

Safety and Enforcement Division



Monthly Performance Report

April 2019

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Disclaimer

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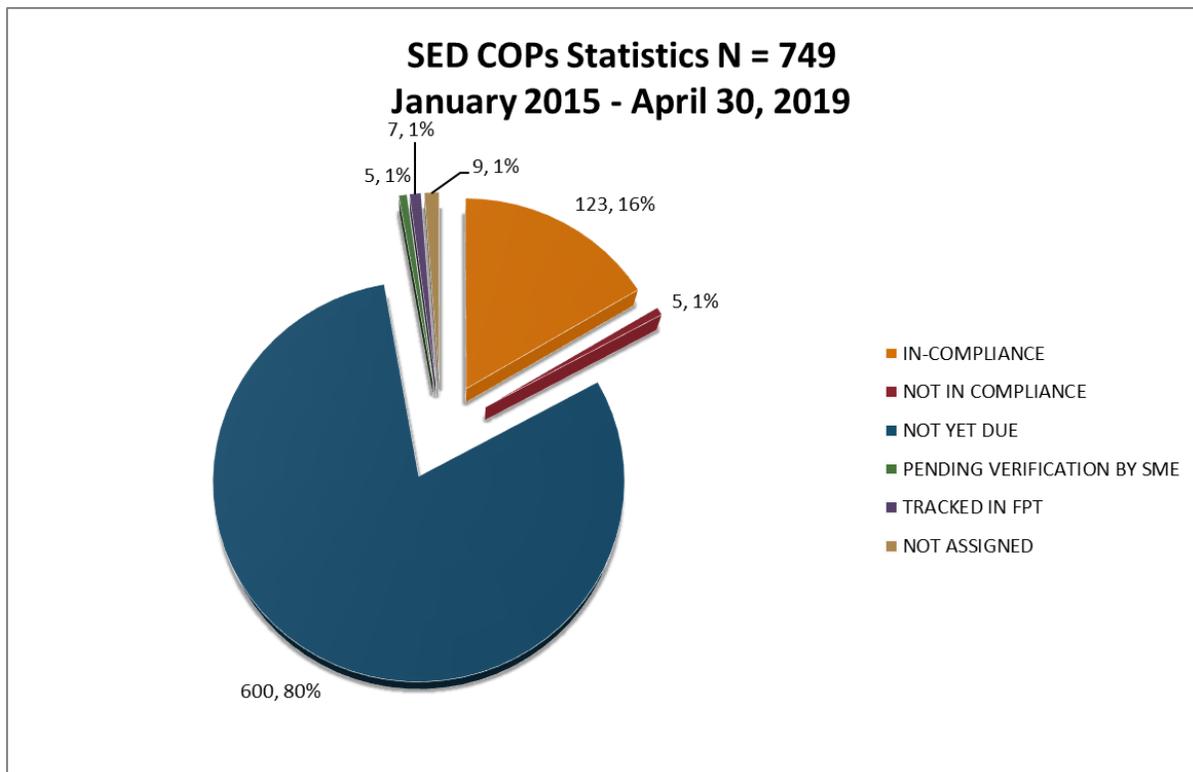
This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through April 30, 2019, SED shows 749 total entries in the COPS system; with 123 reaching compliance (16%), 600 (80%) not yet due for compliance, and 5 (1%) currently remaining out of compliance. 5 (1%) are pending verification. 739(99%) of all Ordering Paragraphs are assigned to members of staff.

During April 2019, there were 0 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

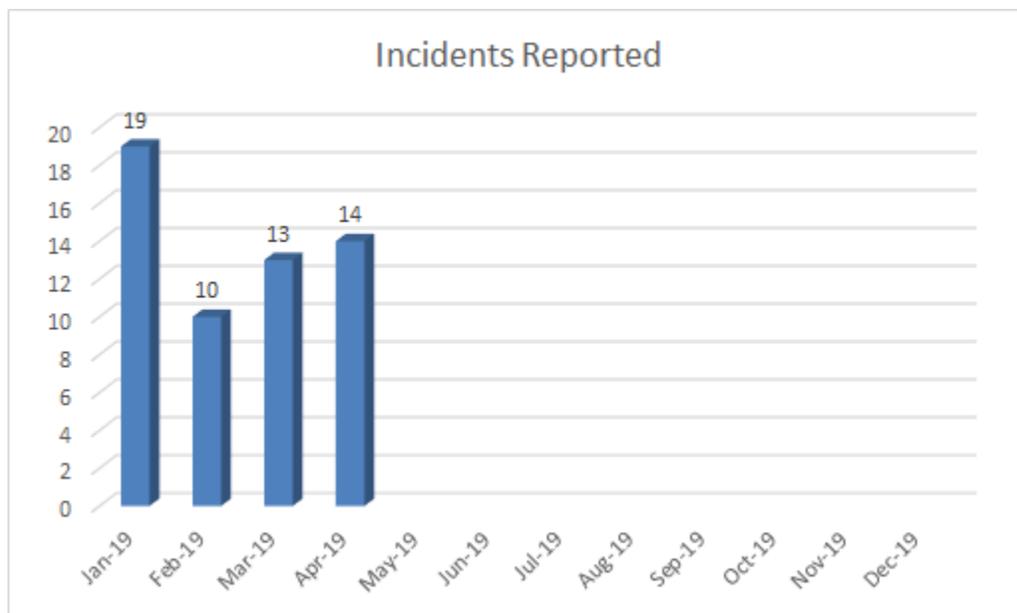
Citation Number	Utility	Amount	Violations	Date Cited	Appealed	Status
D.16-09-055 G.19-02-001	SoCalGas	\$ 3,300,000	192.13 (c), PU Code 451 & 702	2/1/2019		Active
Total Cited 2019		\$ 3,300,000				

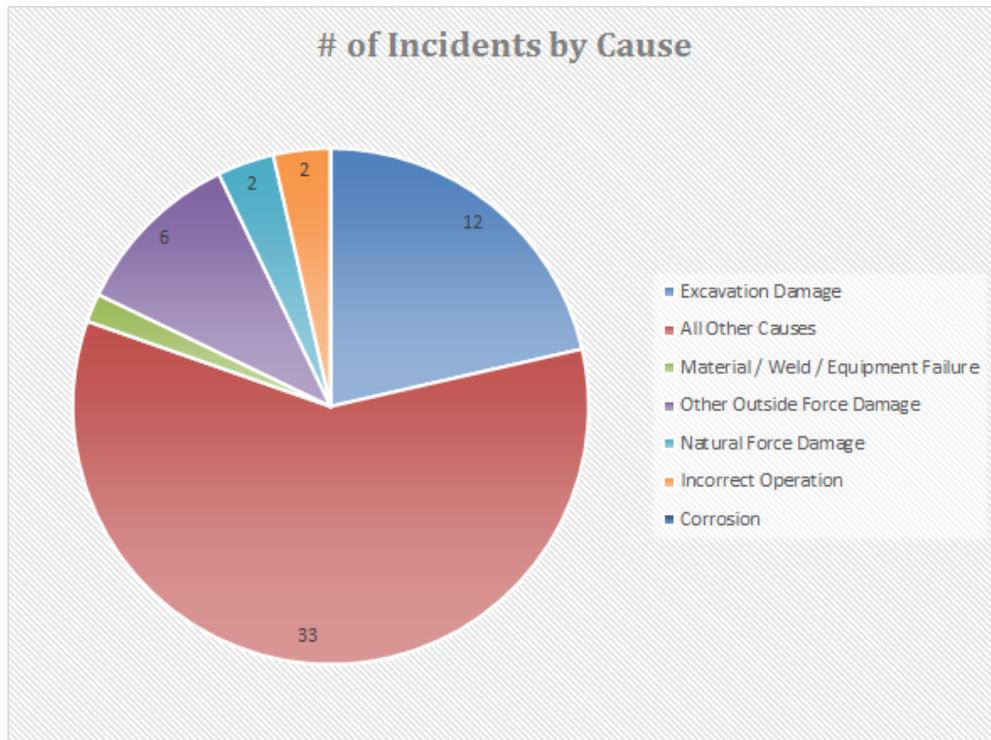
INSPECTIONS

	2018	2019
Conducted	41	12
Final Report Completed	33	5

INCIDENT INVESTIGATIONS

As of April 30, 2019, GSRB Staff received 56 incidents year to date.





The CY 2019 incidents¹ are categorized as follows:

	Level 1	Level 2	Level 3	Level 4	TOTAL
Open	18	33	2	2	55
Closed	1	0	0	0	1
TOTAL	19	33	2	2	56

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.

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 were no self-identified violations reported in April.

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 was held on 10/17/2018. A ruling on 2/15/2019, is seeking comments by March 1, 2019, and reply comments by March 8, 2019, regarding Annual Report template and 2019 Utility Annual Reports by March 1, 2019. Workshop #2 was held on March 20-21, 2019.

- **PG&E Locate and Mark Practices OII (I.18-12-007) (Commissioner Rechtschaffen/ALJ Allen) (SED Advocacy):** The Order Instituting Investigation and Order to Show Cause on the Commission's Own Motion into the Operations and Practices of Pacific Gas and Electric Company with Respect to Locate and Mark Practices and Related Matters was issued on December 13, 2018. CPUC institutes this formal investigation to determine whether PG&E has violated legal requirements for the utility to timely locate and mark natural gas pipelines to ensure that third party construction excavation does not damage pipes and other components and thus diminish safety. This OII also directs PG&E to show cause as to why the Commission should not find violations in this matter, and why the Commission should not impose penalties, and/or any other forms of relief, if any violations are found. PG&E is directed in this order to provide a report on these matters, provide answers to certain questions, and to provide other specified information to the Commission. On 2/5/2019, a Law and Motion Hearing was held. A Prehearing Conference is scheduled for 4/4/2019.
- **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

In April 2019, Electric Safety and Reliability Branch:

- Received six electric facilities incident reports and closed six previously reported electric facilities incident investigations;
- Investigated 29 customer safety and reliability complaints;
- Issued four Notice of Violation letters/audit reports.
- Performed one Communication Infrastructure Provider (CIP) audit.
-
- Monitored 31 planned outages and seven forced outages reported by natural gas and renewable energy power plants.

Electric Facilities and Generation Incident Investigations as of April 30, 2019

ESRB		Level 1	Level 2	Level 3	Level 4	Total ²
Total open incidents	Electric Facilities	5	5	43	57	110
	Generation	0	0	1	2	3
Total incidents reported in 2019	Electric Facilities	2	4	11	9	26
	Generation	0	0	0	0	0
Total incidents closed in 2019	Electric Facilities	0	7	7	14	28
	Generation	0	0	0	0	0
Total open 2019 incidents	Electric Facilities	2	4	11	9	26
	Generation	0	0	0	1	1
Incidents reported April 2019	Electric Facilities	0	2	1	3	6
	Generation	0	0	0	0	0
Incidents closed in April 2019	Electric Facilities	0	1	2	3	6
	Generation	0	0	0	0	0

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).

ELECTRIC AND COMMUNICATIONS FACILITY SAFETY: PROCEEDINGS

- **Rulemaking to Implement Electric Utility Wildfire Mitigation Plans pursuant to Senate Bill 901 (2018) (R.18-10-007) (Commissioner Picker/ALJ Allen/ALJ Thomas) (Advisory):** This rulemaking was opened to implement the provisions of Senate Bill 901 related to electric utility wildfire mitigation plans (WMPs) and will provide a venue for review of the initial plans, and will develop the process for review and implementation of wildfire mitigation plans to be filed in future years. In early February, Investor Owned Utilities (IOUs) filed their Wildfire Mitigation Plans (WMPs), starting a three-month statutory deadline for the Commission to review and approve the plans. The Commission held a series of informational and technical workshops where utilities presented their WMPs, parties asked questions about the plans, and several technical panels were arranged to discuss a variety of issues ranging from interpretation of the SB 901 statutes to the function, use, and implementation of covered conductors. On April 29, 2019, the assigned ALJs issued a series of proposed decisions (PDs) approving IOUs' wildfire mitigation plans (WMPs) that were filed in early February 2019. The PDs addressed: 1) a Guidance PD on content, structure, interpretation, and future action items, (2) a PD for each large IOU (PG&E, SCE, and SDG&E) on WMP approval, 3) a single PD for each small IOU (BVES, Liberty, and PacifiCorp) on WMP approval, and 4) a single PD for the ITOs (NextEra and TBC) on WMP approval. Parties will provide comments on the PD in May and the PDs are calendared for consideration at the May 30, 2019 Commission voting meeting in San Francisco. Pending.
- **Rulemaking to Examine Electric Utility De-Energization of Power Lines in Dangerous Conditions (R.18-12-005) (Commissioner Picker/ALJ Semcer) (Advisory):** On December 13, 2018, the Commission opened an Order Instituting Rulemaking (R.)18-12-005 to examine its rules allowing electric utilities under the Commission's jurisdiction to de-energize power lines in case of dangerous conditions that threaten life or property in California. Among other things, this proceeding will focus on developing best practices and evaluation criteria, ensuring coordination with first responders, mitigating impact on vulnerable populations, ensuring consistency in noticing and reporting of events, and examining ways to reduce the

need for de-energization. On April 3, the parties filed reply comments to the opening comments initially filed by the parties on March 25. On April 26, a proposed decision (PD) was issued by Commissioner Picker. The PD adopts communication and notification guidelines, expands the requirements in resolution ESRB-8, and presents a preliminary list of issues to be explored in Phase 2. Pending.

