

Safety and Enforcement Division



Monthly Performance Report

February 2018

CONTENTS

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)	3
NATURAL GAS SAFETY PROGRAM	4
STAFF CITATION PROGRAM.....	4
INSPECTIONS.....	4
INCIDENT INVESTIGATIONS.....	4
UTILITY SELF-IDENTIFIED VIOLATION (SIV) INVESTIGATIONS.....	5
NATURAL GAS RELATED PROCEEDINGS	5
ELECTRIC SAFETY AND RELIABILITY PROGRAMS	7
ELECTRIC AND COMMUNICATIONS FACILITY PROGRAM.....	7
ELECTRIC AND COMMUNICATIONS FACILITY SAFETY: PROCEEDINGS	7
REPORTS AND OTHER ACTIVITIES	9
ELECTRIC GENERATION SAFETY AND RELIABILITY PROGRAM	9
UTILITY RISK ASSESSMENT AND SAFETY ADVISORY	11
REVIEWING SAFETY & RISK IN GENERAL RATE CASES	11
PROCEEDINGS	13
MONITORING THE WHISTLEBLOWER WEBSITE.....	15
OFFICE OF RAIL SAFETY	16
RAILROAD SAFETY – ROSB	16
<i>ROSB Inspection, Investigation & Field Activities</i>	17
OFFICE OF RAIL SAFETY	28
<i>Rail Crossings and Engineering Branch - RCEB</i>	28
<i>Rail Crossing Incident Investigations</i>	28
<i>Safety Assessments, Quiet Zones and Reviews</i>	29
<i>Proceedings, Resolutions and G.O. 88B Reviews</i>	33
<i>Operation LifeSaver Inc.</i>	34
RAIL TRANSIT - RTSB	35
<i>Corrective Actions Plans</i>	35
<i>Incident Investigations</i>	35
<i>Major Audits</i>	36

California Public Utilities Commission | Safety and Enforcement Division

<i>Administrative Accomplishments</i>	36
<i>Proceedings / Resolutions</i>	37
<i>Safety Certification and Oversight of Rail Transit Agency Projects</i>	37
<i>Statistics Summary</i>	43
<i>Ongoing Data / Trends</i>	44
CALIFORNIA OIL BY RAIL TRANSPORT (CORT) REPORT	46

Disclaimer

This Report was prepared by California Public Utilities Commission (CPUC) staff. It does not necessarily represent the views of the CPUC, its Commissioners, or the State of California.

The CPUC, the State of California, its employees, contractors, and subcontractors make no warrants, express or imply, and assume no legal liability for the information in this Report.

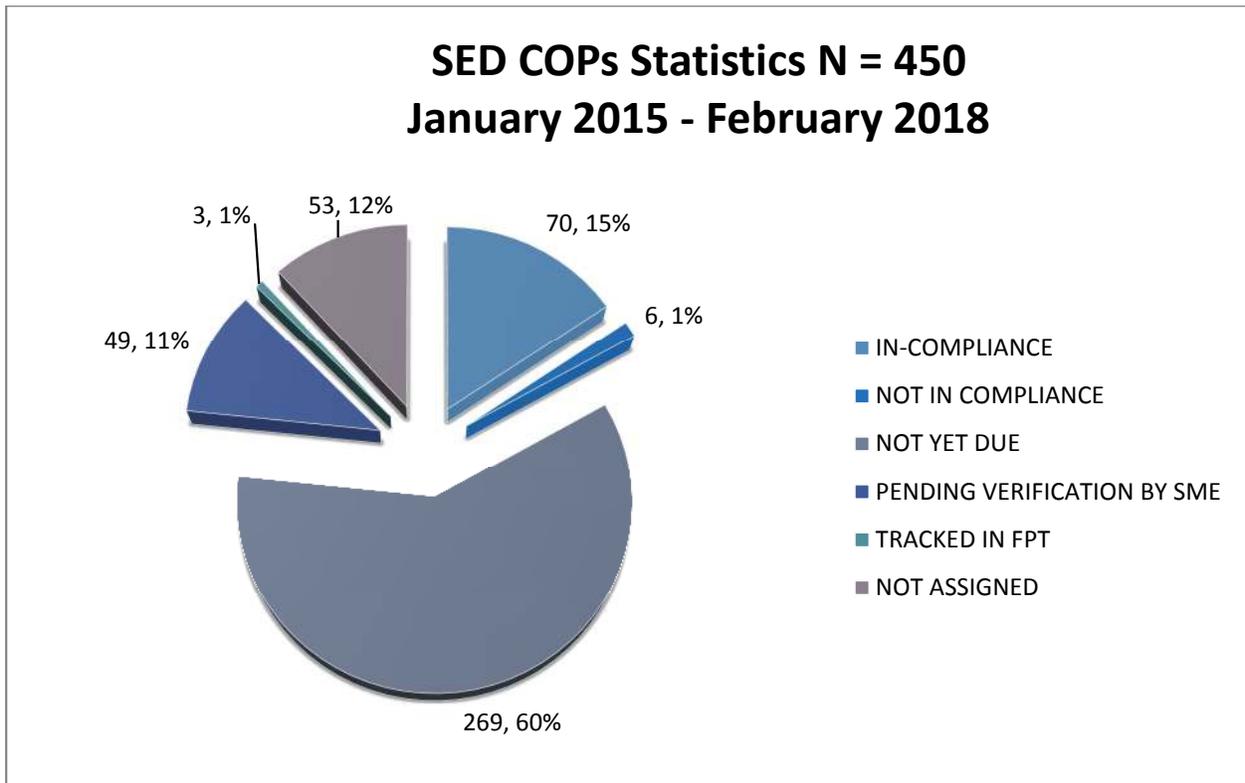
This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through February 28, 2018, SED shows 450 total entries in the COPS system; with 70 reaching compliance (15%), 269 (60%) not yet due for compliance, and 6 (1%) currently remaining out of compliance. The remaining 105 (24%) are either pending verification or yet to be assigned.

During February 2018, there were 24 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 has an executed Settlement Agreement with SWG Proceeding Commission Approval
Total Cited 2017		\$ 200,000				

INSPECTIONS

	2017	2018
Conducted	78	4
Final Report Completed	75	1

INCIDENT INVESTIGATIONS

As of February 28, 2018, GSRB Staff received 32 incidents year to date.

