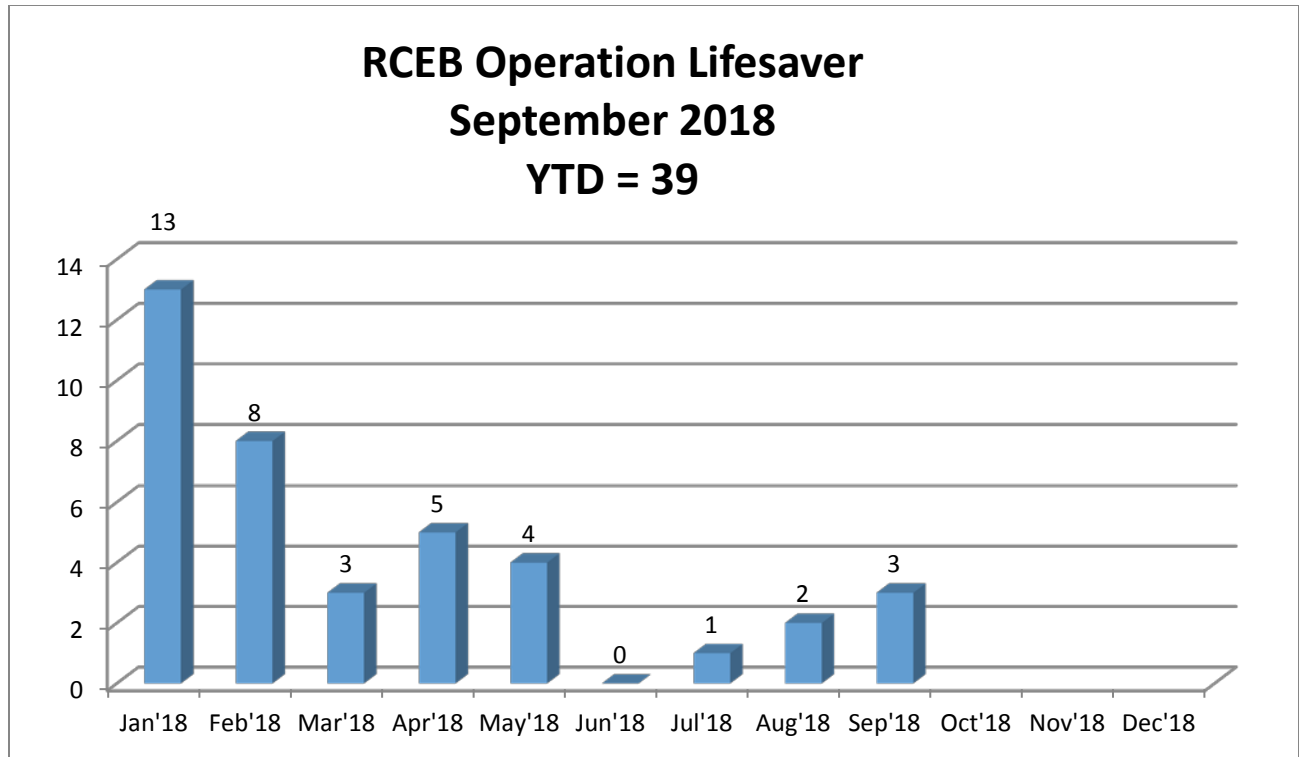
- **GO 88B - XREQ 2018080013** - On September 18, 2011, staff authorized the California High Speed Rail Authority (CHSRA) to alter the E. Mountain View Avenue crossing in Unincorporated Fresno County. The alterations include eliminating the at grade crossing, realignment of BNSF tracks, constructing a new grade separation, installing new CHSRA tracks, and access restricted fencing. Staff granted the request and the authorization expires in six years, September 18, 2024.
- **GO 88B - XREQ 2018090001** – On September 26, 2018, staff authorized the City of Burbank’s request to alter the Buena Vista Street at-grade crossing in the City of Burbank, Los Angeles County. The alterations include removing existing Std 8 warning device, installation of Std 9E warning devices, installation of pedestrian warning devices, modifications to the nearby intersection traffic signal, fencing and additional CAMUTCD signage. Staff granted the request and the authorization expires in three years, September 26, 2021.
- **GO 88B - XREQ 2018090002** - On September 20, 2018, staff authorized the San Joaquin Valley Railroad’s request to alter the Houghton Road at-grade crossing in Unincorporated Kern County. The alterations include installation of Std 9 warning devices, guard rails, advance flashing warning signals, a signal cabinet, and CAMUTCD signage. Staff granted the request and the authorization expires in three years, September 20, 2021.
- **GO 88B - XREQ 2018090003** - On September 20, 2018, staff authorized the San Joaquin Valley Railroad’s request to alter the Adams Street at-grade crossing in Unincorporated Kern County. The alterations include installation of Std 9 warning devices, asphalt dikes, a signal cabinet, concrete pork chop median, and a STOP sign. Staff granted the request and the authorization expires in three years, September 20, 2021.
- **RESL SX-128** – On September 14, 2018, the Commission issued a Safety and Enforcement Resolution with a recommendation to the Caltrans for increased funding to be set aside for