- **Rulemaking to Evaluate the Mobilehome Park Pilot Program and to Adopt Programmatic Modifications (R.18-04-018) (Commissioner Rechtschaffen /ALJ Semcer) (Advisory):** D.14-03-021 established a three-year pilot program authorizing each California investor-owned utility (IOU) to convert 10 percent of master-metered gas and/or electric Mobile Home Park (MHP) spaces within its operating territory to direct utility service. On February 1, 2019, the utilities filed Annual Report Response. Parties have been invited to file comments on those responses and on the annual reporting process. In April 2019, the ALJ issued ruling entering workshop presentations into the record. Parties were invited to provide comment on Scoping Memo questions and next steps. Comments are due on May 6, 2019. Pending.
- **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):** On January 22 and 23, 2018, industry group of pole-owners and pole-tenants hosted an informal workshop to discuss a phased approach and path forward regarding access to pole data, attachment data, and conduit data, ESRB attended and participated in the workshop. The industry group issued a workshop report on February 28, 2019. On March 29, 2019, parties filed comments in response to the post-workshop report. On April 19, 2019, parties filed reply comments in response to the post-workshop report. Pending.
- **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.

SED and parties held three workshops in August 2018 and September 2018 and 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 on October 31, 2018, SED filed a Joint Parties' Workshop Report to the Commission. In November 2018, Parties filed comments on the Workshop Report and in December 2018 parties filed reply comments. The comments and reply comments focused on implementation dates and cost considerations. Pending issuance of a Proposed Decision.

- **PG&E Locate and Mark Practices OII (I.18-12-007) (Commissioner Rechtschaffen/ALJ Allen) (Advocacy):** On December 6, 2018, the Commission's SED issued an Investigative Report, which found that PG&E falsified safety records related to locating and marking its underground natural gas facilities and violated federal and state regulations. On December 13, 2018, the Commission initiated this formal proceeding to investigate PG&E's Damage Prevention and Locate and Mark programs and practices. On March 6, 2019, SED conducted deposition of a PG&E employee to determine whether the PG&E Locate and Mark involved PG&E's electric distribution safety as well as PG&E's gas safety. On March 22, SED filed a motion to include electric distribution in the scope of this proceeding. SED staff is reviewing PG&E's show cause report. A Prehearing Conference was held on April 4, 2019. Pending.
- **Physical Security of the Electric System and Disaster and Emergency Preparedness (R.15-06-009) (Commissioner Rechtschaffen/ALJ Kelly) (Advocacy):** Phase I addressed physical security for electric supply systems and was resolved by D.19-01-018. Phase II addresses disaster and emergency preparedness plans for electrical corporations and regulated water companies. On April 3, 2019, ALJ Kelly issued a ruling requesting parties respond to two questions related to changes in GO 166 and standardization of emergency preparedness plans. On May 1, 2019, SED and parties filed comments in response to the ruling. Pending.
- **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 crossarm and a resulting overhead conductor clearance problem that 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 October 3, 2018, SED issued an \$8,000,000 amended citation that replaced the \$300,000 citation that was issued to SCE on February 12, 2018. The amended citation was the result of new violations of GO 95 that SED had discovered. A hearing was held in December 2018, in February 2019, and March 2019. Briefs and reply briefs were filed in April 2019. Pending.

OTHER ACTIVITIES

- **2017 and 2018 Wildfires:** In 2017 and 2018, California has experienced devastating wildfires. In Northern California, the Camp Fire burned about 153,000 acres in November 2018, destroyed an estimated 18,000 structures, injured three firefighters, and unfortunately resulted in 86 civilian fatalities. In Southern California, the Woolsey Fire burned about 100,000 acres in November 2018, destroyed an estimated 1,800 structures, injured three firefighters, and unfortunately resulted in three civilian fatalities. SED investigatory teams have been assigned and have visited the sites of areas affected by the 2017 and 2018 wildfires to examine evidence related to utilities' facilities. SED is currently working closely with CAL FIRE and other agencies to investigate PG&E, SCE, and communications companies' compliance with the Commission's safety rules.
- **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.

On April 18, ESRB attended the CAISO TMCC quarterly meeting. CAISO clarified the difference between the TMCC and SED. While SED monitor and audit the transmission and distribution owners from safety perspectives, TMCC uses the transmission maintenance standard to ensure the availability of the transmission facilities so the CAISO can control and dispatch the available transmission facilities for power delivery of the CAISO electric power market.

UTILITY RISK ASSESSMENT AND SAFETY ADVISORY

SUMMARY OF RECENT ACTIVITIES:

Investigation of PG&E Safety Culture held two Commissioner Workshops in April that included expert testimony on findings of Phase 1's NorthStar report, board of director's structure, and corporate governance, management, and structure. RASA staff are preparing a \$3MM contract/amendment for NorthStar to conduct addition analysis for Phase 2 of the proceeding.

Gas Leak Abatement OIR – RASA and GSRB staff have been working with the ALJ and Commissioner Advisors on potential changes to the reporting requirements on Lost and Un-Accounted For (LUAF) gas and actual methane emissions to facilitate the ability to reduce reimbursement rates to utilities that are required to meet GHG reduction goals. **SCE RAMP** - Staff completed their Review of the SCE RAMP report. Top risks include contact with energized equipment, employee, contractor & public safety, wildfire, underground equipment failure, and climate change. Staff's evaluation identified a number of shortcomings including lack of supporting information to justify proposed utility expenditures and that no expenditures for wildfire response and recovery was included in their RAMP. A draft version of Staff's Review that included comments not intending to be published was inadvertently posted to the Web and service list of the proceeding and was subsequently removed from the website. Staff plan to correct the Review and republish. A workshop on Staff's Review is scheduled for May 29 in Los Angeles. **Utility Pole OII** – Staff have provided recommendations for a draft ruling on next steps in the Pole OII. The recommendations include next steps for working groups and reiterates that pole and conduit data access by service area meets the OII's goals and acknowledges that access to pole and conduit data is for competitive access purposes along with safety related issues. **Mobile Home Park Conversion** - RASA is summarizing parties' Comments in support of the MHP Conversion proceeding (R.018-04-018) to help the ALJ Draft the proposed decision. The Rulemaking includes an evaluation of the conversion pilot program, and a proposal for how a permanent program should be structured. While all parties agree that the pilot has been a success and conversions should, TURN proposes that a complete SMAP-type Risk Spend Efficiency analysis should be conducted for ALL of California's MHPs.

PROCEEDINGS

- **Investigation into Safety Culture of Pacific Gas and Electric Company and PG&E Corp. (I.15-08-019) (President Picker/ALJ Allen) (Advisory):** On November 29, the Commission approved D. 18-11-050, accepting the NorthStar Consulting report and ordering PG&E to implement its 61 recommendations by July 1, 2019, as well as requiring quarterly reports on progress beginning in 4th quarter 2018. While some “bright spots in safety culture” were identified – particularly at the Diablo Canyon nuclear plant – Picker said a major finding was that PG&E did not have a clear vision of its safety programs. It pursues many programs without a clear sense of how they work together. He also noted that the investigation to date did not involve issues related to the wildfires from 2017. The Phase II Scoping Memo was issued December 21, 2018, with the focus on corporate governance and how to determine the best path forward to ensuring safety, and what the Commission’s role should be. The Key focus is on 1) Corporate Governance – Board of Directors, 2) Corporate Management – Officers and Sr. Leadership, 3) Corporate Structure, 4) Publicly Owned Utility, Cooperative, Community Choice Aggregation or other Models, 5) Return on Equity, and 6) Other Proposals. The ruling solicited comments due January 30, 2019 with reply comments extended to February 28, 2019. The comments provide the basis for the workshops scheduled April 15th and 26th, 2019 where the issues of safety impacts from various governance models will be explored. The agenda has been issued by ruling. The consultants hired to investigate PG&E’s safety culture will present at the workshop and a contract extension is in the works.
- **Gas Leak Abatement OIR (R.15-01-008) (Commissioner Rechtschaffen/ALJ Kersten) (Advisory):** SED and CARB conducted workshops on January 17, 2019 to discuss the refinements proposed for the annual reporting templates. SED in collaboration with CARB staff adopted several of the proposed changes to the Annual reporting templates, and the updated templates were issued March 29, 2019. SED staff issued the annual data request to respondent gas companies for the 2019 Annual Data Reports that are due June 17, 2019. Draft Joint Report for 2019 leak survey due Nov. 15, 2019 with final due by Dec. 31, 2019.

- **Safety Model Assessment Proceeding (A.15-05-002, et al) (Commissioner Rechtschaffen/ALJs Kersten & Fogel) (Advisory):** Decision D.18-12-014, adopting the Joint Settlement Agreement with minor modifications was approved at the December 13, 2018, business meeting. The first utilities to use the methodology derived from the Settlement Agreement will be San Diego Gas & Electric and Southern California Gas (Sempra Utilities), for their 2019 RAMP filings. A new element of the RAMP process will include a preliminary workshop by the utilities in 1 Quarter 2019 to review their risk registers and expected results of risk ranking. In accordance with this requirement Sempra Utilities held its Pre-RAMP workshop on March 5, 2019. The decision also clarified that utilities would not file new S-MAP applications in May 2019, but instead the Commission should launch a rulemaking to address continuing refinements in the S-MAP process. A second decision, D.19-04-020, adopting risk spending accountability report requirement, safety performance metrics for the four large energy utilities, and safety model approach for small and multi-jurisdictional utilities was approved by the Commission on April 25, 2019. D.19-04-020 authorizes SED staff to reconvene the safety metrics technical working group to continue to refine the safety metrics list and to work on developing Safety Management System safety metrics.
- **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):** Pacific Gas & Electric's TY2020 General Rate Case was filed in December. RASA staff reviewed the utility documentation that mapped the RAMP report to the GRC as well as how the SED evaluation Report recommendations were incorporated into GRC. PG&E complied with the Staff data request for spreadsheets and a compilation of RAMP-related GRC testimony. In January PG&E conducted a workshop that walked through how they incorporation the RAMP in the GRC. The ALJ over the GRC proceeding determined that PG&E should file a motion to close the RAMP, with RASA making a final review for any outstanding issues. Staff issued its comments and findings to PG&E on March 19, 2019,

signifying that a motion to close the RAMP proceeding is appropriate at this time. The motion to close the RAMP is pending PG&E's filing of such.

- **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. Hearings on the rate case were completed in early October; and opening briefs were served November 14.
- **SCE 2018 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. An Order Extending Statutory Deadline was issued to June 3, 2019. A Proposed Decision is currently being drafted.
- **Southern California Edison RAMP (I.18-11-006) (Commissioner Picker/ALJ Wildgrube):** RASA staff is reviewing the RAMP report with the goal of producing an evaluation in May and associated workshop in Los Angeles. With the recent submittal of their Wildfire Mitigation Plan (WMP), SCE has submitted a RAMP amendment to update it and make consistent with WMP.
- **Physical Security of Electric Infrastructure (R.15-06-009 Phase 1) (Commissioner Rechtschaffen/ALJ Kelly):** Decision 19-01-018 in Phase 1 was passed at the January 10, 2019 Commission Meeting.
- **Utility Disaster Planning & Emergency Preparedness (R.15-06-009 Phase 2) (Commissioner Rechtschaffen/ALJ Kelly):** ALJ Kelly issued an e-mail ruling on April 3, 2019 seeking responses to two questions related to General Order 166, and the extent of standardization across electrical and water utilities. Response were received May 1, 2019.
- **Utility Poles and Conduit (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).

Two days of workshops were set for Nov. 15-16, to review “use cases” for the pole census information, but the second day was cancelled because of the poor air quality caused by ongoing wildfires in Northern California. An informal industry group of pole-owners and pole-tenants held a 2-day public workshop on Jan. 22-23rd, 2019, in lieu of the original Day 2 (11/16/2018) planned workshop agenda. Per ALJ Ruling of 1/28/2019: SCE filed a Workshop Report on 2/28/2019 for the Nov 15th & Jan 22-23rd workshops & Parties filed comments on the report on 3/29. Reply Comments are due on 4/19. SED URAB staff participated on an advisory basis in the workshops and in preparation of the workshop report.

- **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. Energy Division has scheduled two Phase I workshops for April 22 and 23 in the CPUC Auditorium. Phase I of the Rule 20 Proceeding is focused on identifying and evaluating various potential near-term improvements to the Program and associated tariffs.
- **Mobile Home Park Pilot Expansion (R.18-04-018) (Commissioner Rechtschaffen/ALJ Kersten):** RASA is summarizing parties’ Comments in support of the MHP Conversion proceeding (R.018-04-018) to help the ALJ draft the proposed decision. The Rulemaking includes an evaluation of the conversion pilot program, and a proposal for how a permanent program should be structured. The Final Decision is scheduled for Q2 2019.
- **SCE Grid Safety & Resiliency Program (A.18-09-002) (Commissioner Picker/ALJ Haga):** This application includes SCE’s request for approval to record and recover the costs of many RAMP proposed mitigations for the 2018-2020 time period. Specifically, SCE asserts that the GS&RP incorporates mitigation measures that will help enhance the safety of the electrical system and make it more resilient during wildfires. D.19-01-019 approved an effective date for an interim memo account. ALJ Haga’s Ruling of 3/27/2019 reset

intervenor testimony to be due by 4/23/2019 and rebuttal testimony to be due 5/31/2019.