Investigations in Month	Feb	YTD 2018
Reported	11	32
Closed	2	2
Open	9	30

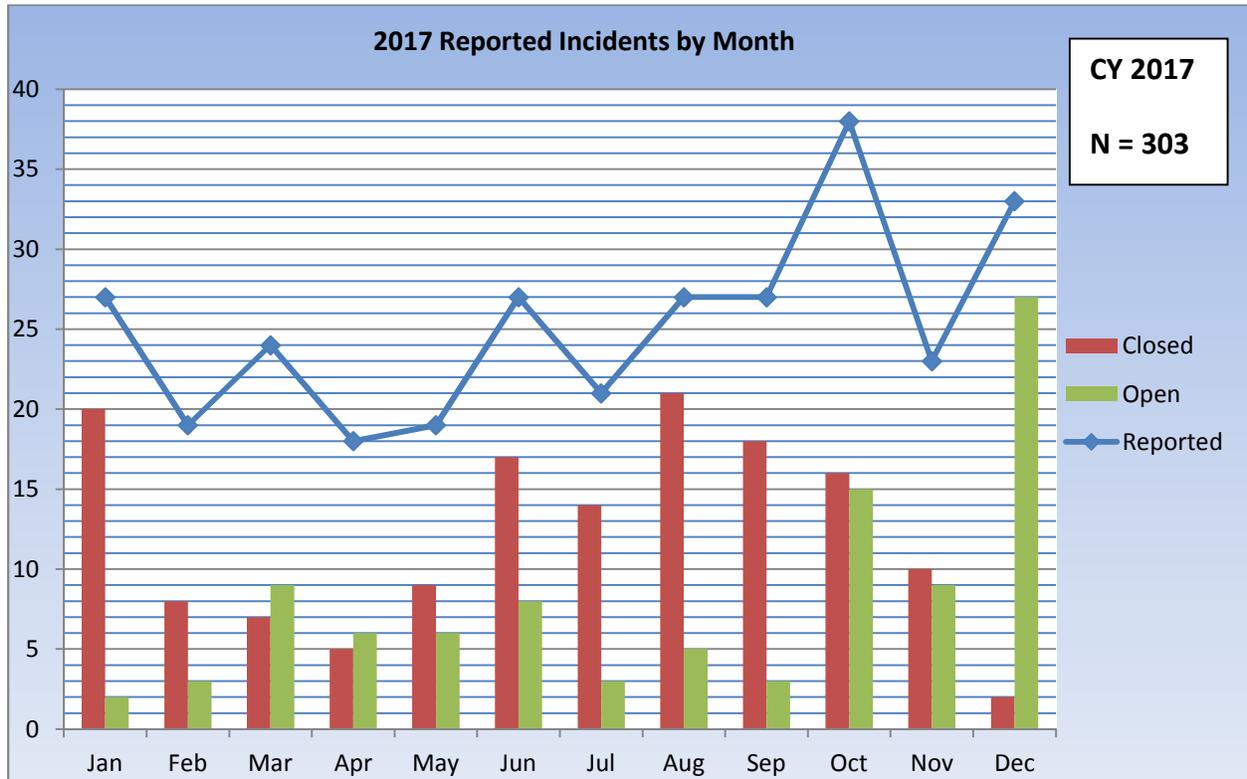
The CY 2018 incidents¹ are categorized as follows:

- 17 – Level 1 incidents
- 14 – Level 2 Incidents
- 0 – Level 3 Incidents
- 1 – Level 4 Incidents

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.

California Public Utilities Commission | Safety and Enforcement Division

In 2016, 167 incidents were reported with 160 (96%) investigations drafted and/or closed. In CY 2017, 303 incidents were reported with 207 (68%) investigations drafted and/or closed. A breakdown of the incidents reported in 2017 by month is shown in the chart below:



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. The 2017 SIV annual report has been produced and is currently being reviewed by management. There were no self-identified violations reported in February.

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](#).
- **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 April. The matter is pending.

- **Pipeline L-1600 Replacement (A.15-09-013) (Commissioner Randolph/ALJ Kersten) (Advisory):** The Pipeline Safety & Reliability Project involves replacing existing Line 1600 with a new and larger gas transmission pipeline (Line 3602). The goal is to address the pipeline safety requirements for the existing Line 1600 and expand the capacity of the SDG&E's gas transmission system. On February 2, 2018, parties including San Diego Gas & Electric Company/Southern California Gas Company (Applicant), the Office of Ratepayer's Advocates (ORA), Protect Our Communities Foundation (POCF), and the Utility Consumer's Action Network (UCAN) submitted their supplemental reply briefs in response to SED advisory opinion on Supplemental Question A of Scoping Memo of the proceeding. On February 2, 2018, the Applicant filed a motion to reopen the record to enter SED's January 16, 2018, response to Protect Our Community's January 8, 2018, Data Request and take official notice of indisputable facts set forth therein. On February 12, 2018, ALJ ruled that all written and oral communications pertaining to this proceeding between SED Advisory Staff and parties are prohibited until further notice.

ELECTRIC SAFETY AND RELIABILITY PROGRAMS

ELECTRIC AND COMMUNICATIONS FACILITY PROGRAM

In February 2018, Electric Safety and Reliability Branch:

- Received six electric facilities incident reports and closed seven previously reported electric facilities incident investigations;
- Investigated ten customer safety and reliability complaints;
- Performed one Electric Distribution audit;
- Issued 4 Notice of Violation letters/reports.