the maintenance of automatic grade crossing devices under PU Code 1231.1. The Resolution recommends the sum of \$3,750,000 be allocated for the 2019-2020 fiscal year.



OPERATION LIFESAVER INC.

In September 2018, two RCEB Operation Lifesaver Inc. (OLI) volunteers shared the OLI rail safety message delivering two presentations and working at one event. On September 19, 2018, staff presented the rail safety message to two Driver’s Education groups at the Cosumnes Oaks High School. A total of 76 students received the See Tracks Think Train rail message. On September 20, 2018, staff worked at an OLI booth and talked to participants at the CalOES Open House event at the in Rancho Cordova, Sacramento County. A total of 300 adults and children received the rail safety message. As time permits, staff participates in presentations, fairs, and community events to share the OLI rail safety message to the public and professional drivers.



RAIL TRANSIT - RTSB

In September 2018, the Rail Transit Safety Branch (RTSB) completed the following activities:

CORRECTIVE ACTIONS PLANS

- Fifty-nine (59) Corrective Action Plans (CAP's) were opened.
- Ten (10) were closed.

INCIDENT INVESTIGATIONS

- Thirty-one (31) incidents were reported by Rail Transit Agencies (RTA).³
- Thirteen (13) incident investigations were closed.

³ Per General Order 164-E, the Commission must be notified within 2 hours by rail transit agencies of incidents 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.

MAJOR AUDITS

- A Triennial Safety and Security Review of North [San Diego] County Transit District (NCTD) was conducted in August. The review covered the twenty-one (21) System Safety Program Plan and five (5) System Security Plan elements required by General Order 164-E and 49 CFR Part 659. In addition, Staff reviewed agency compliance with other General Orders, such as General Orders 172 and 175. Draft checklists are in review for preliminary findings.
- RTSB and Bay Area Rapid Transit (BART) met on May 29 to discuss the BART Triennial Safety Review Draft Audit Report. The objective was to discuss any concerns BART may have with the draft. BART sent RTSB their comments on the draft report. RTSB incorporated most of these responses into its revised draft report. RTSB plans to place a proposed resolution to adopt the BART Triennial Safety Review Audit Report on an upcoming Commission meeting agenda. A draft of the proposed resolution and report are under managerial review.

ADMINISTRATIVE ACCOMPLISHMENTS

- **Federal Certification of SSOA Programs:** State Safety Oversight Agencies (SSOAs) have until April 15, 2019 to have their program certified by FTA. In support of the CPUC to receiving FTA certification, the Commission approved a revised GO 164-E that became effective as of May 1. RTSB revised its Program Standard (Procedures Manual) in compliance with the new 49 CFR Part 674 and provided the FTA a list of other required documents. On April 30, RTSB formally transmitted its Certification Application to the FTA. On June 14, Henrika Buchanan, FTA Acting Associate Administrator for the Office of Transit Safety and Oversight, sent a letter to CPUC President Picker acknowledging receipt of CPUC's Certification Application. On July 24, during its monthly one-on-one call with the FTA, the agency informed RTSB Staff that, except for one item, FTA staff is satisfied with CPUC's Certification Application. On September 14, the Commission issued Resolution L-569, which addressed FTA's requirement for SSOAs to be financially independent from RTAs they oversee. On September 20, CPUC submitted Resolution L-569 and other additional documents to the FTA. Currently, CPUC is in Stage 3 of the Certification process, which has the following 4 stages:

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- Stage 1 – State (Commission is the designated SSOA for the state) is working on its submissions to the FTA. Where applicable, legislation has not yet been enacted or executive action taken.
 - Stage 2 – State has submitted some requirements to the FTA.
 - Stage 3 – State has submitted all required documents to the FTA and is engaged in a dialogue with the FTA to address comments and questions. Where applicable, all required legislation has been enacted.
 - Stage 4 (Certified) – State has successfully met all SSOA Program requirements, including the resources to carry out the requirements, and has received FTA certification.
- Working Group Meeting to Discuss Revisions to Minor Accident Reporting Form: On September 6, RTSB management held a working group meeting in San Francisco with representatives of Los Angeles County Metropolitan Transportation Authority (LACMTA), San Diego Trolley (SDTI), San Francisco Municipal Transportation Agency (SFMTA), and Santa Clara Valley Transportation Authority (VTA). The working group proposed changes to the form that RTAs use to report to the CPUC minor accidents. Based on discussions at the meeting, RTSB plans to make modifications to its form and send it to all the RTAs for additional input before finalizing the changes.

PROCEEDINGS / RESOLUTIONS

Ongoing:

- **I.16-06-010 Investigation into Fatal Accident on BART Tracks (Commissioner Randolph/ALJ Kim)** - On June 28, 2016, the Commission instituted a Formal Investigation in response to a two fatality BART accident on October 19, 2013. The Commission extended the statutory deadline to conclude this proceeding to December 31, 2018.

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

- **AirTrain Extension Project:** On August 10, 2017, Resolution ST-205 approved the San Francisco International Airport's AirTrain Automated People Mover (AirTrain) Extension Safety Certification Plan (SCP). The project expands the existing AirTrain system to include a new Long-term Parking (LTP) Garage Station and an additional in-line Hotel Station serving a future hotel. Additional planned changes include an upgrade to line-of-sight (LOS) train to wayside signaling and communications, field retrofits of 39 vehicles to LOS technology, an upgrade to the Central Control, a 2000 ft. guideway extension, four additional guideway crossover switches, additional traction power system, and 3 new Innovia APM 100 vehicles. The project will have three Safety Certification Verification Reports as it has three phases. Project culmination and start of revenue service is anticipated to take place in 2019. AirTrain is working to resolve a few outstanding items on its design conformance checklist for Phase 1 before commencement of Phase 1 testing.
- **BART New Vehicle Procurement:** BART is in the process of procuring 775 new rail vehicles. BART submitted its Interim Safety and Security Certification Verification Report on October 30, 2017, and a Request Letter on January 12, 2018 to place 10 new cars into revenue service. RTSB approved this request with a letter dated January 17, 2018. Since that date, RTSB has approved by letter to BART's General Manager four other requests for BART to place new vehicles into revenue service with its most recent dated September 27. Thirty-five new vehicles have been approved and placed into revenue service. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator's cab while E-Cars do not.
- **Silicon Valley Berryessa Extension (SBVX):** BART and VTA are currently in the process of constructing a 10-mile BART system track extension and two new stations – the Milpitas and Berryessa stations.
- **Downtown Sacramento Streetcar Project:** FTA has provided funding for preliminary engineering and development for this project, but they have not received an FTA full-funding grant award. A Joint Powers Authority has been established as the system owner/operator involving the City of Sacramento and City of West Sacramento. They are utilizing the expertise of Sacramento Regional Transit District (SRTD) in the provision of design and construction oversight, and they will be the eventual system operator. This will

be helpful for the project, as the Streetcar will operate over a portion of the existing SRTD tracks.