The Ruling also scheduled evidentiary hearings for July 1-3, 2019 and July 8-10, 2019.

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 - 1/01/19 – 4/30/2019

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	1	1	0	0	0
February	0	1	1	0	0	1
March	0	1	1	2	0	0
April	0	1	0	1	0	1
Total 2018	0	4	3	3	0	2

Invalid Whistleblower Complaints Converted to Standard Complaints							
	CAB	Transportation	Electric Safety	Gas Safety	Telco/Utility Fraud	Rail	Referred to Outside Agency
January	0	0	0	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
YTD	0	0	0	0	0	0	0

Test, Incomplete or Duplicate Whistleblower Complaints	
January	1
February	3
March	2
April	4
YTD	8

OFFICE OF RAIL SAFETY

RAILROAD SAFETY – ROSB

In the month of April 2019, SED Staff’s Railroad Operations group completed the following:

Railroad Operations Safety Branch	Apr-19	YTD 2019
New Incidents Investigated	5	26
Informal Complaints Investigated	1	11
Safety Assessments/Reviews	12	52
Compliance Actions	1033	4004
Major Inspections Completed	3	13
Operation Lifesaver Presentations	1	9

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

April 4, 2019: Two CPUC investigators conducted a Positive Train Control (PTC) activity check in San Bernardino, CA. Metrolink (SCAX) train 317-4 engineer was observed preparing for interoperability operations at Downtown San Bernardino Station. CPUC investigators observed operations from outside the control cab in the passenger area. Initialization of the PTC system by the engineer was conducted by entering specific information into the PTC system which prepared the on-board system for outbound travel from Downtown San Bernardino Station, provided information such as, but not limited to, train consist information, track selection, and operator identification. The PTC system will then download up to date information regarding track bulletins, temporary speed restrictions, work zones, and other criteria, which allow the PTC system to provide necessary speed, and braking controls for safer operation of the train. CPUC investigators then observed Metrolink (SCAX) train 306-4 for the return trip to Downtown San Bernardino Station. The PTC system appeared to be operating as intended. CPUC investigators noticed clusters of trespasser encampments along the train route in the area of the I-605 and I-10 Freeways in City of El Monte, which may create a safety hazard for the

trespassers given their proximity to the railroad tracks and notified CPUC management. CPUC investigators ended the observation at Downtown San Bernardino Station.

April 5, 2019: CPUC investigators conducted a Positive Train Control (PTC) activity check in Oceanside, CA. Coaster (NCTD) train 634-5 engineer was observed preparing for interoperability operations at Oceanside Transit Center Station. CPUC investigators observed operations from outside the control cab in the passenger area. Initialization of the PTC system by the engineer was conducted by entering specific information into the PTC system which prepared the on-board system for outbound travel from Oceanside Transit Center Station, provided information such as, but not limited to, train consist information, track selection, and operator identification. The PTC system will then download up to date information regarding track bulletins, temporary speed restrictions, work zones, and other criteria, which allow the PTC system to provide necessary speed, and braking controls for safer operation of the train.

CPUC investigators then observed Coaster (NCTD) train 635-5 for the return trip to Oceanside Transit Center Station. The PTC system appeared to be operating as intended with an expected cut-out of the PTC on-board system from Solano Beach Station to Oceanside Station until construction related programming to the track database can be performed by the new PTC maintenance and continuance contractor. CPUC investigators ended the observation at Oceanside Transit Center Station.

April 5, 2019: A CPUC railroad safety inspector took note of an ongoing issue with NCTD's (North County Transit District) temporary speed restriction, and Form B flag placement, on the San Diego Subdivision in San Diego, CA. The CPUC inspector had noticed that there were Form A temporary speed restrictions at multiple locations that were listed on their track bulletins with "No Yellow Flags Displayed", as well as multiple Form B restrictions listed with short flags. Both procedures are allowable under CPUC PU Code 7662 with stipulations. Upon further investigation the CPUC inspector found that the railroad employees were circumventing the regulation for convenience. The CPUC inspector visited one of the Form B locations to speak with the RWIC (Roadway Worker in Charge). Since It was found that the RWIC was "short

flagging” his restriction for personal convenience, the CPUC inspector wrote a General Order report to NCTD for noncompliance with PU Code 7662.

Upon receiving the General Order report, NCTD management contacted the CPUC Inspector to inquire about the non-compliance. NCTD was informed of all noncompliance with PU Code 7662 throughout the subdivision. Following the conversation, all noncompliant restrictions were properly flagged, and all employees were instructed on proper flagging procedures.

April 8, 2018: CPUC Railroad Safety Inspectors acted on an anonymous complaint of an unhealthy passenger car being in service on the San Jose – Sacramento route. The inspectors were able to track down the car in question at San Jose train depot. Upon further inspection, they found out that a passenger on the train had suffered from seizure, struck his head on the wall and floor in the lower level of the luggage/passenger car, resulting in blood leaking out of the passenger. Inspectors found blood stains on the floor and wall of the subject car. The injury happened on Friday April 5, 2019. Train crew isolated the area with duct tape and a note to passengers. By doing so, this isolation had effectively cancelled the evacuation route if needed in an emergency. The subject car remained in service until Monday, April 8, 2019, when the inspectors tracked it down.

Amtrak management offered to have the car cleaned by Amtrak employees at San Jose station. CPUC inspectors informed the Amtrak management of possibility of blood-borne pathogens risk. At that time, Amtrak management opted to have the car professionally cleaned and disinfected. The car was moved to Sacramento for cleaning that took place on Monday April 8, 2019.

April 9, 2019: CPUC investigators conducted a Positive Train Control (PTC) activity check in San Diego, CA. Amtrak train 767 was observed preparing for interoperability operations at Santa Fe Depot. Initialization of the PTC system by the engineer was conducted by entering specific information into the PTC system which prepared the on-board system for outbound travel from Oceanside Transit Center Station, provided information such as, but not limited to, train consist information, track selection, and operator identification. The PTC system will then download up to date information regarding track bulletins, temporary speed restrictions, work zones, and

other criteria, which allow the PTC system to provide necessary speed, and braking controls for safer operation of the train. CPUC investigators ended the observation at San Diego Old Town Station.

CPUC investigators boarded Amtrak 564 at the San Diego Old Town station and observed that PTC was active. The train was heading to Santa Fe Depot. The PTC system appeared to be operating as intended. CPUC investigators ended their observation at Santa Fe Depot.

April 9, 2019: On April 9, 2019 A CPUC Operating Practices Investigator conducted a routine inspection in Los Angeles, California. The inspection was for compliance with Positive Train Control during a passenger train ride on Metrolink Railroad.

The train ride was conducted from Union Station, Los Angeles to Chatsworth, California. During the ride, the engineer was observed initializing the software for Positive Train Control and utilized it throughout the trip. The Positive Train Control software identified all stop signals in route as well as train speed verification and an active Form B located at station stop Van Nuys. The engineer was also briefed on the use of Positive Train Control and asked various questions about the operations of the software. He demonstrated tasks that required interaction between him and the software to acknowledge the train routes and Form B protection of men and equipment working when needed.

April 10, 2019: CPUC Railroad Safety Investigators conducted a routine assessment of compliance in reference to the operation of passenger train operations. Staff performed an in-cab observation of an AMTRAK Locomotive Engineer, while operating train 767 on the San Diego subdivision. Additionally, CPUC PTC personnel monitored the initialization and operation of Positive Train Control devices. CPUC staff observed overall compliance with Federal regulations, as well as railroad operating rules. PTC staff verified that PTC performed as intended.

April 10, 2019: For the purpose of observing compliance to the Code of Federal Regulations (CFR), and to the General Code of Operating Rules (GCOR), a PTC Specialist and a MP&E Inspector participated in a train ride on a Metrolink Passenger train. The train was boarded at

the Downtown Pomona station and ridden to the Union Station in Los Angeles. While on board, the operation of Positive Train Control system was observed.

During the ride, staff noted proper usage of the locomotive whistle at crossings (CFR Part 2220), no tampering with safety devices in the locomotive cab (CFR 218T), clear radio communication between crew and Dispatcher (CFR 220), and also crew adherence to safety rules such as 'no cell phone usage' (CFR 2170). No exceptions were taken regarding compliance with the CFR and GCOR.

Along the route, trespassers were seen at various points near the main track, mostly as the train approached the Union Station in Los Angeles. In response to trespassers the alert train Engineer sounded the locomotive whistle as a warning as the train approached. We also made a couple of sightings near the track where trespassers had constructed cardboard living quarters. Riding trains also gives staff the opportunity to receive feedback from the engineers operating PTC equipment; suggestions to improve efficiency and safety are often shared.

One example to improve efficiency would be to streamline the process when logging into the PTC system at the start of each trip. The engineer is required to manually enter several pieces of information which could possibly be completed by installing a key card system. Another safety suggestion was to relocate warning lights in the locomotive cab to a position where they would be easily visible to the engineer to allow for a quicker response when activated.

Staff will continue riding trains to observe PTC in operation. The issues encountered during this observation will be discussed with the carrier to raise awareness and to determine if they are considering a plan for improvement.

April 11, 2019: A CPUC rail safety inspector performed a routine inspection on UP property in the Yermo, Ca. area. During the inspection, a non-compliant condition that prevented a local train from departing the yard was identified. An air hose was found to be broken off at the angle cock. This was either caused by the hose not uncoupling and pulling off the train line or bypassed couplers.

After identifying this condition, the inspector observed the train crew inspecting the car to determine if they would move the non-compliant car. After several minutes the crew uncoupled from the car and departed the yard leaving it behind as required. The crew did place a defect card on both sides of the car for future repair.

April 18, 2019: A CPUC Railroad Safety cross discipline team consisting of one MPE and Hazmat inspectors conducted a compliance inspection at the Union Pacific Gemco Yard. This yard is in Van Nuys California approximately twenty miles north of downtown Los Angeles. The team inspected an outbound train preparing to depart to Guadalupe for proper hazardous materials placement, car compliance, and the locomotive consist. The team found defects on cars containing hazardous materials, as well as locomotive defects.

The Hazmat inspectors observed seventeen (17) tank cars containing hazardous materials and noted one non-compliant condition. Subject tank car UTLX 953662, UN 1075 (LIQUIFIED PETROLEUM GAS), class 2, was found to have a loose airline plug. Code of Federal Regulations (CFR) 173.31 DIV requires all closures to be properly tightened using a bar, wrench, or other suitable tool. The Union Pacific Hazmat Manager was notified of the defect and arranged for remediation prior to the train departing.

The MPE inspector found multiple defects on three of the seven locomotives inspected. The UP 7820 was found to have a cracked knuckle, which is a defect under CFR 215.123. C2. The Union Pacific roundhouse foreman was notified of the defects for remediation. This multi discipline inspection was very informative for both teams. These types of inspections are a very important tool for our agency in furthering our overall knowledge and gaining a complete picture of all aspects of railroad operations.

April 26, 2019: CPUC and FRA railroad safety inspectors performed a routine Hours of Duty Law records inspection on UPRR in Beaumont. The purpose of this inspection was to focus on Hours of Duty records and the FRA 228 regulations.