Metrics for Facility Incident Investigations as of February 28, 2018

Electric and Communication Facilities	Level 1	Level 2	Level 3	Level 4	Total ²
Total open incidents	6	9	60	41	116
Total incidents reported in 2018	0	0	3	6	9
Total incidents closed in 2018	1	2	9	4	16
Total open 2018 incidents	0	0	3	6	9
Incidents reported in February 2018	0	0	1	5	6
Incidents closed in February 2018	0	0	5	2	7

ELECTRIC AND COMMUNICATIONS FACILITY SAFETY: PROCEEDINGS

- **Investigation into Long Beach Incident (I.16-07-007) (President Picker/ALJ Cooke) (Advocacy):** Decision 17-09-024 adopted a Settlement Agreement between Southern California Edison and the SED on September 28, 2017. Under the settlement, SCE will pay a \$4 million penalty and spend \$11 million on various system enhancement projects intended to reduce the chance of public injury, reduce the risk of future system failures, and to improve the utility’s operational awareness and network maintenance. ESRB is currently monitoring SCE’s work to ensure compliance with the settlement agreement.
- **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); Competitive Local Exchange Carrier Wireless Facilities on Poles (R.17-03-009) (Commissioner Picker/ALJ Mason/ALJ Kenney) (Advocacy):** On June 29, 2017, the CPUC voted to consolidate R.17-03-009 with the new R.17-06-028 and I.17-06-027. ESRB staff filed a prehearing

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 3: Incident involved damage estimated to exceed \$50,000 and caused, at least in part, by the utility or its facilities. 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.

conference statement addressing issues relevant to R.17-06-028 and I.17-06-027. On January 11, 2018, the ALJ issued a ruling allowing Parties to provide comments related to “data fields” that might be useful to industry participants and the Commission, from safety, competition, and access perspectives. On February 8, 2018, ESRB filed comments in response to the ALJ’s ruling. On February 5, 2018, Joint Parties filed a motion to set collaborative workshops. On February 20, 2018, ESRB filed reply comments in support of the broader scope of workshops and collaborative efforts to the Joint Parties’ motion. Ruling on the Joint Parties’ motion is currently pending.

- **Fire Safety Rulemaking (R.15-05-006) (President Picker/ALJ Kenney/ALJ Kao) (Advocacy):** D.16-05-036 adopted Fire Map 1, which depicts areas of California with an elevated hazard for the ignition and rapid spread of fires. In January 2017, D.17-01-009 adopted a work plan for completing Fire Map 2 and developing potential new fire safety rules. In June, the Commission adopted D. 17-06-024 deleting Shape C and setting a new due date for completing Fire Map 2 by November 27, 2017. In December 2017, the Commission issued Decision (D.) 17-12-024 which adopted certain fire safety regulations within the High Fire-Threat District. Also, in January 2018, the final CPUC Fire-Threat Map was filed via Tier 1 Advice Letter and approved by a disposition letter from SED. As such, the CPUC Fire-Threat Map became effective on January 19, 2018. In February 2018, SED updated General Orders (GO) 95, 165, and 166 with the new adopted safety rules in D. 17-12-024. In the coming weeks, SED will publish and disseminate the adopted High Fire-Threat District (HFTD) map and its components in accordance with previous decisions.
- **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. Pursuant to the ALJ ruling, on November 15, SED and all interested parties met and developed a proposed schedule for the proceeding. On November 29, SED submitted combined comments and prehearing conference statements. Pending.
- **Repealing/amendments to Rule 18 OF GO 95 (R.16-12-001) (President Picker/ALJ Kenney) (Advocacy):** In response to an SED petition for rulemaking, the Commission opened this proceeding to consider amendments to, and possible repeal of, Rule 18 of GO 95. On October 6, 2017, SED and a majority of parties filed a joint motion requesting that the Commission adopt the attached Settlement Agreement. Replies to the joint motion were filed on October 30, 2017. Pending.
- **Physical Security of the Electric System (R.15-06-009) (Commissioner Rechtschaffen/ALJ Kelly) (Advocacy):** Phase I addresses physical security for electric supply systems, and Phase II will address disaster and emergency preparedness plans for electrical corporations and regulated water companies. In February, SED filed a reply brief on jurisdictional issues, and comments and reply comments on the Safety and Enforcement Division’s Risk Assessment & Safety Advisory (RASA) section’s evaluation. The PHC for Phase II regarding emergency and disaster planning is scheduled for March 15, 2018.

- **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). A Joint Amended Scoping Memo and Amended Ruling was issued on January 24, 2018, which sets out the preliminary scope of the issues, invites party comments, determines the categorization and need for hearing, and designates the Presiding Officer in the rulemaking. A Proposed Decision (PD) was issued on February 20, 2018, which addresses the issues identified in Track 3, Sub-track 2, and provides a framework for Grid Modernization Guidance for future General Rate Cases. The PD may be voted on, at the earliest, at the Commission's March 22, 2018, Business Meeting. ESRB will continue to review the issues and provide advisory support.
- **SB 1028 (Hill) "Electrical corporations: wildfire mitigation plans":** In September 2016, the Governor signed SB 1028, which requires each electrical corporation and each publicly owned electrical utility or electrical cooperative to annually file a wildfire mitigation plan. Additionally, this bill requires the Commission (for electrical corporations) or the governing board (for publicly owned electrical utilities or electrical cooperatives) to review and to comment on the submitted plans. The Governor's approved budget for FY 17-18 contains three positions in ESRB for this project. ESRB established a team consisting of two Senior Utilities Engineer – Specialists and one Utilities Engineer to establish a new program dedicated to wildfire mitigation practices. SED and CAL FIRE continued working on the preparation and signing of legal documents to allow broader communication and sharing of information for the purposes of conducting investigations. Legal and enforcement staff from both agencies continue to work closely on developing agreeable protocols for future engagement and collaboration during investigations.
- **Twentynine Palms Investigation and Citation:** ESRB completed its investigation of the Twentynine Palms incident which occurred on August 1, 2015, involving an overhead conductor clearance and the failure of a cross arm. The incident caused injury to 3 individuals. On February 12, 2018, SED issued a \$300,000 citation to SCE for violations related to failure of the cross arm and the above ground clearance of the overhead conductor. SCE has 30 calendars days to pay or contest the Citation.

REPORTS AND OTHER ACTIVITIES

- **Transmission Maintenance Coordination Committee (TMCC):** TMCC is an advisory committee to help the CAISO develop, review and revise Transmission Maintenance Standards. ESRB is a member of TMCC and attends quarterly meetings.

ELECTRIC GENERATION SAFETY AND RELIABILITY PROGRAM

ESRB performed the following generation-related activities in February 2018:

- Conducted the onsite audit of the Delta Energy Center for compliance with GO 167.