- **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. SFMTA estimates a start of revenue service on December 10, 2019. Staff expects to shortly receive CSP's submittal of the verification documentation for additional construction certification items to the Safety and Security Certification Review Committee (SSCRC) for review and approval. On September 21, CSP responded to three of RTSB staff's questions related to the documentation submittals for April, July, and August 2018. There remain several outstanding questions to which Staff await a response.
- Chinatown station will be the last station to be completed for Central Subway in mid-2019. The other underground stations, Yerba Buena/Moscone and Union Square, are scheduled to be completed by the end of 2018. SFMTA has bought approximately 4 miles of high strength rails for the CSP construction contractor to install on the CSP alignment.
- **LACMTA P3010 New Vehicle Procurement Project:** LACMTA is in the process of procuring up to 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. Staff continues to follow a recently revised approval process whereby Staff provide a conditional approval based on monthly review of the open item lists and the reports on vehicle test performance. Staff will recommend official approval to RTSB management after a successful review of the Car History Books (CHBs) in person.
- **LACMTA HR4000 Heavy Rail Vehicle Procurement:** LACMTA is in the process of procuring a base order of 64, with options for up to 282, new heavy rail vehicles (HRV) to provide for the future expansions of Regional Connector and Purple Line Extensions, and to replace the aging HRV fleet operating on the Red Line subway. Resolution ST-185 approved the procurement option. 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 SSCRC Meetings, and has approved a temporary shoofly track to allow tunnel boring to commence. The Regional Connector Project celebrated its 50% completion on May 19 with a “Halfway There!” community celebration that was free and open to the public.
- **LACMTA Purple Line (Westside) Extension Project:** LACMTA is currently extending the Purple Line. The Westside Purple 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. Tunneling is scheduled to begin in late September.
- **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 through six cities with six new stations on 12.3 miles of light rail transit (LRT) at-grade track.
- **LACMTA Crenshaw/LAX Corridor Project:** LACMTA is constructing a new light rail transit line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo and portions of unincorporated Los Angeles County. The project is currently in the construction phase that Staff monitors via regular meetings. The review team has approved the Safety Certification Design Checklists. The next step is the Safety and Security Certification Review Team’s verification of the Safety Certification Construction Checklists. The project is nearly 80% complete. However, the project has experienced significant delays and is an estimated 6 months behind schedule. An unofficial substantial completion date was rescheduled from May 1, 2019 to December 2019. While the forecasted revenue service date has been pushed from October 31, 2019 to May 2020.

- **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. The Landside Access Modernization Program (LAMP) includes a landside Automated People Mover (APM), a Consolidated Rent-A-Car (CONRAC) facility, multiple Intermodal Transportation Facilities (ITFs), and a comprehensive network of roadway improvements. The APM system will feature the design and construction of an approximate 2.25-mile-long, elevated dual-lane guideway, consisting of six stations. Three stations will connect new rental car, airport parking, and Metro facilities to the airline terminals. Three stations in the Central Terminal Area will provide fast and easy connections to nine airline terminals with a pedestrian walkway system.
- LAWA has formally submitted a Safety and Security Certification Plan (SSCP) for review and approval. Staff has reviewed the SSCP. Calendar notice for ST-212 has been distributed and comments are due by October 8, 2018. Resolution ST-212 is item no. 17 on the Commission's October 11th Voting Agenda.
- **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. The Agency posted an open construction bid on June 19, and revenue service is scheduled to commence in 2021. However, to date FTA has not awarded a full-funding grant agreement and coordination with OCTA is ongoing. Operations and Maintenance contract request for proposals is scheduled to be released in November 2018. Highway-Light Rail Transit Crossing applications for the project have been filed in Proceedings A.18-04-005, A.18-04-006, and A.18-04-007. Staff continues to attend the SSRCR and Fire Life Safety Committee meetings for this project.