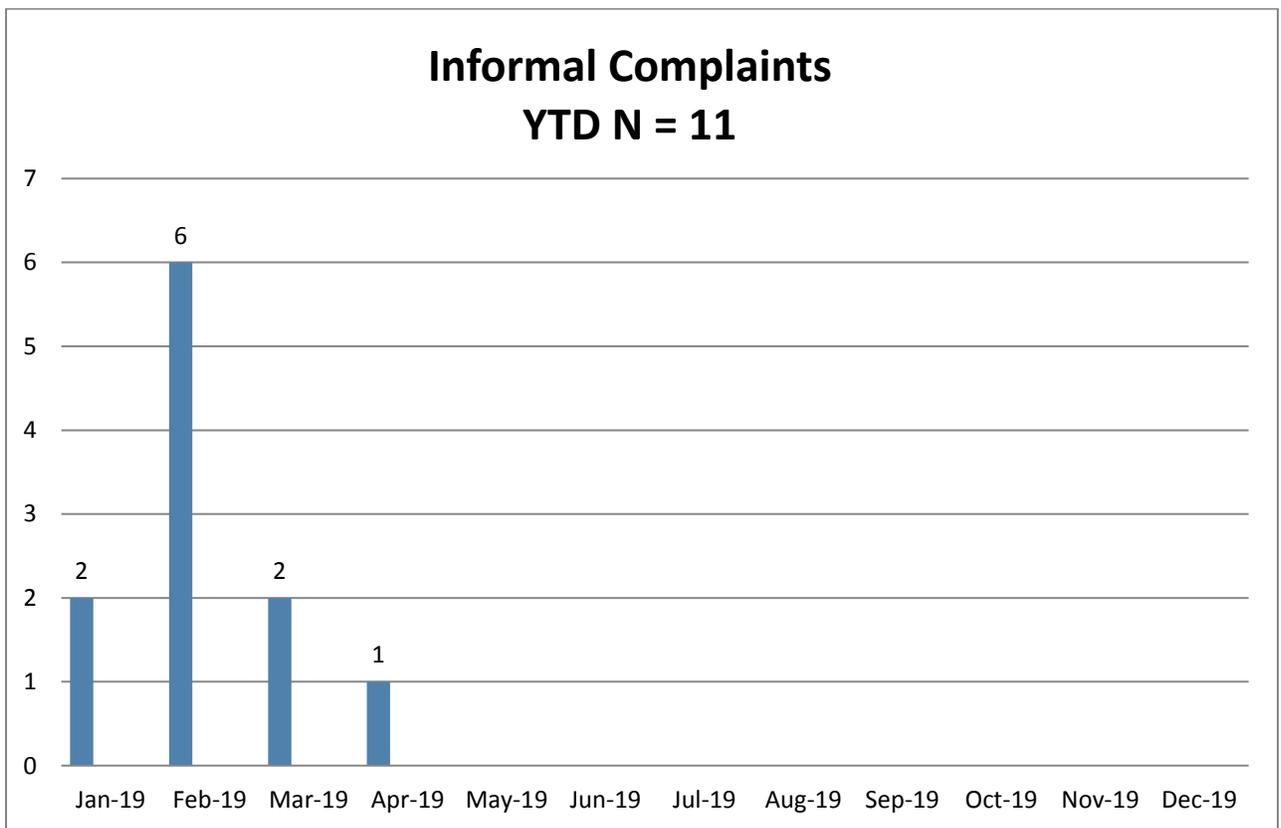
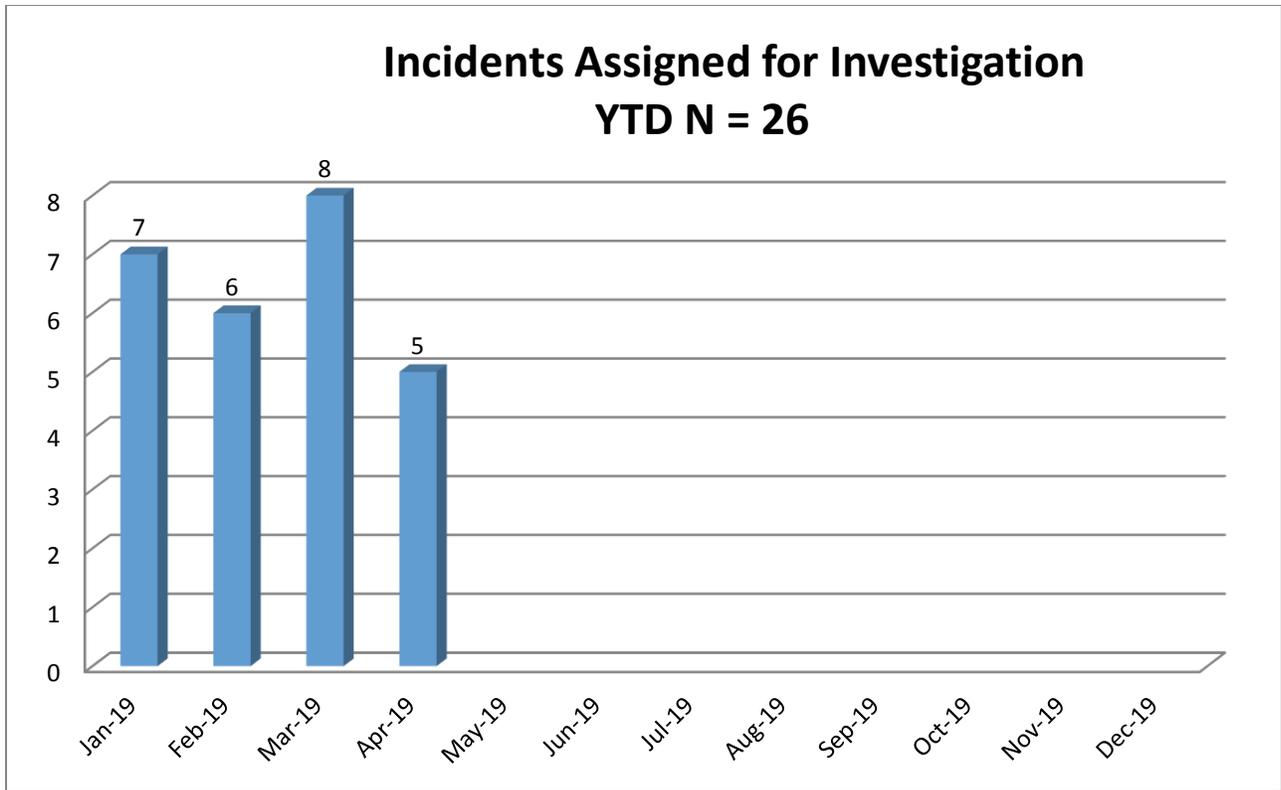
The purpose of the CFR 228 is to ensure railroad employees in a safety sensitive position, get adequate rest between work shifts. This regulation is to provide for safe work conditions by

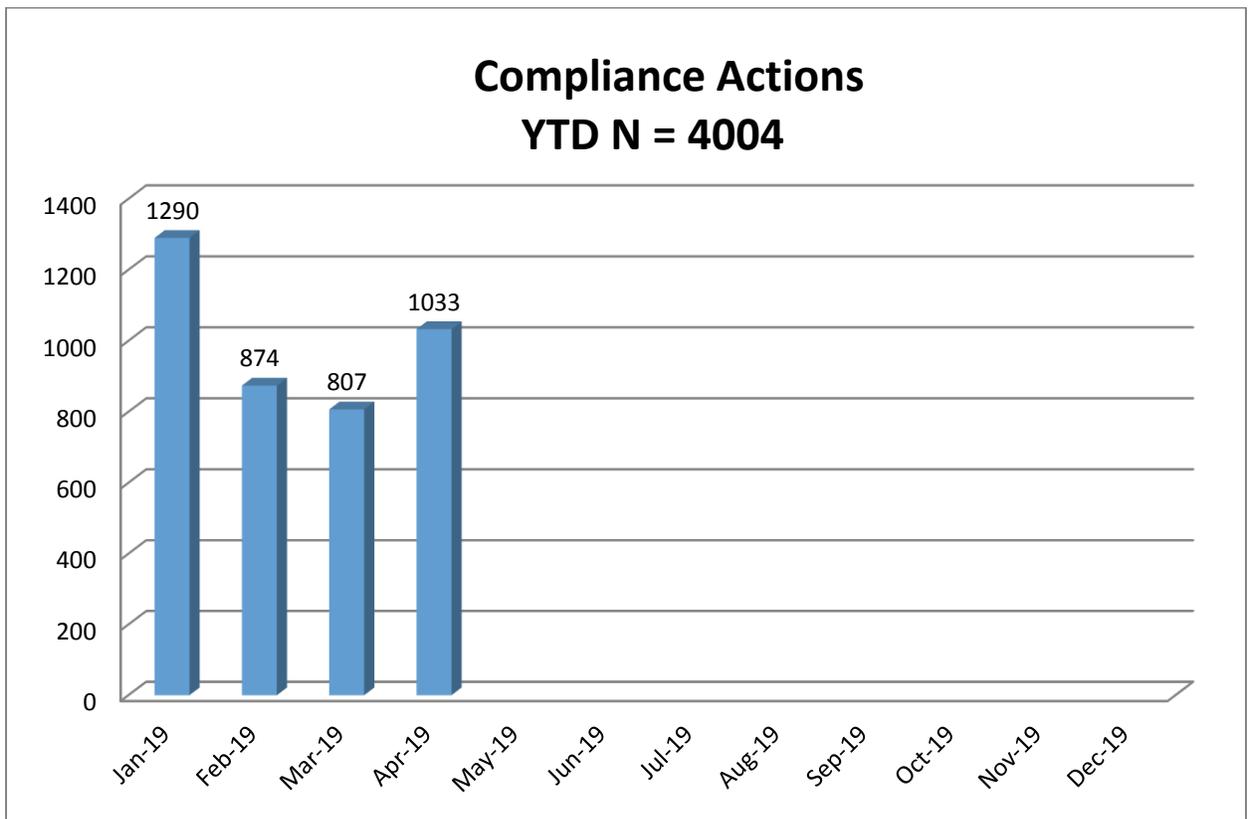
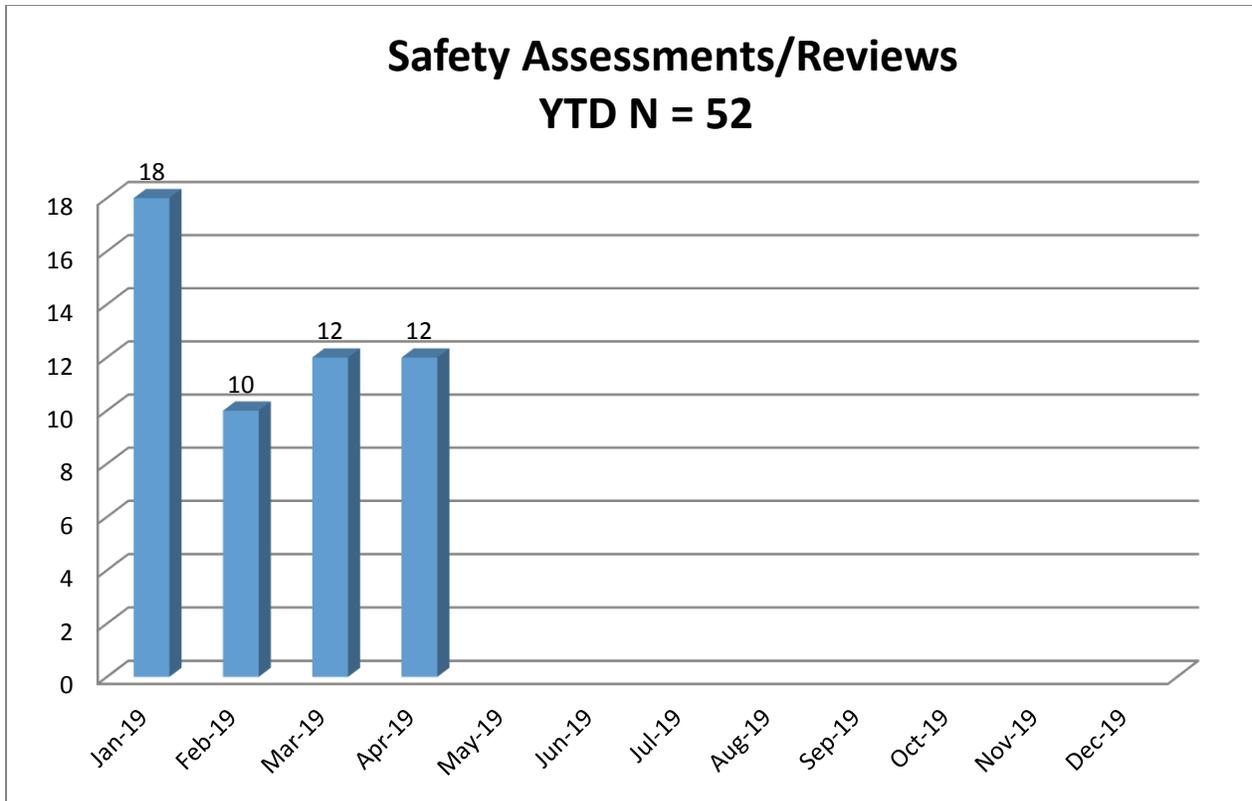
preventing an employee from working too many hours without rest creating an unsafe condition for the employees and public.