California Public Utilities Commission | Safety and Enforcement Division

- Reviewed Calpine’s response to the data request for the intrusion incident at Metcalf Energy Center that occurred on January 9, 2018. ESRB will issue another data request.
- Completed the incident investigation report of Delta Energy Center’s January 29, 2017 generator fire and closed the incident.
- Received an incident report of a worker injury at the Redondo Beach Generating Station.
- Started a team project to revise electric generation audit procedures.
- Finalized the Topaz Audit Report and drafted the cover letter for issuance.
- Continued to work on both the facility audit and an investigation of a fatality incident that occurred on March 6, 2017 at Sentinel Energy Project in North Palm Springs.
- Continued to work on the investigation of an injury incident that occurred on April 8, 2017 at La Paloma Generating Station in McKittrick.
- Monitored six forced and eight planned outages that were reported by natural gas and renewable power plants.
- Completed the verification of Colusa’s and High Winds’ corrective action plans for compliance with GO 167 and closed the audits.
- Continued to coordinate with Energy Division to monitor system reliability.
- Evaluated GO 166 filings of Liberty Utilities, Bear Valley Electric, and PacifiCorp and requested supplemental information about their fire response plans. ESRB is in the process of assessing PG&E’s Emergency Response Plan.
- ESRB processed 2018 GO 167 compliance filings and answered GAOs’ questions regarding the annual certification filings. ESRB accepted filings from all jurisdictional power plants via the Power Plant Outage Reporting (PPOR) database.
- Staff attended a EUCL conference, “Transmission and Distribution System Protection, Control, and Monitoring, which covered issues of physical and cyber security, the protection of distributed generators and falling conductors, use of travel wave and phasor measurement units, and the development of autonomous grid and distributed control technologies.

Metrics for Generation Incident Investigations as of February 28, 2018

Electric Generation Incidents	Level 1	Level 2	Level 3	Level 4	Total ³
Total open incidents	0	0	0	4	4
Total incidents reported in 2018	0	0	0	2	2
Total incidents closed in 2018	0	0	1	0	1
Total open 2018 incidents	0	0	0	2	2
Incidents reported in February 2018	0	0	0	1	1
Incidents closed in February 2018	0	0	1	0	1

³ Level 1: A safety incident that doesn’t meet Level 2, 3, or 4 criteria. Level 2: Incident that occurred during an Electric Alert, Warning or Emergency (AWE). Level 3: 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 was caused, at least in part, by plant equipment and/or operations.

UTILITY RISK ASSESSMENT AND SAFETY ADVISORY

REVIEWING SAFETY & RISK IN GENERAL RATE CASES

Cyber Security in PG&E RAMP

On November 30, 2018, Pacific Gas & Electric filed its first RAMP case, in advance of its 2020 GRC (I.17-11-003). In the filing, PG&E identified 22 of its top risks for electric and natural gas operations, and several “cross-cutting” risks, including contractor safety, cyber security and workplace violence.

PG&E describes a cyber-attack as an event that results in a loss of operational control or loss of company data. Scoring of this risk leans more toward Reliability impacts and Financial consequences than to Safety impacts, but the overall risk impacts have qualified this for inclusion in RAMP under PG&E’s current methodology.

The RAMP testimony offers somewhat vague descriptions of the utility cyber defense program, casting it in terms of “goals” and “visions” rather than specifics. The only benchmark appears to be adherence to the National Institute of Standards & technology (NIST) framework (which is currently under revision). The utility claims that its analysis has “confirmed” the direction of its controls and mitigations, but there is little evidence offered. The NIST framework is a generalized approach that categorizes activities into four buckets: *Identify, Protect, Detect, and Respond*.

The analysis is hampered by a lack of publicly available quantified data. PG&E reported “Cyber attacks among all utilities have increased from a confirmed total of 3 in 2012, to 66 in 2015, the last year for which figures are publicly available.” Such statistics are difficult to reconcile, given that “attacks” are not defined. It is known that utility networks are almost constantly bombarded with various types of attempts – ranging from malware incorporated in emails or documents, to outright hacking – but actual penetrations are rarely reported. Making this more difficult is the fact that penetrations may have occurred, but the malware is lying dormant for a period of time before activating.

One thing is known, however; “Intelligence indicates cyber attacks have also become more ingenious and complex.”

Energy companies and utilities in particular, are extremely reluctant to provide public information about system vulnerabilities or defenses being put into place. Even at the federal level, where Critical Infrastructure Protocols (CIP) for cyber security have been in place for over a decade, utilities are resisting potential regulations from the Federal Energy Regulatory Commission to report events and incidents in greater detail.

Although, to date, there have been no known instances where a malicious cyber event has resulted in utility operational disruptions or power outages, there have been recent news reports about breaches in data security that led to a \$2.7 million settlement between reliability operators and an un-named utility, as well as a brief power disruption in Michigan caused by an employee exceeding access authority.

When significant events do occur, they are considered significant news events, such as the alleged Russian attacks on the Ukrainian national electric utility in 2015 and 2016.

PG&E does provide expenditures related to each, under its current program (2016; \$13.6 million O&M and \$25.4 million Capital). But again, these activities are described in only the most general of terms in the testimony, although somewhat more fleshed out explanations of mitigation programs are available in work papers.

The utility description of “points of potential intrusion” is useful for a non-technical reviewer, although they might seem rudimentary to a cyber professional, describing such vulnerabilities as computing systems that are owned by third parties, operating “untrusted” networks, or simply not being well maintained. And while “malicious actors” (insider threat) are a constant threat, in reality, it is well understood that employees and/or contractors not engaging in good security practices remains a most serious system vulnerability – for any kind of company or enterprise.

Development of usable energy utility statistics is a goal, although providing for public access to such data will likely remain a challenge for the foreseeable future.

Mitigation Plan

The mitigation strategies (they would not rate being called projects or programs) are not much different from those employed in the past controls, although it seems that those devoted to the “Protect” aspect seem more detailed with some timelines described. The proposed plan entails roughly the same amount of Capital spending over the next three years (\$22.8 million in 2017 rising to \$25.1 million in 2019, but only about half the 2016 expenditures for Expense, about \$6 million in 2017 to \$7.3 million in 2019).

The proposed mitigation plan for 2020-2022 is really not much different, with a slightly diminishing capital investment (from \$26 million to \$23.3 million per year), and somewhat higher Expense budgets, rising from \$6.5 million in 2020 to \$10.7 million projected for 2022.