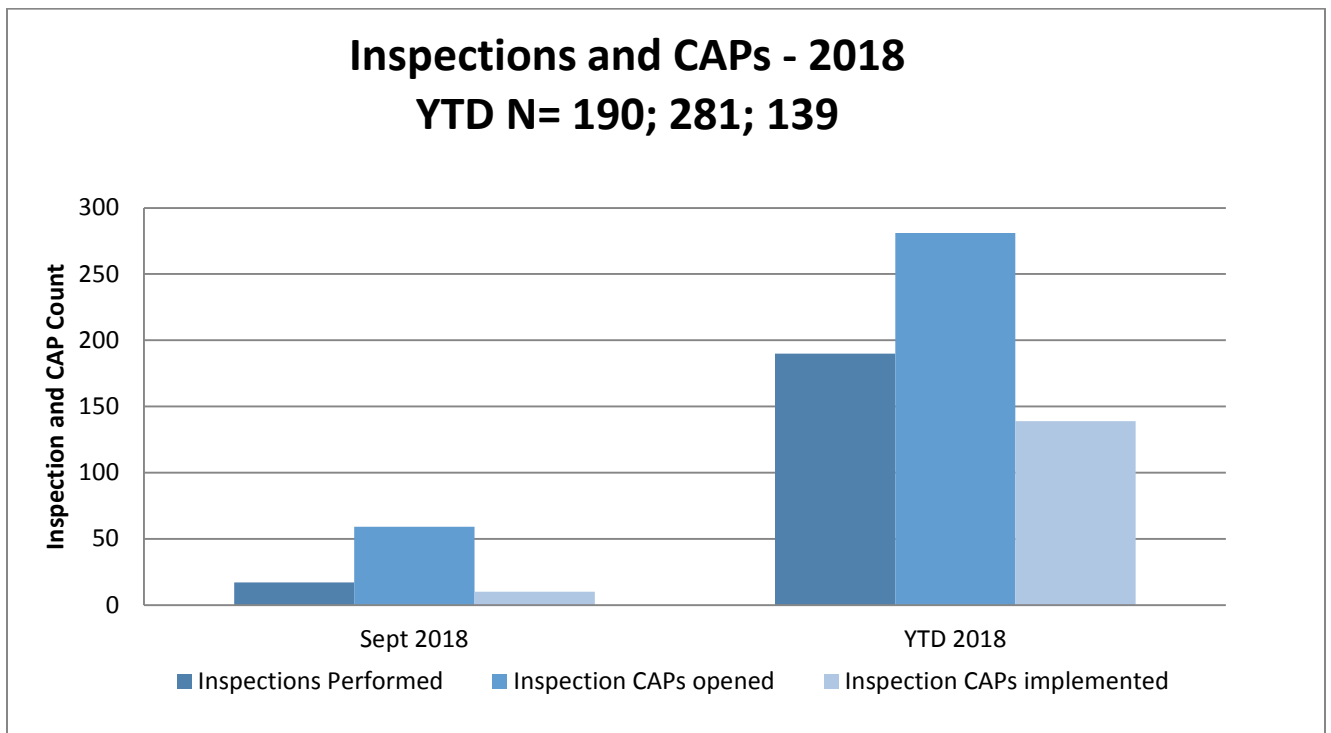
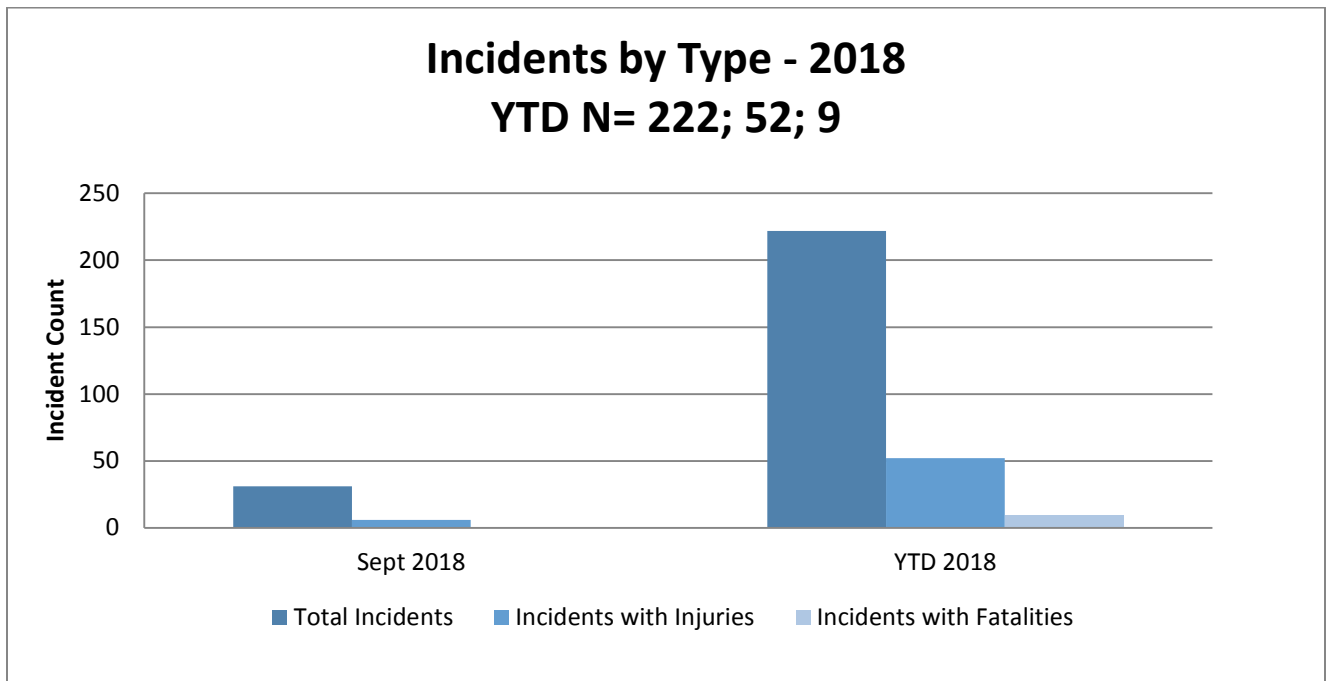
- **SFMTA LRV4 Procurement to Expand and Replace the Rail Fleet:** This project is scheduled for completion in 2027. The safety and security certification-related aspects of this project are being monitored by Staff through regular meetings, review of records produced pursuant to the requirements of the project SSCP (e.g. Certificates of Conformance and associated supporting documentation for certifiable elements at pertinent project milestones), and observations of vehicle testing. On August 10 and 23, SFMTA submitted to Staff their Notices of Intent to Operate three (3) LRV4 Cars in two-car consists on or after August 31 and September 13. This submittal included the Certificates of Specification Conformance and supporting Audit Checklists for these cars. On August 24, RTSB management sent a letter to SFMTA that authorized placement of these cars into revenue service.
- **San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:** The San Diego Metropolitan Transit System's 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 provides future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego (UC San Diego) and the University City areas. The additional stations will be Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, potential Veterans Administration (VA) Medical Hospital, UC San Diego West (along Voigt Drive), UC San Diego East (along Voigt Drive), Executive Drive, and University Town Center (UTC) Transit Center. Construction started in 2016 and revenue service is planned to begin late 2021. Staff continues to attend the System Safety Review Committee Project Meetings and Fire Life Safety Committee Project Meetings.
- **San Diego Light Rail Vehicle Procurement:** SDTI is procuring 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 45 LRV's by June 2021. Staff reviewed the San Diego LRV Procurement SCP as required by GO164-D (in effect at that time) and sent Staff letter dated March 12, 2018. The letter noted acceptance of the SCP and advised MTS that a Commission Resolution would be drafted to accept the SCP. The target timeframe for Commission consideration of the SCP is late Fall 2018.