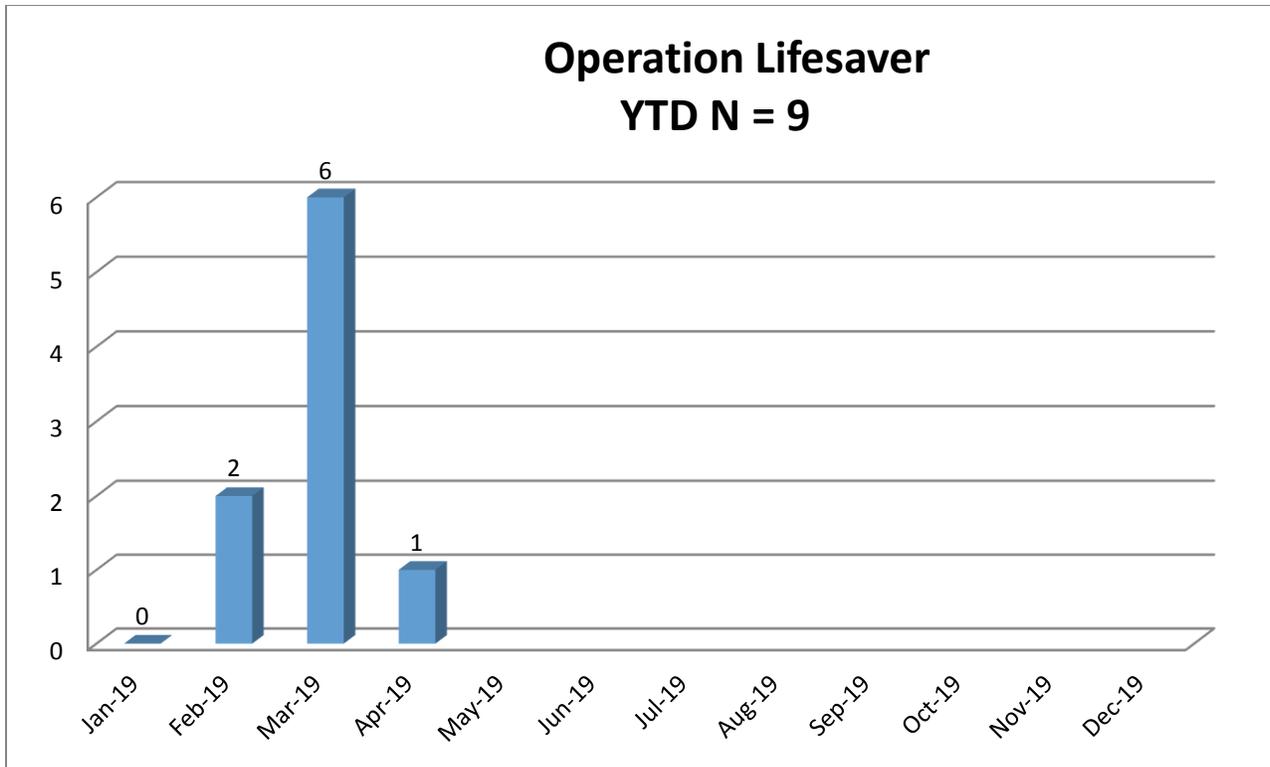
Part of insuring compliance with CFR 228 is reviewing records that show the amount of time working and the amount of time resting. The records are required to have certain amount of information and all information must be precise. During the inspection it was found that one of the employees was recording incorrect information making it seem as if he were working more hours than allowed by law. After a further investigation into the employee's report it was determined that employee was recording the wrong information and not working over the amount allowed. UPRR was given a defect for 49CFR 228.0011E, Failure of signal employee Hours of Duty Record to include all accurate information required in this section.

April 28, 2019: A CPUC railroad safety inspector performed a general highway-rail grade crossing inspection on the Southern California Regional Rail Authority's (Metrolink) Pasadena Subdivision in Glendora. The CPUC inspector observed the first cut over of 3 three phases of highway-rail grade crossings being cut over due to an upgrade. Ultimately there will be about 24 crossings involved over the three phases, from Glendora all the way east to Montclair. Metrolink is eliminating their pole line and placing underground cables along with upgrading the crossing predictors/processors. Because of these upgrades' railroads are required to retest all crossings affected as just placed into service. Phase I of this project upgraded eight crossings and the inspector witnessed these tests at all eight locations.

Before placing the eight highway-rail grade crossings back in service, Metrolink first field verified all tracks circuits in approach and in the islands. Flaggers were also placed at each crossing to ensure the public's safety, as the test train came through. There were no defects or incidents reported.







RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

In the month of April 2019, the RCEB team completed the following:

	April New	New YTD	April Closed	Closed YTD
Crossing Incident Reviews	19	80	17	58
Safety Assessments/Quiet Zones/Reviews/Training	40	138	40	138
Proceedings, Resolutions and G.O. 88-B Reviews	22	55	5	61
Operation LifeSaver Presentations	5	12	5	12

RAIL CROSSING INCIDENT INVESTIGATIONS

In April 2019, the Rail Crossings and Engineering Branch (RCEB) assigned 18 new incidents at highway-rail crossings, and one incident at highway-LRT crossings. These 19 collisions resulted in seven fatalities and two injuries. RCEB completed 15 crossing incident reviews at highway-rail crossings, and two at highway-LRT crossings. These 17 collisions resulted in five fatalities and three injuries.

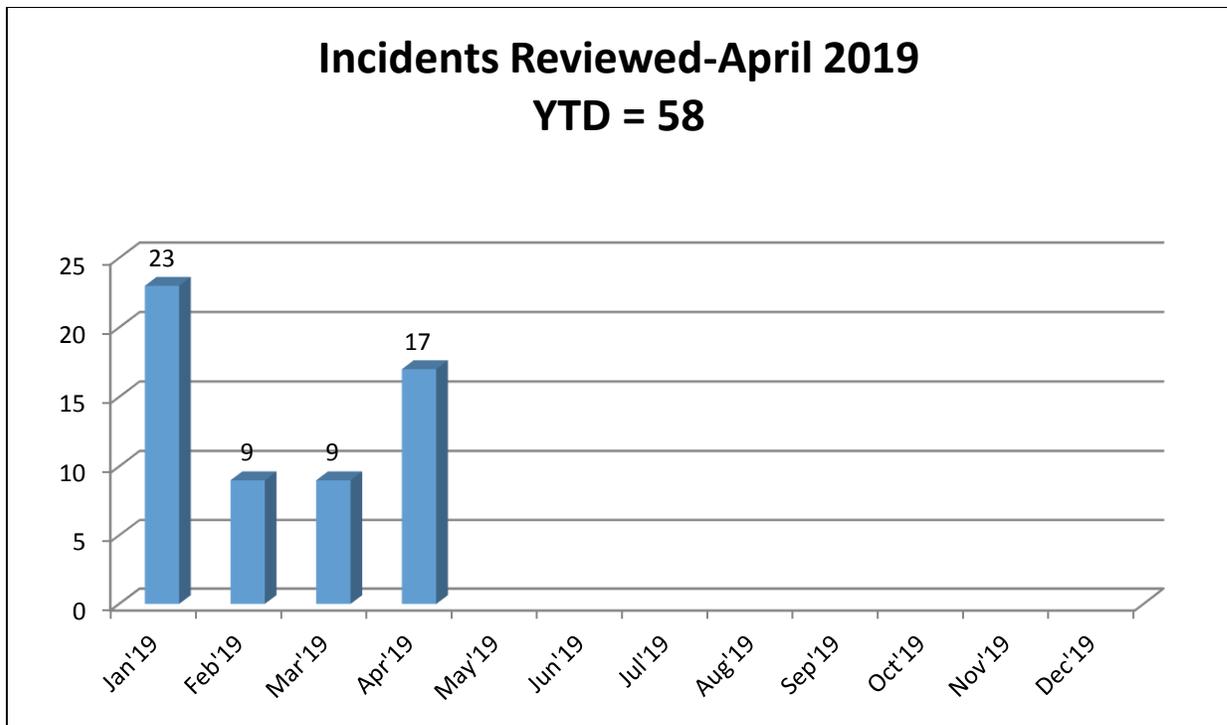
- **INCR 2017040004-INCX2017040006** – On April 3, 2017 at 16:25 hours, a UP train struck a vehicle at the Clark Road grade crossing, resulting in a fatality in Live Oak, Sutter County. The review found that driver went around activated warning devices and became high centered prior to the collision.
- **INCR2017040018-INCX2017040012** - On April 11, 2017 at 12:48 hours, a UP train struck a vehicle at a private grade crossing, resulting in injuries to an occupant of the vehicle Vina, Tehama County. The review found that the SUV with a cargo trailer stopped on the private crossing prior to the collision with the train.
- **INCR2017070039-INCX2017080004** - On July 7, 2017 at 22:28 hours, an eastbound BNSF train struck an unoccupied vehicle at the Reina Road grade crossing, with no injuries in an unincorporated area of Kern County. The review found that insufficient information exists to determine the chain of events that led to the collision.
- **INCR2017080089-INCX2017080024**- On August 19, 2017 at 15:18 hours, an AMTRAK train struck a pedestrian at the Butterfly Lane pedestrian crossing, resulting in a fatality in Montecito, Santa Barbara County. The review found that the incident was a possible suicide based on the ROSB review.
- **INCR2017110064-INCX2017110018**– On November 25, 2017 at 18:52 hours, a southbound AMTRAK train struck a vehicle at the California Street grade crossing, resulting in a fatality in Ventura, Ventura County. The review found that the driver stopped on the tracks with foggy conditions as the train approached the crossing prior to the collision.
- **INCR2017120025-INCX2017120004** – On December 13, 2017 at 17:15 hours a vehicle struck the side of three empty boxcars at the Arboda Road grade crossing, with no injuries Linda, Yuba County. The review found that based on the CHP report, the driver drifted off the roadway, collided with the railroad tracks, applied brakes causing the vehicle to turn, and struck a parked train car. The driver was in violation of CA Vehicle Code Section 22107 VC, unsafe turning movement.
- **INCR2018060023-INCX2018060017** - On June 9, 2018 at 21:10 hours, a BNSF train struck a pedestrian at the Swarthout Canyon Road grade crossing resulting in injury at Devore, San

Bernardino County. The review found that the incident did not occur at a grade crossing but along the rail right of way.

- **INCR2018070011-INCX2018070002** – On July 2, 2018 at 14:16 hours, a westbound UP train struck a vehicle at the Bandini Blvd. grade crossing, with no injuries in Vernon, Los Angeles County. The review found that insufficient information is known about the chain of events leading to the collision. The police log did confirm the collision.
- **INCR2018070033-INCX2018070014** – On July 9, 2018 at 03:20 hours, a SCAX train struck a pedestrian at the Rialto Avenue grade crossing, resulting in injuries in San Bernardino, San Bernardino County. The review found that the San Bernardino Police Department stated that a pedestrian that was lying across the tracks at an activated grade crossing prior to the collision. The collision resulted in injuries to the pedestrian.
- **INCR 2018070083-INCX 2018080002** - On July 30, 2018 at 18:28 hours, a SCAX train struck a vehicle at the Penrose Street grade crossing, with no injuries in Sun Valley, Los Angeles County. The review found that the westbound driver went around the gate and the train then struck the vehicle resulting in property damage only.
- **INCR 2018080027-INCX2018080014** – On August 25, 2018 at 12:22 hours, a bicyclist struck a westbound North County Transit District-Sprinter train at the Coast Highway rail crossing, without any injuries, in Oceanside, San Diego County. The review found that the bicyclist rode into side of train and appears to have bounced off. The bicyclist left the scene after the collision.
- **INCR2018090009-INCX2018090002** - On September 2, 2018 at 22:11 hours, a UP train struck a vehicle at the Palomares Street grade crossing, with no injuries, Pomona, Los Angeles County. The review found that a car broke down on the crossing, the motorist exited his vehicle when the train activated the crossing gates. The train then struck the obstruction on the tracks.
- **INCR2018090033-INCX2018090010** - On September 10, 2018 at 16:11 hours, a SCAX train struck a pedestrian at the Hubbard Avenue grade crossing, resulting in a fatality, in San Fernando, Los Angeles County. The review found that a pedestrian appeared to be wearing

earphones, did not heed the warning devices or approaching train. The collision resulted in the fatality.

- **INCR2018090024-INCX2018090014** - On September 21, 2018 at 09:53 hours, a Sprinter train struck a damaged automatic gate arm at the Enterprise Street crossing in Escondido, San Diego County. The review found that the gate arm damage resulted from a prior collision between road user and the gate. The incident collision resulted in property damage only.
- **INCR2019010034-INCX2019010021** - On December 19, 2018 at 21:35 hours, a BNSF train struck an occupied vehicle at the Fulton Shipyard Road grade crossing, with no injuries, in Antioch, Contra Costa County. The review found that a driver, possibly under the influence, exited the vehicle prior to the collision at the Fulton Shipyard Road crossing. No other information is available to review the chain of events.
- **INCR2019010053-INCX2019010028** - On January 11, 2019 at 22:49 hours, a UP train struck an unoccupied vehicle at the Branham Lane grade crossing, with no injuries, San Jose, Santa Clara County. The review found that insufficient information is known about the chain of events leading to the collision. The FRA report states that the motorist stopped at the crossing prior to the train activation of the warning devices.
- **INCR2019010085-INCX2019010034** - On January 30, 2019 at 10:00 hours, a southbound Caltrain struck a pedestrian at the Main Street grade crossing, resulting in a fatality, in Redwood City, San Mateo County. The review found that multiple witnesses observed the pedestrian bypass the warning devices and appear to intentionally jump into the wheels of the passing train. ROSB confirmed the incident as a suicide.