Mitigation strategies align with the four pillars of activity (Identify, Protect, Detect and Respond), and are generally described. Of interest are mitigation strategies based on employing common standards and practices throughout the company, documenting system users and assets. Increasing the visibility of the system through evolving technologies, even from Smart

Grid architecture is also a goal, and enhanced cyber reporting is expected to allow operators to spend more time responding to high-impact incidents, rather than routine administrative tasks.

Among the more technical programs described by PG&E is to complete Bridge ODN (Corporate network) improvements to reduce risks identified in an Integrated Planning attack failure scenario to acceptable levels. Basically, this would limit potential impacts to customers should the Electric Transmission & Distribution network is compromised.

Similarly, PG&E cites completion of its Gas SCADA network protection plan to reduce the risk of unauthorized access to operational data.

Alternative mitigation plans

PG&E admits that each alternative plan “is a more of or less than approach” using the same bundle of strategies, in a relatively small range of projected cost differences. Roughly \$24 - \$28 million annually for Capital and \$7 million to \$10 million for Expense.

Generally, for increased spending plans, PG&E determined that “resulting risk reductions would be minimal compared to the investment required” while for the lower expenditures could either increase the impact of a cyber-attack event, or “relinquish an opportunity to substantially reduce cyber-attack risk.”

However, PG&E did not provide any attempt at scoring potential changes to risks from its options.

Conclusion

Detailed analysis of the Cyber Attack risk is difficult because of a reluctance by companies in critical industries to reveal vulnerabilities, and a lack of overarching industry standards beyond NIST framework and the compliance with the federal CIPs program. We know there is a lot going on inside the company, and expect that the growing threats to cyber security are taken seriously, based on the level of public concern expressed. However, understanding exactly what the utility is doing to mitigate risks is a challenge for policy-oriented agencies.

PROCEEDINGS

- **Investigation into Safety Culture of Pacific Gas and Electric Company and PG&E Corp. (I.15-08-019) (President Picker/ALJ Allen) (Advisory):** ALJ Peter Allen has been assigned to this proceeding. Parties have requested that the previously announced hearings schedule be suspended pending a potential settlement of issues. In early March, Joint Parties (PG&E, the Office of Ratepayer Advocates and TURN) filed a statement of “material issues in dispute” which might be litigated in hearings: The Joint Parties have met and conferred and identified three factual issues that could require evidentiary hearings:

- Are safety culture metrics being addressed in the Safety Model Assessment Proceeding (SMAP), and if not, what items may need to be addressed in this proceeding?
- How is PG&E using cost-effectiveness measures to prioritize its safety programs, both within and outside of the Risk Assessment and Mitigation Phase (RAMP) process? And
- Is PG&E's use of a 10% safety weighting in its Long-Term Incentive Plan (LTIP) consistent with PG&E's claim that safety is its top priority?

In the same filing, the Joint Parties reported they are in settlement discussions that could resolve all of those issues and promised weekly emails to ALJ Allen on status of settlement discussions (beginning March 16). If Joint Parties are not able to resolve (or agree on appropriate forum(s) to resolve the three factual issues by March 30, they suggested evidentiary hearings should be scheduled no sooner than April 9.

The Office of Safety Advocate (OSA) called for workshops to develop appropriate safety culture metrics. OSA also listed issues it felt could be addressed in hearings: PG&E's position on accountability, safety incentives, deferred compensation, and corrective action reporting, and what the best forum is to address those issues. OSA also wishes to examine whether it is reasonable for PG&E to assign oversight of safety culture to a single person or department.

- **Gas Leak Abatement OIR (R.15-01-008) (Commissioner Rechtschaffen/ALJ Kersten) (Advisory):** With the approval in June 15, 2016, of new policies for methane leak reporting and reduction activities, the proceeding moves into a compliance phase with the filing in March 2018 of plans by the gas companies to implement 26 Best Practices for planning, training and detection/quantification and elimination of methane leaks on the natural gas systems in California. RASA will review the compliance plans and has scheduled a workshop in April to allow parties to assess some BP alternatives proposed by the utilities as well as research/pilot proposals. The joint report from CPUC and Air Resources Board staff on 2016 emissions data was publicly released on January 8, 2018.
- **SCE 2017 General Rate Case (A.16-09-001) (President Picker/ALJs Roscow & Wildgrube) (Advisory):** Evidentiary hearings wrapped up during the first week of August. No additional issues related to risk or safety were raised during cross-examination of witnesses. A Proposed Decision is currently being drafted pending testimony on issues raised by the federal tax reform act.
- **Sempra Utilities 2019 General Rate Case (A.17-10-007/008 consolidated) (President Picker/ALJ Lirag)** The test year 2019 GRC applications were filed October 6, 2017. SED will be reviewing the testimony to evaluate how the utilities have incorporated elements of the Risk Assessment Mitigation Phase (RAMP) evaluation, and provide ongoing support regarding safety issues. A pre-hearing conference was held January 4, and a scoping memo is pending. In early March, SDG&E will make an informational filing detailing how its previous RAMP process has been integrated into the GRC.
- **Physical Security of Electric Infrastructure (R.15-06-009) (Commissioner Rechtschaffen/ALJ Kelly) (Advisory)** In January, RASA staff published a whitepaper

updating the status of physical security issues at the state and federal level, to be released in January. Also, staff has evaluated the Joint Utility Proposal and submitted recommendations for Commission consideration. Parties submitted comments on the recommendations in February. A PHC for Phase 2, involving community engagement in utility emergency plans, is scheduled for March 15.