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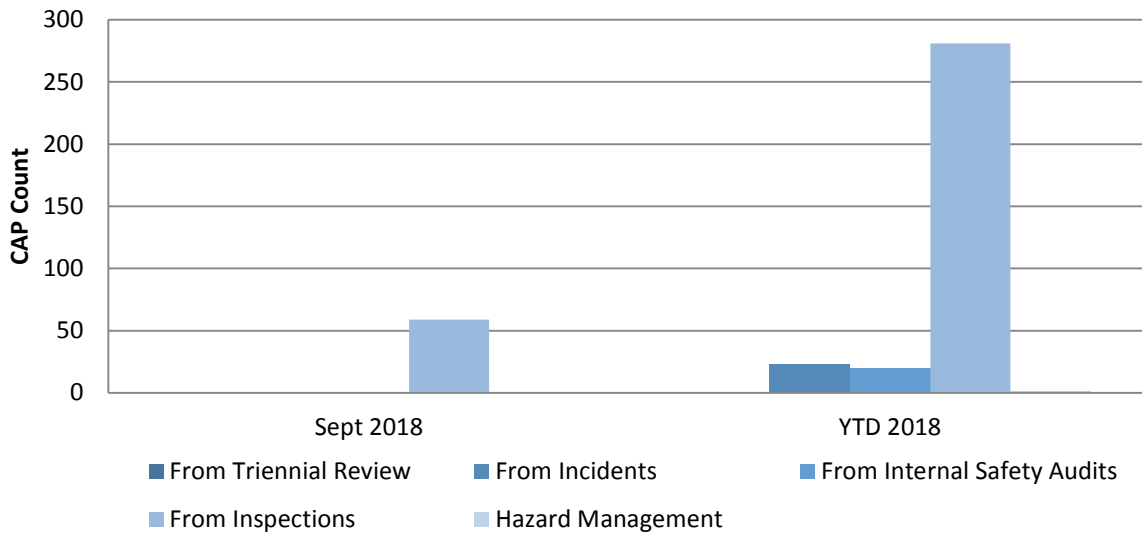
STATISTICS SUMMARY