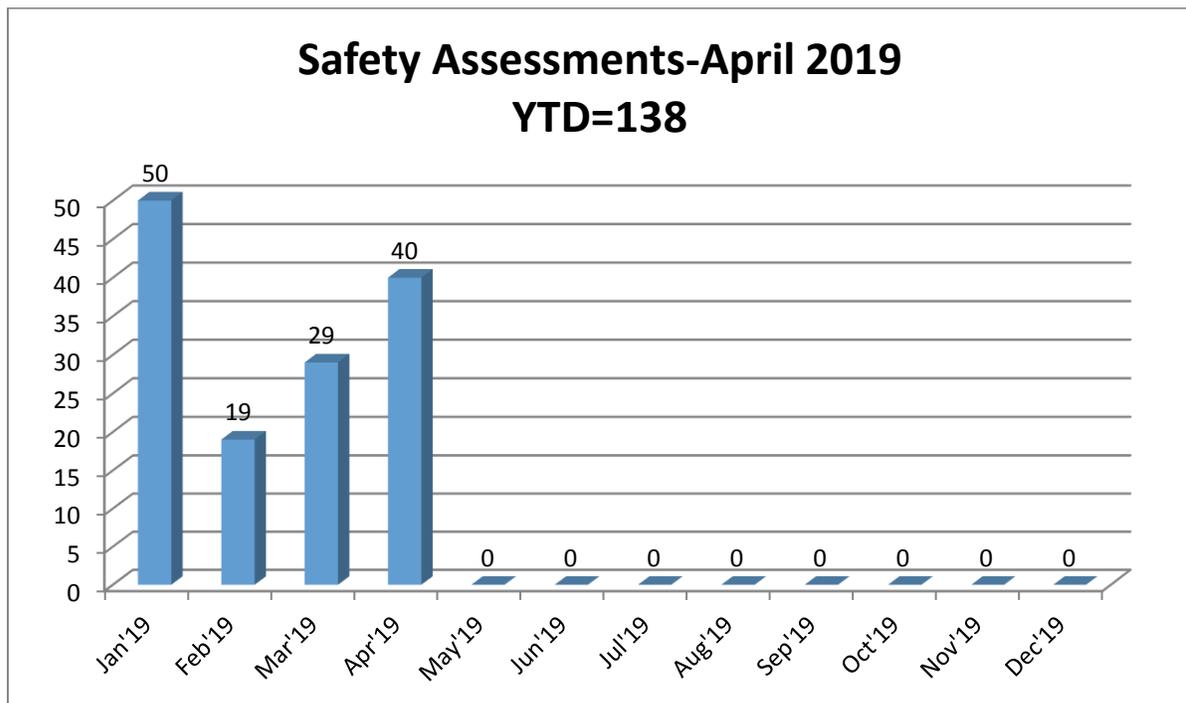
SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In April 2019, RCEB completed 37 rail-crossing safety assessments involving: communications, field inspections, quiet zone reviews, and diagnostic reviews with railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices. In addition to these rail-crossing safety assessments, staff participated in three training sessions. Staff also continues to work with Caltrans and the Federal Highway Administration (FHWA) regarding the experimental project. RCEB completed 40 assignments this period.

- Experimental Project Dynamic Envelope Marking** – On April 22, 2019, staff met with Caltrans and FHWA to review the proposed dynamic envelop marking project. FHWA recommends implementing other measures that are available without experimentation such as crosshatching markings and confirm the effectiveness of the devices. CPUC and Caltrans staff are working on the next step.
- RCEB Training** - On April 17, 2019 staff completed the Hiring Process Training. On April 29, 2019 staff attended a two-day training by the University of Wisconsin for an introduction to railroad engineering and operations. On April 25, 2019, staff provided training to Safety and

Enforcement staff on railroad preemption timing and the new Caltrans interconnect standard.

- **QTZN 2006120001** – On April 17, 2019 staff inspected the station crossings of the Santa Fe Depot in Downtown San Diego. Staff noted maintenance items and shared the information with the City of San Diego.
- **QTZN 2018120001** – On April 12, 2019, staff updated the Middletown-Old Town San Diego Quiet Zone by adding a project study report update. The update adopts community plans and site visit information for the five at-grade crossings at Palm, Sassafras, Washington, Noell, and Taylor Streets along the Los Angeles-San Diego-San Luis Obispo rail corridor in the City of San Diego.
- **QTZN 2018120002** – On April 9, 2019, RCEB staff received the Notice of Establishment of a quiet zone with the North County Transit District -Coaster line for the Chesterfield Drive with DOT 026849V and CPUC ID 106-239.80. Staff inspected the status of the construction and noted items such as fencing, signs, markings, and pedestrian warning devices, that require further attention. The 24-hour quiet zone became effective on Monday, April 22, 2019.

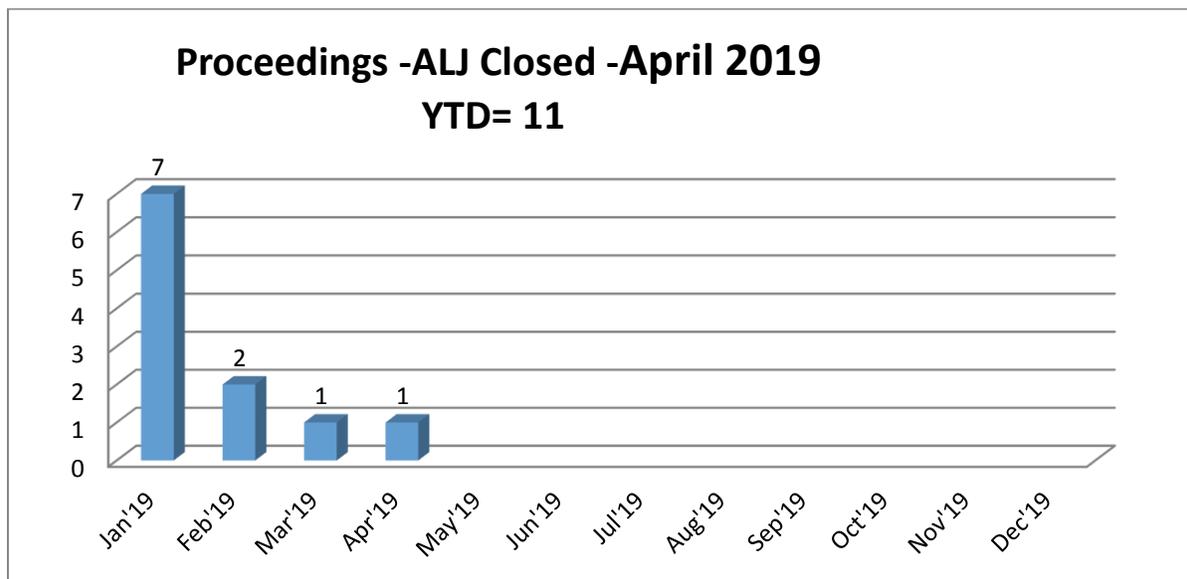
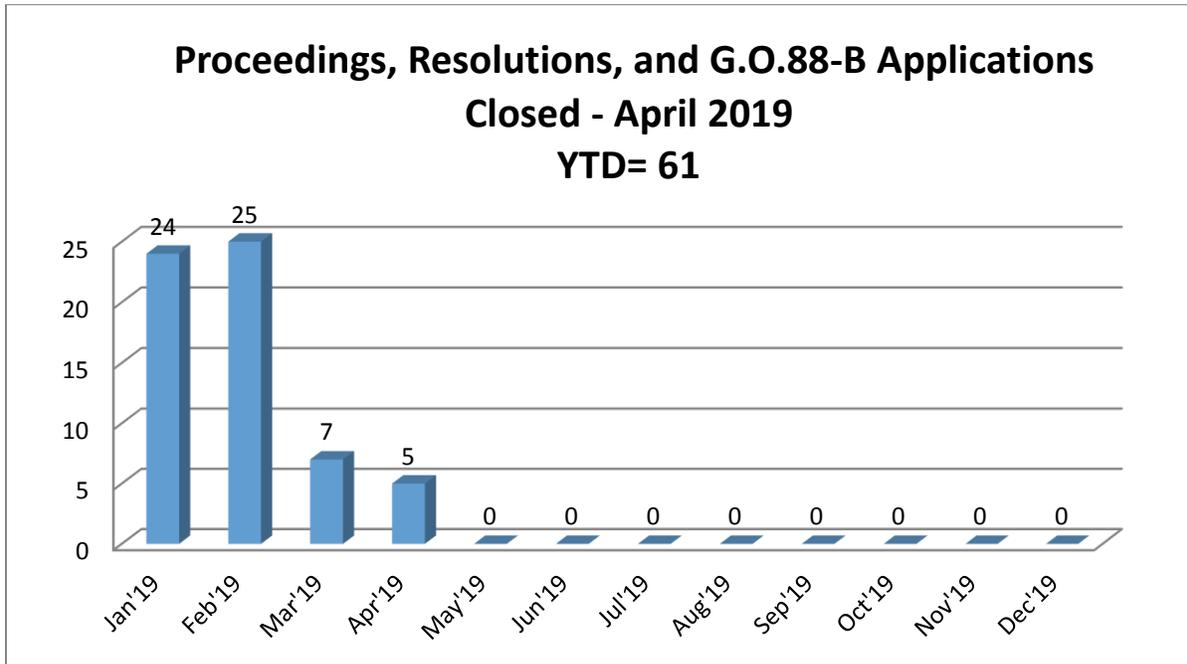


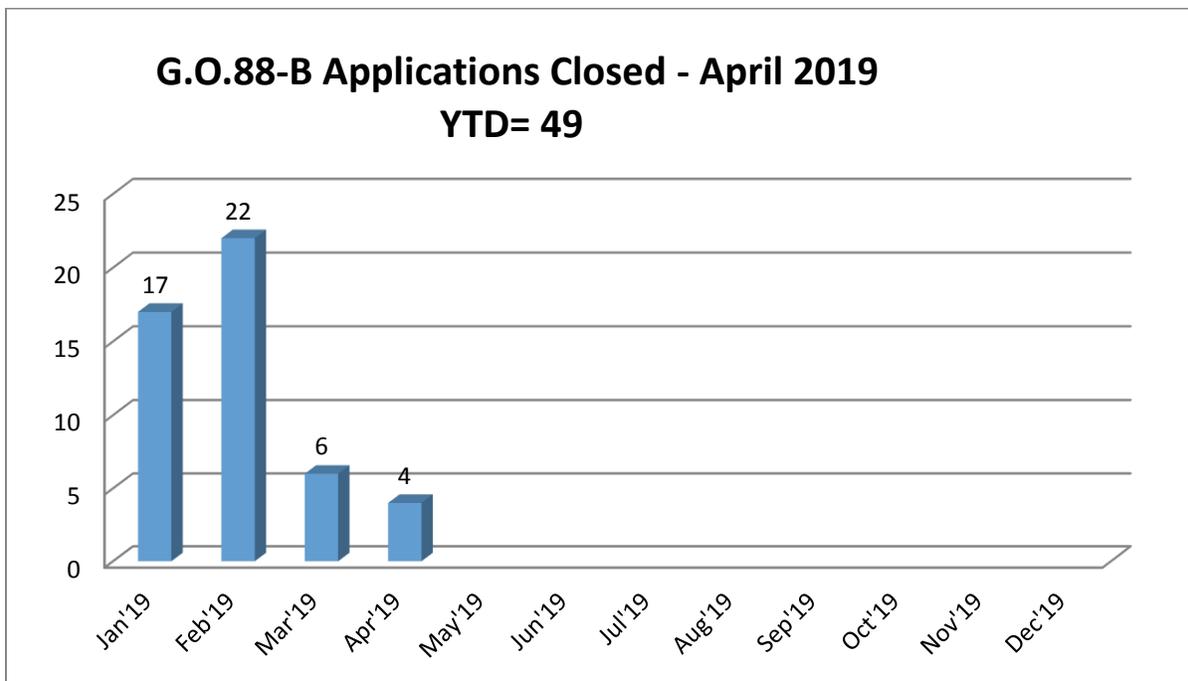
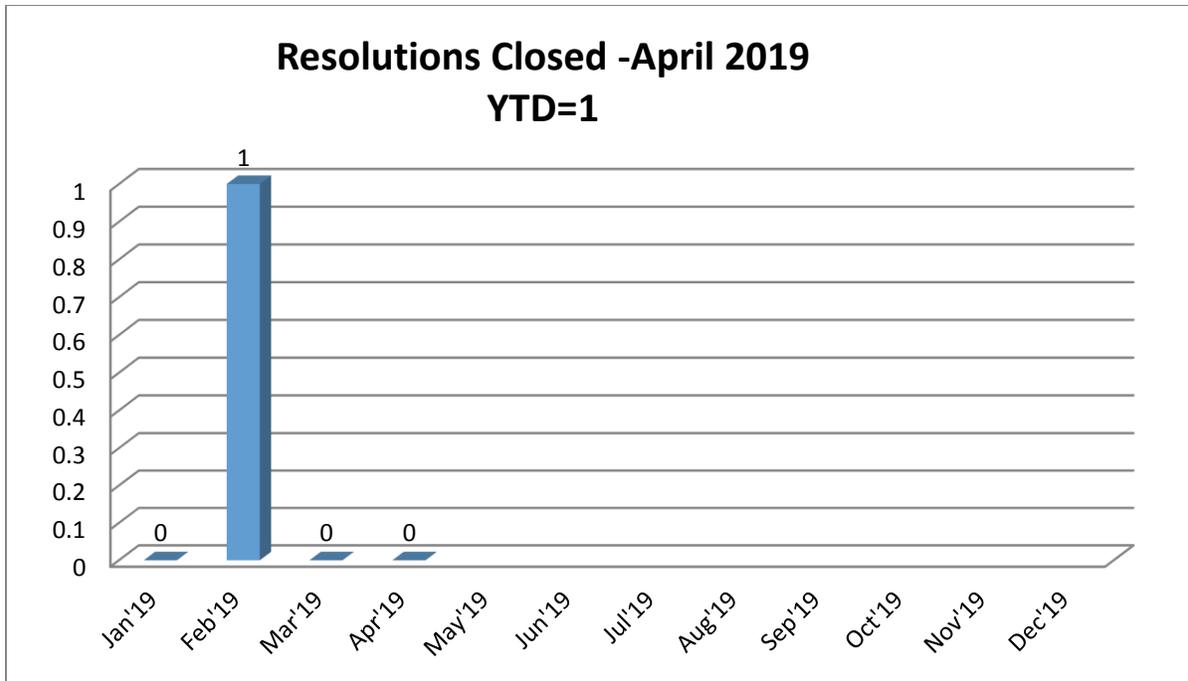
PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In April 2019, RCEB staff assigned 22 new General Order 88-B applications for changes to existing crossings. This month RCEB staff updated one ALJ proceeding and closed four General Order 88-B applications for a total of six assignments.