- **Safety Model Assessment Proceeding (A.15-05-002, et al) (Commissioner Rechtschaffen/ALJs Kersten & Fogel) (Advisory):** Parties continue settlement negotiations to reach potential agreement on the differing risk assessment models developed by utilities and consultants for Joint Intervenors. RASA, in cooperation with the Energy Division, held a workshop on February 22 to discuss guidance for smaller utilities to include risk assessment in their rate cases, and to develop guidance for accountability reporting going forward. Energy Division by March 16 will revise its draft proposal, which is expected to be circulated for comment.
- **Undergrounding Rule 20A (R.17-05-010) (Commissioner Picker/ALJs Hecht & Wildgrube) (Advisory)** 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. On January 18, ALJ Eric Wildgrube was co-assigned to the proceeding.
- **Utility Poles (I.17-06-027/R.17-06-028) (Commissioner Picker/ALJs Mason and Kenney) (Advisory)** 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 to consider strategies for increased and non-discriminatory access to poles and conduit by competitive communications providers, the impact of such increased access on safety, and how best to ensure the integrity of the affected communications and electric supply infrastructure going forward. 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 PHC was held December 5, 2017, and a scoping memo will follow. On February 8, 2018, Parties filed comments on the structure of a form for possible database of utility poles and facilities, and access to information contained in a data base.

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.

California Public Utilities Commission | Safety and Enforcement Division

STATISTICS - 1/01/18 - 02/28/2017

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
Total 2018	0	1	0	0	0	1

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
YTD	0	0	1	0	0	0	0

Test, Incomplete or Duplicate Whistleblower Complaints	
January	3
February	8
YTD	11

OFFICE OF RAIL SAFETY

RAILROAD SAFETY – ROSB

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

Railroad Operations Safety Branch	Feb-18	YTD 2018
New Incidents Investigated	8	16
Informal Complaints Investigated	1	4
Safety Assessments/Reviews	10	16

California Public Utilities Commission | Safety and Enforcement Division

Compliance Actions	751	1904
Major Inspections Completed	1	9
Operation Lifesaver Presentations	6	13

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

February 1, 2018: A CPUC railroad safety inspector performed a routine inspection of UPRR Mojave Yard in Mojave. While inspecting the brakes and other security equipment to ensure unattended locomotives were secure, the CPUC inspector found a locomotive unit that had the field generator switch in the “on” (up) position. A field generator delivers electrical energy to the traction motors that drive the locomotive. When the generator switch is left in the “on” position, the locomotive could possibly initiate uncontrolled movement, which could seriously or fatally injure a railroad employee or the public. 49 CFR 232.103(n) (4) requires a railroad to comply with a process or procedures to ensure the security of an unattended locomotive consist, which includes procedures to address the generator field switch. In addition, the UPRR Air Brake Train Handling Rule 32.2.1(3) requires railroad employees to place the generator field switch in the “off” position when securing the engine to ensure power is cut off from the motors. The CPUC railroad safety inspector informed the UPRR manager, who immediately corrected the position of the switch. It was noted as a defect in the FRA inspector report.

February 6, 2018: One CPUC Railroad Safety Investigator and two FRA HazMat Investigators performed a joint hazardous materials compliance inspection, at the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway intermodal facilities in Oakland. The Investigators inspected 12 intermodal containers containing various hazardous materials, and detected vapors coming from the pressure relief device on one intermodal tank of corrosive liquid in the UPRR facility. The release was immediately reported to both the Senior Manager of the intermodal facility and the HazMat Manager for the area. A contractor was brought in to inspect the container. Several fittings were tightened, the release was stopped, and the container was released for transport. Standard procedure when a release is discovered is to immediately notify both the operations manager in charge of the area to put a hold on the

container and to keep employees away from it, and the hazardous materials manager to arrange for inspection and mitigation of the release.

CFR §173.31(d)(1)(vi) states, *“Examination before shipping. (1) No person may offer for transportation ... a hazardous material or a residue of a hazardous material unless that person determines ... is in proper condition and safe for transportation. As a minimum ... must perform an external visual inspection that includes... The pressure relief device, including a careful inspection ... for corrosion or damage that may alter the intended operation of the device.”*

An FRA Form 6180.96 of the inspection results was submitted, and the shipper of the car with the defective condition will be notified of the findings and an inquiry made of their safety procedures.

February 8, 2018: A CPUC MP&E inspector was conducting a routine inspection on BNSF property in the Needles area and found an unsafe walkway condition on a locomotive. A large area of the walkway on the engineer side of locomotive BNSF 6935 was found covered in fresh oil. The oil built up on the walkway could potentially cause an employee to slip and fall resulting in an injury in not corrected. The inspector contacted the BNSF locomotive facility in Barstow, and the immediately dispatched a crew of mechanics to clean the affected area. After the clean up an inspection inside the car body disclosed a ruptured oil line. The locomotive was repaired on site and continued in service. The BNSF was cited with a federal defect. This defective condition is covered under CFR 49 part 229.119.c1.

Keeping walkway conditions clean for crew members.

§229.119 Cabs, floors, and passageways.

229.119(c)

(1) Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. Floors shall be properly treated to provide secure footing.

February 12, 2018: CPUC Railroad Safety Investigators conducted a routine inspection of UPRR Plaster City Yard, approximately 20 miles west of El Centro, CA. Subsequent to arriving at the

location, they observed several rail cars stored in a track that were left physically in the foul of an adjacent track. This condition was found to be in direct violation of 49 CFR Part 218.101(b), as well as UPRR's General Code of Operating Rules section 7.1. This non-compliant condition could potentially result in a serious injury or fatality to a railroad employee riding the side of a boxcar, and damage to railroad equipment if a train moving on adjacent track fails to stop prior to striking the standing cars. UPRR Management was immediately notified and due to the severity of this situation, a violation with an assessment of a civil penalty was issued. Upon contacting UPRR Management, the situation was remedied immediately by a train crew moving the cars to a safe location. CPUC Railroad Safety Investigators will attempt to return to this location within the following 30 days to assess the level of continued compliance.

February 13, 2018: CPUC railroad safety inspectors performed a routine inspection on BNSF in the city of Grand Terrace. The purpose of this inspection was to focus on Way Side Signal safety and the FRA 236 regulations. The purpose of the 236 regulations is to provide for safe movement of trains. It is the policy of the Federal Railroad Administration to promote voluntary compliance with these minimum safety standards. Civil penalty sanctions may be employed as necessary to secure compliance, if voluntary compliance is not forthcoming. In determining whether use of civil penalty sanctions is necessary, the inspector will take into consideration whether the railroad has installed and maintained the installation in a manner likely to provide for its proper functioning in the interval between required inspections and tests. The inspector shall also take into account the harsh environment in which the installation is required to function.