Investigations for Month		YTD 2018
Incidents Reported	31	222
Incident Investigations Closed	13	335
Complaints Investigated	0	2
Rail Transit Inspections	17	190
Triennial Review	0	3

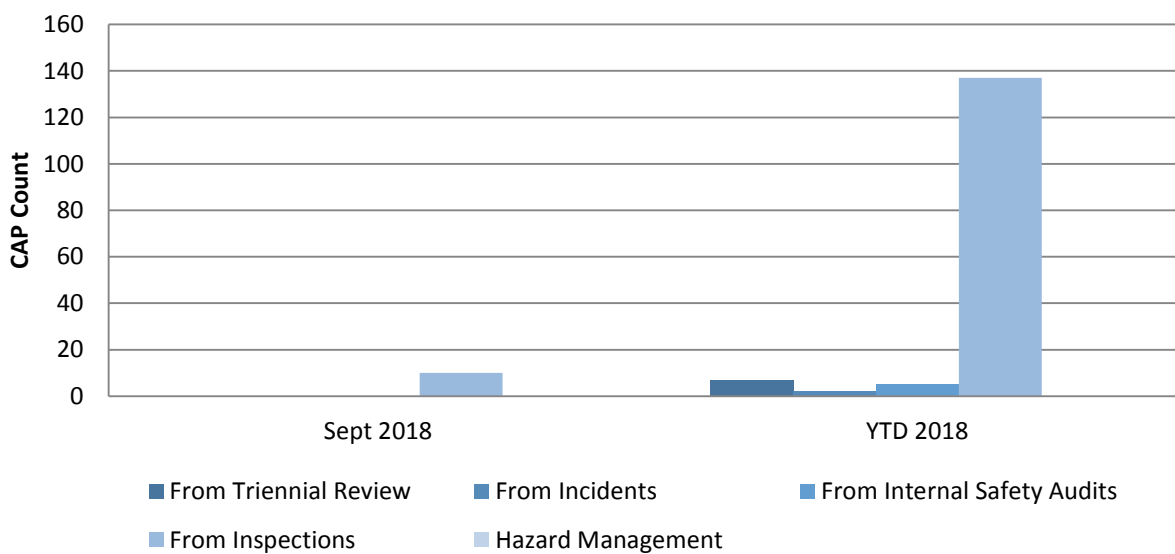
		YTD 2018
New Corrective Action Plans	59	325
From Triennial Review	0	0
From Incidents	0	23
From Internal Safety/Security Audits	0	20
From Rail Transit Inspections	59	281
From Hazard Management	0	1
Closed Corrective Action Plans	10	151
From Triennial Review	0	7
From Incidents	0	2
From Internal Safety/Security Audits	0	5
From Rail Transit Inspections	10	137
From Hazard Management	0	0



Corrective Action Plans Opened - 2018 YTD N= 325



Corrective Action Plans Implemented - 2018 YTD N = 151



CORT MONTHLY REPORT

In California during the month of September:

- The railroads moved 6 trains with 600 crude oil cars via unit train
- Via manifest train the railroads moved 140 crude oil cars

During the month of September five (5) crude oil trains were delivered to **Plains All America** in Taft, California. Each train consisted of 100 cars: all five (5) were heavy crude coming from Edmonton, Canada. These trains were spotted by the San Joaquin Valley Railroad (SJVR) originating from there yard in Bakersfield.