- **PROC A1804003** – On April 25, 2019 with D.1904024, the Commission granted authority to the Metro Gold Line Foothill Extension Construction Authority for construction of two light rail tracks and one freight track at the Gladstone Street and San Dimas Avenue crossings in the Cities of Glendora and San Dimas, Los Angeles County. The authority expires on April 25, 2024.
- **GO 88B - XREQ 2019040008** - On April 25, 2019, staff authorized a request by the Los Angeles County Sanitation District No. 2 to modify the Peck Road underpass grade separated highway-rail Crossing Identified as CPUC Crossing No. 003-13.10-B and DOT Crossing No. 811062M in the City of Industry, Los Angeles County. The project plans to install new walkway platforms with handrails along the edges of the new railroad bridge structure. The authorization expires on April 25, 2022.
- **GO 88B – XREQ 2019030009**- On April 25, 2019, staff authorized a request by BNSF Railway to alter State Route 147 at-grade highway-rail crossing, CPUC Crossing Number 011-0.10 and DOT Number 838125T in the Pumas County. The improvements include installation of active warning devices, guardrail, and a new signal house. The authorization expires on April 25, 2022.
- **GO 88B - XREQ 2019040003**—On April 29, 2019, staff authorized a request by the Sonoma-Martin Area Rail Transit District to alter the Petaluma Hill Road at-grade highway-rail crossing, CPUC Crossing Number 005-42.30, DOT No. 498679F, in the County of Sonoma. The improvements include installation of pedestrian safety measures, channelization, and fencing. The authorization expires on April 29, 2022.
- **GO 88B – XREQ 2019030007** – On April 25, 2019, staff authorized a request by the City of San Bernardino to alter South E Street at-grade highway-rail crossing, CPUC Crossing

Number 101SG-57.68 and DOT Number 027210T in the City and County of San Bernardino. The improvements include installation of new tracks, concrete panels, resurfacing, new active warning devices, a queue cutter signal, new pedestrian warning devices, a new signal house, pavement markings, and roadway resurfacing. The authorization expires on April 25, 2022.

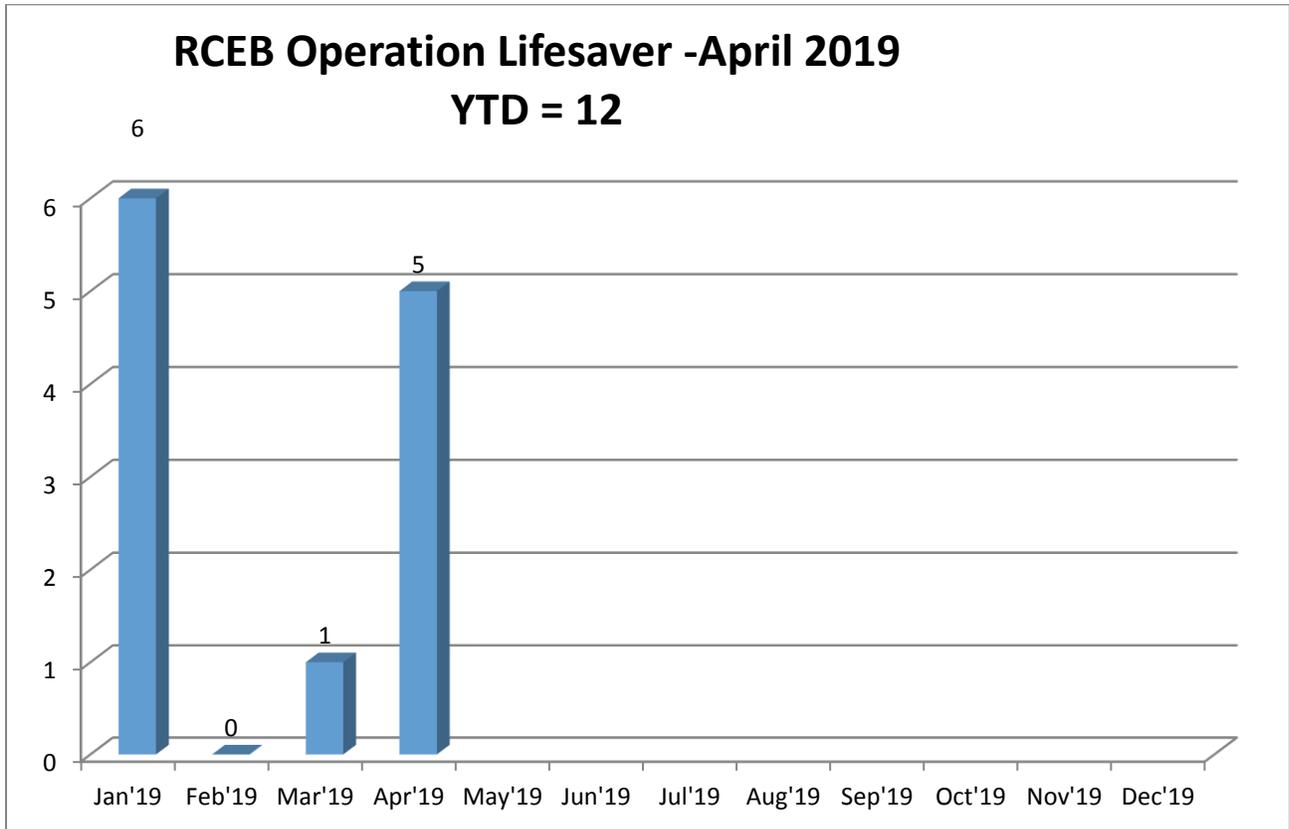




OPERATION LIFESAVER INC.

On April 19, 2019, a RCEB Operation Lifesaver Inc. (OLI) volunteer shared the OLI rail safety message at a UPRR event held at the Railroad Museum in Sacramento, Sacramento County, CA. Staff manned a booth and gave five presentations sharing the rail safety message with 200

adults and children. 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 April 2019, the Rail Transit Safety Branch (RTSB) completed the following activities:

CORRECTIVE ACTIONS PLANS

- Twenty (20) Corrective Action Plans (CAP's) were opened.
- Four (4) were closed.

INCIDENT INVESTIGATIONS

California Public Utilities Commission | Safety and Enforcement Division

- Thirty-six (36) accidents were reported by Rail Transit Agencies (RTA).³
- Twenty-six (26) accident investigations were closed.

MAJOR AUDITS

- A Triennial Safety and Security Review of North [San Diego] County Transit District (NCTD) was conducted in August 2018. The review covered the twenty-one (21) System Safety Program Plan and five (5) System Security Plan elements required by General Order (GO) 164-E. In addition, Staff reviewed agency compliance with other GOs, such as GOs 172 and 175-A. RTSB met with NCTD on December 19, 2018 to present Staff's findings and recommendations. Staff is drafting a report. The draft report will be subject to a thirty-day comment period.
- The Bay Area Rapid Transit (BART) 2017 Safety Audit report (Resolution ST-215) was approved by the Commission at its April 25, 2019 voting meeting.
- The Sacramento Regional Transit District (SRTD) 2017 Triennial Safety Audit Review Report (Resolution ST-220) and Security Audit Review Report (Resolution ST-221) were also approved by the Commission at its April 25, 2019 voting meeting.

ADMINISTRATIVE ACCOMPLISHMENTS

- **RSSIMS Replacement Project:** The three rail branches (Rail Crossings and Engineering Branch, Railroad Operations Safety Branch, 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.
- **Proposed Revision to GO 143-B:**

³ 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.

California Public Utilities Commission | Safety and Enforcement Division

RTSB management is continuing its work on drafting proposed changes to GO 143-B entitled “Safety Rules and Regulations Governing Light-Rail Transit.”

- **Training:**

On April 2 and 3, David “Shane” Roberson, Salvador Herrera, Jamie Lau, and Eric Madero took the “Fundamentals of Traction Power Systems and Overhead Contact” course held in Philadelphia, PA offered by University of Wisconsin.

On April 8 and 9, Ainsley Kung and Madeline Ocampo took the “Safety, Security, and Emergency Management Considerations for FTA Capital Projects” course held in Boston, MA offered by U.S. Department of Transportation’s Transit Safety Institute (TSI).

From April 17 to 19, Rupa Shitole and Joey Bigornia took the “Transit Safety & Security Audit Course” held in San Jose offered by TSI.

On April 25 Eric Madero, Daniel Kwok, and Madeline Ocampo took the “Preemption of Traffic Signals Near Railroad Crossings” training provided by Jim Esparza of the Rail Crossings and Engineering Branch, held at the CPUC’s Los Angeles Office.

From April 29 to May 3, Patrick Donnelly took the “Transit Rail System Safety” course in San Francisco offered by TSI.

PROCEEDINGS / RESOLUTIONS / OTHER FORMAL ACTIONS

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. A final Decision was issued on October 22, 2018 in the form of Decision Regarding Alleged Violations by San Francisco Bay Area Rapid Transit District Relating to the October 19, 2013 Fatal Accident (Decision 18-10-020). In part, the Decision imposed a total fine of \$1,348,000 against BART. The Commission stayed half of the fine under that condition that “San Francisco (BART) remains in compliance with the directives in this Decision during the probationary

period.” In accordance with the Decision, BART will be on probation for three years from the date of issuance. On November 16, BART filed an Application for Rehearing of the above referenced Decision. In its Application, among other arguments BART contends that the Decision exceeds the Commission’s jurisdictional authority and further that the Decision is unlawful, an abuse of discretion and a violation of BART’s right to due process. During the closed session of its April 25, 2019 voting meeting, the Commission voted to deny BART’s rehearing request. The decision was issued on April 29; the proceeding is closed. On April 25, as required by compliance paragraph 5.e. of D.18-10-020, two BART management representatives appeared before the Commission at its voting meeting, and briefed the Commissioners on BART’s efforts to continually improve its safety culture and enhanced compliance with all of the applicable safety rules, practices, policies and procedures. They availed themselves to questions by the Commissioners.

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 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. The agency plans to submit plans for its new interim station and the retrofitted LOS trains SSCVR in June.
- **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 newly formed department. Interviews for the new department are underway.

- **BART New Vehicle Procurement:** BART is in the process of procuring 775 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. BART submitted its Interim SSCVR 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. Series vehicle production and inspection continues at the car body manufacturing facility. Seventy-five vehicles are CPUC certified.
- **BART Hayward Maintenance Complex Project:** On November 16, 2018, RTSB 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):** BART and Santa Clara Valley Transportation Authority (VTA) are currently in the process of constructing a 10-mile BART system track extension and two new stations – the Milpitas and Berryessa stations. Phase 3 testing begins on approximately June 1, 2019. The Phase 3 starting date depends on the Phase 2 testing being concluded. Phase 3 testing is projected to last approximately three months. Pre-revenue operations testing is also projected to last approximately three months. If all goes as projected, all testing would be concluded by December 1. Revenue service is projected to begin sometime in December 2019. RTSB participated in an SBVX meeting with the Federal Transit Administration (FTA) on March 27 at BART headquarters. Some highlights from this meeting are as follows: Security issues continue to be a problem at BART. The two main issues are homelessness and the cost of living in the Bay Area. These both significantly affect BART and VTA. BART is addressing the issue of fare evaders by fortifying the turnstiles, working to get more police on the system from the BART Police Department, and hiring 48 personnel who check proof of payment. Currently, VTA is going through an organizational change. Chief of Safety and Security at VTA endeavored to provide some clarification on the BART/VTA responsibilities. As questions remain, a follow-

up joint presentation to RTSB by VTA/BART is tentatively scheduled for a date before the next SVBX FTA Quarterly Meeting at the end of June.

- **Central Subway Project (CSP):** The San Francisco Municipal Transportation Agency (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 estimated a start of revenue service on December 10, 2019, however that date has slipped to February 2020 as delays occur in the project. SFMTA recently hired personnel responsible for carrying out the testing and commissioning phase of the project once it is complete later this year. SFMTA will commence rail activation and system integration testing of the CSP near the end of 2019. CSP has been working diligently to complete the construction of all the stations for the project. Good progress is being made in that regard. An SFMTA progress report to the FTA, finalized in late March and signed by the Central Subway's acting program director shows a new predicted opening date of February 2020. Furthermore, an independent monitor assigned by the federal government to evaluate Central Subway's progress, a normal procedure, warned in March that the subway's debut date may slip to as late as mid-2020 as SFMTA works with Tutor Perini to resolve issues with "change orders." These orders dictate changes to design or construction and have recently piled up on the Central Subway project.
- **LACMTA P3010 New Vehicle Procurement Project:** The Los Angeles County Metropolitan Transportation Authority (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 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 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 of the first segment commenced on October 11th, 2018.
- **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. The Foothill Authority is currently working on procuring more funding to complete the alignment, as originally scoped, to the City of Montclair.
- **LACMTA Crenshaw/LAX Corridor Project:** LACMTA is constructing a new LRT line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo and portions of unincorporated Los Angeles County. The 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 SSCRC'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. The 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.