During this inspection the CPUC inspectors observed BNSF signal employees perform a Power Switch Machine test and inspection. During the Inspection it was noted that the switch machine had noticeable amounts of lost motion. Lost motion is when a switch machine has worn components or inadequate attachment to the switch ties. Lost motion in switch machines is a precursor to a defective condition. At this location the ties that hold the switch machine in place were cracked, allowing the machine to move on the ties. The switch machine passed all

tests at the time if the inspection however continued use of the switch will cause the ties to degrade causing a defective condition.

The BNSF Track Inspector responsible for the switch machine ties was called to the location to observe the current condition. The track inspector inspected the cracked ties and marked them for replacement.

February 13, 2018: Two CPUC investigators conducted a general observation of track conditions from the locomotive cab of Amtrak#535 with lead locomotive CDTX 2103 on the “Capitol Corridor” from Davis, CA to Oakland, CA. An on-board Positive Train Control (PTC) Interoperable Electronic Train Management System (I-ETMS) console was observed as installed and powered on with the I-ETMS splash screen displayed for the duration of the trip. No indication of PTC activity was observed. Poor ride quality was identified in two locations and “vegetation that obstructs visibility of railroad signs and fixed signals” as per 49 CFR section 213.0037 B1 was also identified in two separate locations and that information was provided to UPRR via an FRA inspection report.

February 15, 2018: A CPUC railroad safety Investigator, accompanied by Federal Railroad Administration (FRA) Inspectors and Union Pacific Railroad (UPRR) personnel, conducted inspections of UPRR Highway-rail grade crossings, power switch machines and Signal and Train Control systems. These inspections spanned over two weeks and covered various subdivisions between Thornton to Turlock and surrounding areas. These were routine inspection to check for compliance with Title 49 CFR parts 234 and 236. During the inspection, there were a total of 25 Highway-rail grade crossings, 6 power switch machines and 17 railway signals inspected.

Accompanying UPRR personnel performed monthly and quarterly inspections at various locations in compliance with FRA regulations. During the course of the inspections, the most common defects noted were 49 CFR part 234.201 “Location of Plans” and part 234.211 “Security of Warning System Apparatus”. Plans at locations are required to be maintained at every location and shall be legible and correct. Plans are important to maintain in the event that a signal maintainer dispatched to a location and is required to trouble shoot a problem. Several locations inspected had changes to plans, and did not match what was physically in the

field. Incorrect plans can be a problem while trying to fix or replace components that are damaged.

It was observed that, some apparatuses were not secured to prevent tampering. 49 CFR part 234.211 requires warning system apparatuses to be secured against unauthorized entry. Unauthorized persons can jeopardize the integrity of the signal system and put highway users and railroad personnel at risk, and possibly result in a catastrophic event. These defects were corrected on site and the plans noted were sent in to be corrected.

February 20, 2018: Two CPUC railroad safety Investigators specializing in Operating Practices, One CPUC railroad safety Investigator specializing in Hazardous Materials and one Senior railroad safety Investigator met with a Union Pacific railroad (UPRR) Senior Manager of Operating Practices (SMOP) for a demonstration of the Unmanned Ariel Systems (UAS). The UAS consisted of a drone equipped with a camera piloted by an FAA commercially certified drone pilot. The CPUC Investigators met with Union Pacific Railroad management to get an overview of the UAS capabilities, and to ascertain how the railroad plans to utilize the UAS technology.

The UPRR manager UAS operator stated that the UAS was going to be primarily used for track inspection, bridge inspection and accident investigation. The UAS will be used to go into accident locations that may be inaccessible due to rough terrain or unsafe conditions due to the presence of hazardous materials. The UPRR manager stated that the UAS would also be used for operational field testing in compliance with the carrier's Field Training Exercise Program as revised on February 9, 2018. It was important for the CPUC Investigators to understand exactly how the UAS was going to be used to insure that it was being used in compliance with provisions of 49 CFR part 217 and the railroads own Field Training Exercise Program.

The UAS operator stated that the drone had a maximum legal flight limit of 500 ft. but the pilot stated that for operational testing, the drone would fly at an altitude of 200 ft. Investigators observed that at the 200 ft. altitude, the drone was in fact audible when it was positioned directly over the operator. The UAS operator stated that the drone would not be used for

operational testing at night. When used for operational testing the Field Training Exercise Program states that the testing team must consist of a pilot (operator) and an observer.

The UPRR's use of the UAS to test employee for rules compliance, will allow railroad management to observe employees anonymously, and may improve railroad employee compliance of railroad safety rules and regulations. The UAS may also improve response and recovery times for railroad management when critical railroad incidents occur, where hazardous or geographical conditions may inhibit expeditious emergency response and recovery plans.

February 20, 2018: CPUC railroad safety inspectors from both hazmat and operations conducted a joint discipline inspection of the Los Angeles Junction Railway rail yard in Los Angeles, CA. The inspection identified multiple non-compliant FRA defects and one violation resulting in a civil penalty. During this operation, the team inspected multiple tank cars containing hazardous materials of different commodities, the inspection identified ten tank cars with valves or closures that were not properly secured. One tank car was identified with the bottom outlet liquid valve cap completely missing; this issue had the potential to cause great harm to the environment, the general public and railroad employees.

All of the non-compliant conditions were immediately reported to the Los Angeles Junction Railway management for corrective action and repairs. The cars were moved to a repair track within the yard and placed on hold till proper repairs could be made by qualified mechanical personnel. After the initial inspection, our follow-up investigation revealed that the shipper of the tank car with the missing bottom outlet cap has been cited with numerous DOT deficiencies in the past. This shipper is located in Louisiana, and staff will recommend a monetary civil penalty for CFR 173.31 which requires the following.

Use of tank cars (d) Examination before shipping. (1) No person may offer for transportation a tank car containing a hazardous material or a residue of a hazardous material unless that person determines that the tank car is in proper condition and safe for transportation. As a minimum, each person offering a tank car for transportation must perform an external visual inspection that includes: (iv) All closures on tank cars and determine that the closures and all

fastenings securing them are properly tightened in place by the use of a bar, wrench, or other suitable tool.

All other shippers were notified of the non-compliant conditions found during the inspection and cited with federal defects. CPUC Hazmat Inspectors will follow up with them to ensure compliance on future rail shipments from their respective facilities.