For the month of October, ten (10) crude oil trains are expected, and of the ten (10) two (2) are expected to be lite, and eight (8) heavy crude, none of which are Bakken crude.

The SJVR also spots unit trains for **Kern Oil** which is a refinery operating in Bakersfield. Kern Oil received one (1) train in September consisting of one hundred and two (102) crude oil cars originating in Carlsbad, New Mexico.

Kern is expecting one train next month also originating in New Mexico.

Delta Trading is a trans-loading facility located in Bakersfield where California oil cars are moved by manifest train. Their cars are loaded in Natrona, Wyoming after the oil is piped across from Canada. The SJVR also spots cars at this facility the crew picks up the cars in their Bakersfield Yard and moves them to two (2) holding tracks outside the facility until needed. In the month of September Delta processed 140 crude oil cars.

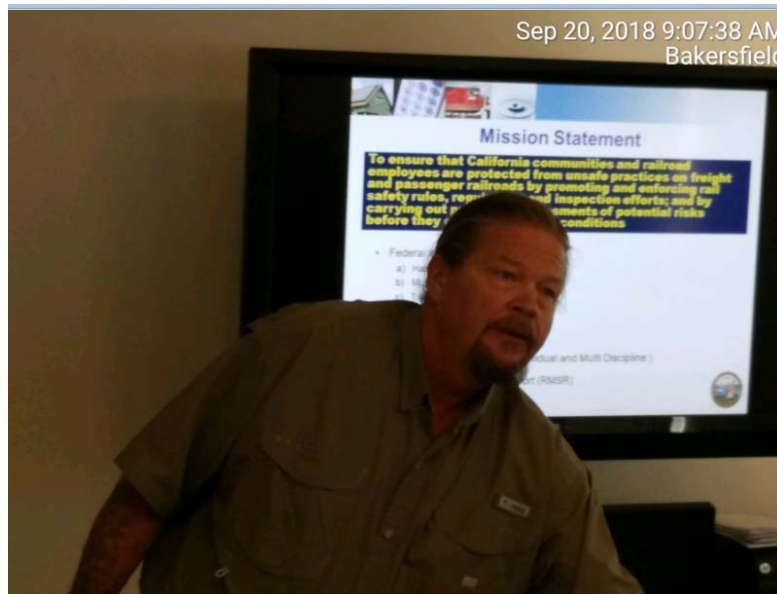
IN OTHER NEWS

- The Team will be traveling to San Ardo (Wunpost) for a familiarization trip on October 10th to view the tank train cars that will be coming out of service at the end of this year. These are a specific style of tank car where one connection can offload multiple cars due to the hose running over the top connecting them all together. The normal life of a tank is 40 years; these cars built in 1973 received an extension to remain in service. Spoke to the

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Superintendent they will begin using trucks after the cars expire, it will take 250 trucks to move the 40,000 barrels the train moved.

- This month a CORT team member from MP&E conducted an inspection at the Phillip 66 facility in the port where the oil can cars arrive. The oil can cars are a string of 13 cars connected by a hose over the top allowing the off-loaders to connect to one outlet and empty the entire string. There were 6 strings in the facility four (4) were inspected all four (4) were found with defects requiring repair prior to being returned for loading.
- Delta Trading reached out to our team for more training regarding hazardous materials for their employees. A member of the CORT Team and a hazardous materials inspector traveled to Delta Trading LP and did a presentation regarding 26D and 118A and what a hazardous materials inspector looks for on tank cars. The hazmat inspector illustrated what regulations are involved during a complete tank car inspection.



For the month of September:

- Total of six (6) crude oil unit trains entered California with none of them containing Bakken crude.
- Total of 140 individual tank cars of crude oil were received, none of them containing Bakken crude.