- **LACMTA New Blue Project:** LACMTA is making improvements to its Blue Line that runs from Downtown Los Angeles to Long Beach. The construction is being done in 2 phases. The 1st phase (Southern half of the line) is expected to be completed around the June 2019 timeframe. The 2nd phase (Northern half of the line) is expected to be completed approx. 4 months after. Bus bridges are in place to deal with the affected areas. Staff is finalizing the certifiable items list of the SCP which will likely include yard train control upgrades and relevant mainline automatic train control upgrades.
- **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. The Commission approved Resolution ST-212 on October 11, 2018. This Resolution adopted LAWA's Safety and Security Certification Plan (SSCP).

- **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 SSRCR and Fire Life Safety Committee (FLSC) meetings for this project. On November 30, 2018, FTA awarded a full-funding grant agreement for \$129 M to OCTA for the 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. SFMTA plans to certify two more new LRV4 cars on May 10th.
- **San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:** The San Diego Metropolitan Transit System's (SDMTS) 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.
- **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. Resolution ST-217 formally accepts the SDMTS LRV Procurement SCP and was approved on October 11, 2018. On March 29, 2019 Staff received a formal letter from MTS requesting Commission review and approval of safety certifiable element documentation, tests, and records which

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supports the SD9 vehicle procurement. MTS also requested CPUC staff to allow Cars 5001, 5003, and 5004 to enter revenue service on April 20, 2019. On April 19, 2019 Staff issued an approval letter to MTS allowing Cars 5001, 5003 and 5004 to enter revenue service on April 20, 2019. Cars 5005-5009 are currently on-site at the SDTI Yard where they are undergoing commissioning and dynamics tests. Staff will be participating in the acceptance testing throughout the procurement process.

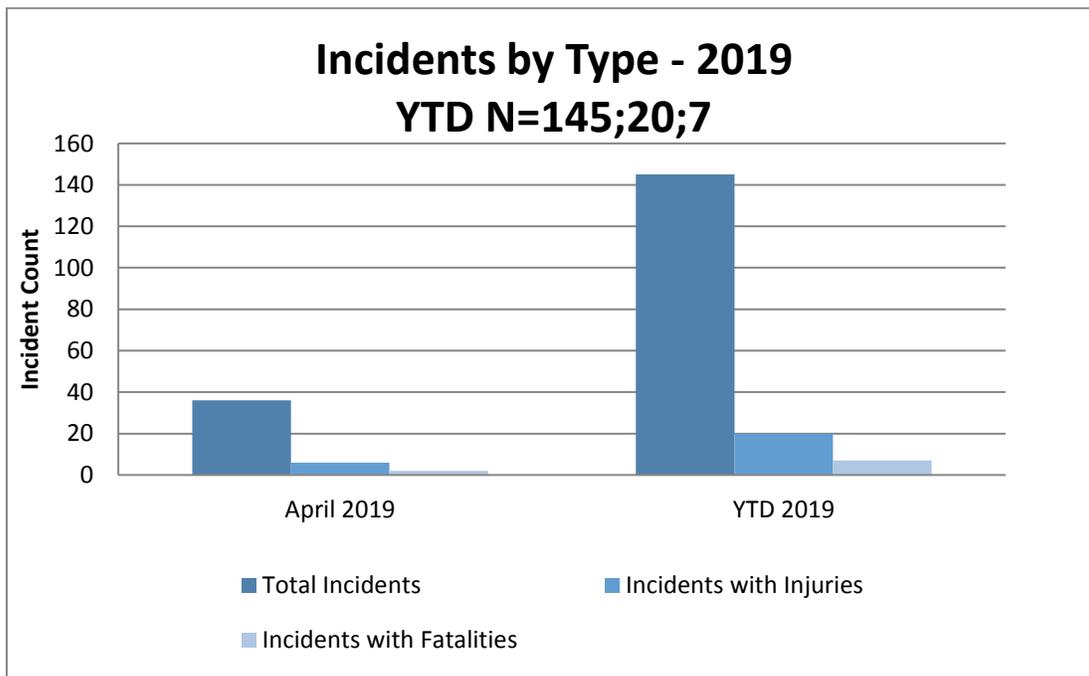
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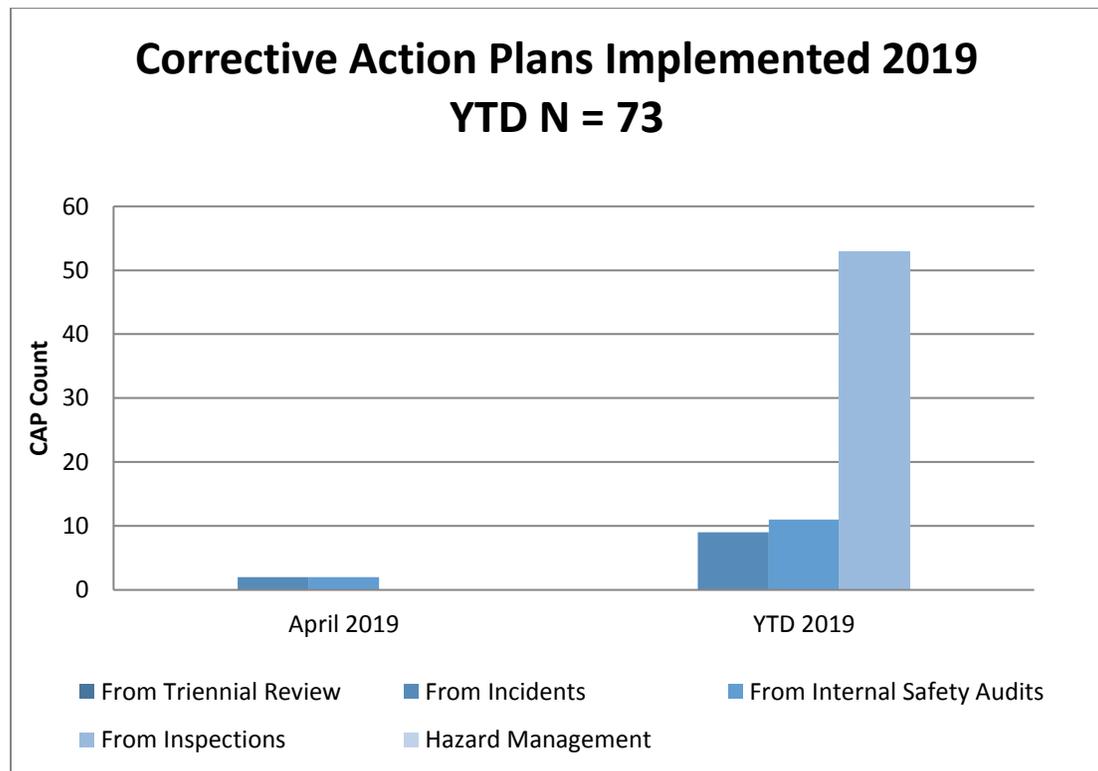
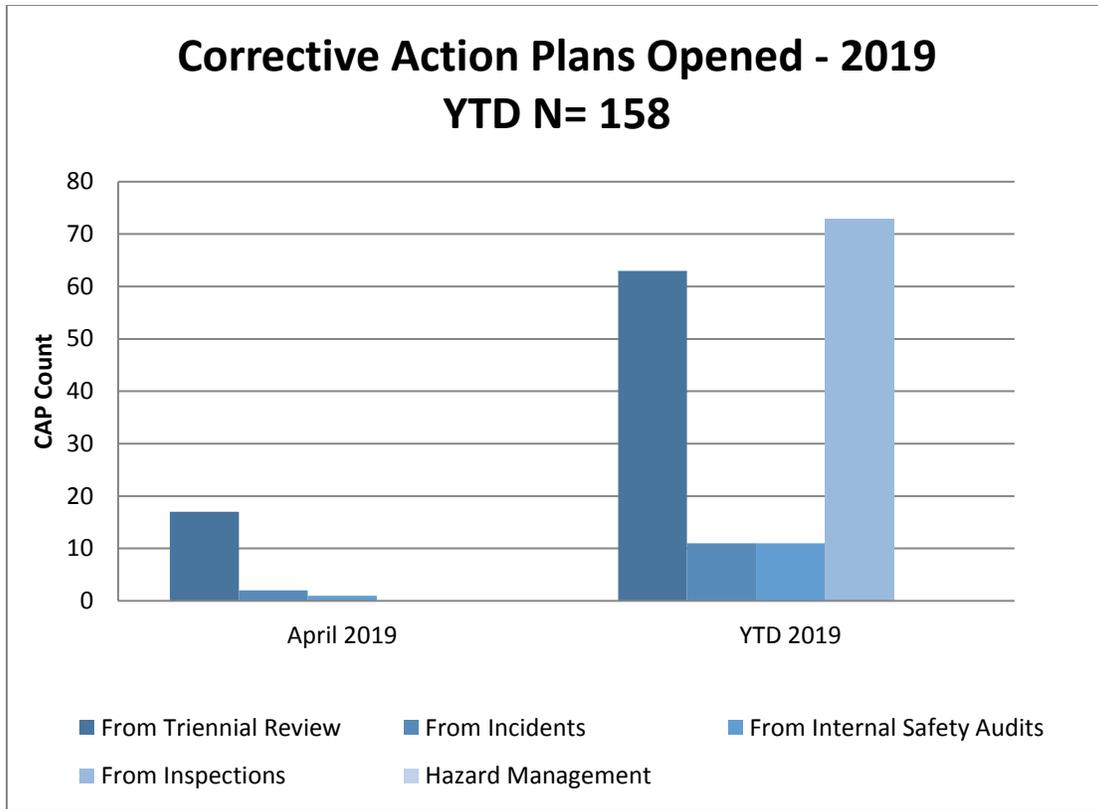
Investigations for Month		YTD 2019
Incidents Reported	36	145
Incident Investigations Closed	26	128
Complaints Investigated	1	3
Rail Transit Inspections	*	64
*April Inspection Data Unavailable		
Triennial Review	0	0

		YTD 2019
New Corrective Action Plans		158
From Triennial Review	17	63
From Incidents	2	11
From Internal Safety/Security Audits	1	11
From Rail Transit Inspections	*	73

*April Inspection Data Unavailable		
From Hazard Management	0	0
Closed Corrective Action Plans		73
From Triennial Review	0	0
From Incidents	2	9
From Internal Safety/Security Audits	2	11
From Rail Transit Inspections	*	53
*April Inspection Data Unavailable		
From Hazard Management	0	0

ONGOING DATA / TRENDS





CORT MONTHLY REPORT

In California during the month of April:

- The railroads moved 6 trains with 600 crude oil cars via unit train
- Via manifest train the railroads moved 0 crude oil cars
- The railroads moved 17 trains with 1,428 ethanol cars via unit train

Plains All America in Taft, California received five (5) crude oil trains. Each train consisted of 100 cars: three (3) were lite and two (2) 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 May, (8) 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 train consisting of 102 cars and expects another on May 16th originating in New Mexico.

Delta Trading is a trans-loading facility located in Bakersfield where California oil cars are moved by manifest train. The team was informed this month by Paulina Soto that Delta Trading had their crude oil customer Phillip 66 cancel their contract. Their facility is no longer receiving crude by rail and is currently seeking a replacement.

IN OTHER NEWS

Our team has been asked to locate and collect data on locations leasing rail to carriers or companies for the storage of hazardous material cars. The team has reached out to various railroads and companies and our findings will be included in the report going forward.

On April 24, 2019 about 00:30am a Union Pacific train transporting ethanol derailed in an Echo Lake neighborhood which is located just outside Fort Worth. According to an NTSB spokesperson 20 ethanol cars derailed, five of them catching on fire. Twenty neighborhood

homes were evacuated until the fire could be brought under control, about 8am. The area had suffered heavy thunderstorms which may have been a factor.

Ethanol April 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 the cars are held in the ACTA 1 siding which is two (2) miles away and not held more than forty-eight (48) hours.

During the month of April, they received thirteen (13) ethanol unit trains totaling 1,140 cars and have zero trains staging in California. They have not received the schedule for May.

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 new contact at Nu Star Energy and provided our team the following information. Nu Star received three (3) ninety-six (96) car unit trains and expects to receive four (4) in May

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. This is where PBF Energy is currently storing 200 loaded liquefied petroleum gas (LPG) cars during an upgrade to their Torrance Plant. According to the storage manager they have had up to 350 loaded LPG cars stored there this year. The contract had to be increased from footage capable of storing 150 cars to 350 during the renovation; it will be reduced back to 150 in May. The manager for PBF Energy stated the loaded car count is due to decrease to (40) by the end of May. These cars have been stored at this location for over (30) thirty days.

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.

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. They have two customers currently storing cars on various leased tracks. The first Phillip 66 currently has (42) forty-two empty cars, these cars are rotated out on a regular basis. The second is Viper Rail Car Storage a major broker that operates in the United States and Canada. Their contact is Bill Dankers at info@viperstorage.com he coordinates the western United States. They currently store (50) fifty empty cars that have been there more than 30 days, and when the cars are released the Santa Maria Railroad checks the cars 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 they currently have 50 loaded LPG cars holding for Chevron, half for more than (30) thirty days.

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 North Western work together to store their cars if Sierra Northern runs out of track capacity. Currently Viper does not have cars stored there.



PBF Energy storage cars Arizona California Railroad in Rice California