February 21, 2018: CPUC Railroad Safety Investigators conducted a routine inspection of UPRR El Segundo Chevron refinery lead, approximately 25 miles southwest of Los Angeles. Upon arriving at the location, staff observed several rail cars stored in a track that were left unattended. Staff inspected these cars to insure that the cars were secure and left in a safe location. While there was no exception with the cars, staff did note a derail that was not lined for derailing movement, nor was it locked. Through investigation, this condition was found to be in direct violation of 49 CFR Part 218.109(b)(2) and Part 218.109(c)(6), as well as UPRR's General Code of Operating Rule 8.20. The derail must be left in a position that would derail equipment if there was an unintended movement.

UPRR Management was immediately notified and due to a history of compliance in this location only a warning was issued. Upon contacting UPRR Management, the situation was remedied immediately. Staff will attempt to return to this location within the following 60 days to assess the level of continued compliance.

February 22, 2018: CPUC hazardous materials inspectors conducted a compliance inspection of the BNSF rail yard in Wilmington, California, the yard is located 6.3 miles northwest of the Queen Mary tourist attraction. During the inspection a tank car was found with graffiti covering the proper shipping name (PSN) on one side off the car. The Code of Federal Regulations (CFR) requires hazardous material bulk packages to be marked on both sides. According to CFR 172.302 (D): "each bulk packaging marked with the proper shipping name, common name or identification numbers required by this subpart must remained marked when it is emptied". These markings can be a vital asset for first responders during a derailment prior to receiving paperwork from the carrier.

The BNSF manager on duty was notified of the non-compliant condition, the car was placed on hold till remediation. The shipper was contacted for their plan of remediation, their response is to send out a mobile unit to stencil the car and correct the defect.

February 22, 2018: Two CPUC railroad safety inspectors conducted a routine inspection at the Union Pacific JR Davis Yard located in Roseville. During the routine inspection, at the switch on the East end of track 78, the CPUC railroad safety inspectors observed a Multiple Unit (MU) locomotive cable left in the walkway creating a tripping hazard. With the MU cable in the walkway, a railroad employee could trip and fall, which could cause serious or possibly fatal injuries if the fall occurred around moving equipment. CPUC GO 118-A provides standards for the construction, reconstruction, and maintenance of walkways adjacent to railroad tracks to provide a safe area for train crews to work. GO 118-A requires a railroad corporation to eliminate any unsafe walkway condition. The CPUC railroad safety inspector notified UP management of the unsafe walkway condition and they dispatched mechanical personnel to remove the material.

February 26, 2018: A CPUC railroad bridge inspector performed a routine bridge inspection of the new NCTD No. 2 Main Track Bridge, a part of the double track project at MP. 263.65. The new No. 2 Main Track Bridge was placed in service on February 5, 2018 and the old No. 1 Main Track Bridge (1950) was placed out of service; demolition began on February 12, 2018. The new No. 1 Bridge will be attached to the caps of the new No. 2 Bridge. In approximately two years, after the new No. 1 Main Track Bridge is completed, a New San Diego Trolley Double Track Bridge will be constructed and it will be attached to the New No. 1 Bridge. This project is expected to take at least four years

February 28, 2018: CPUC railroad safety inspectors conducted a compliance inspection at BNSF Kaiser Yard in Fontana, California. During the course of the inspection tank cars were monitored for placarding requirements, markings, safety appliances and closures for proper securement. The inspectors noted that a tank car was clearly labeled to contain Chlorine, but was missing the appropriate placard. The code of Federal Regulations requires all cars containing hazardous materials be placarded on both sides and both ends. Placards allow first

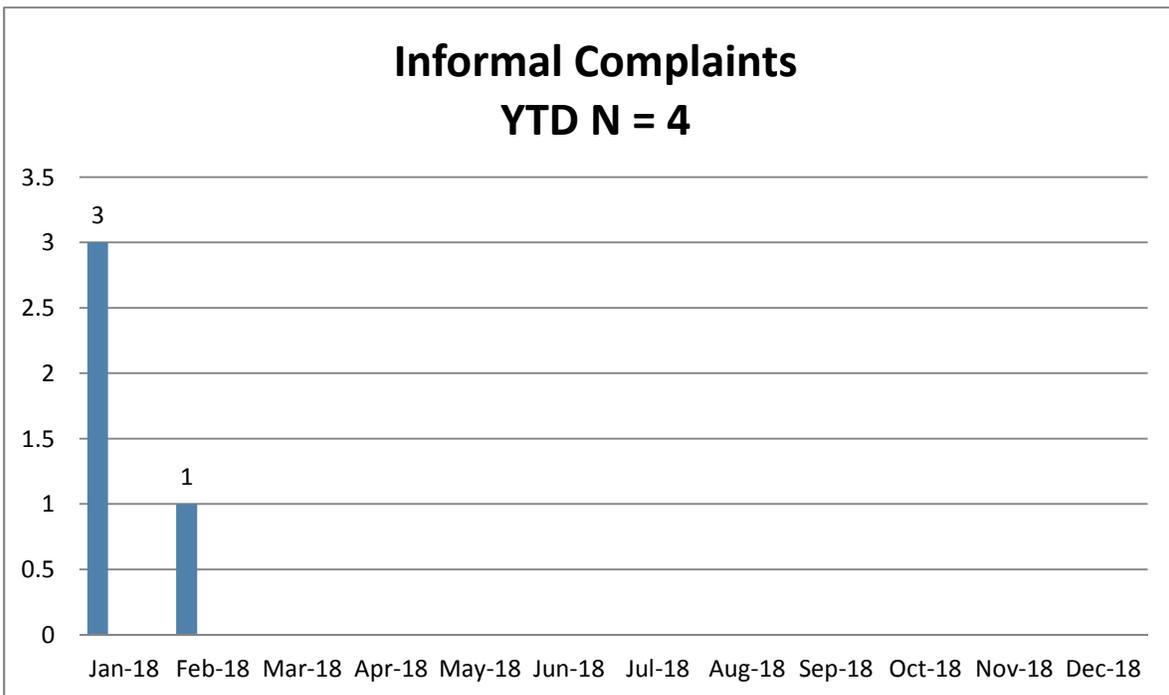
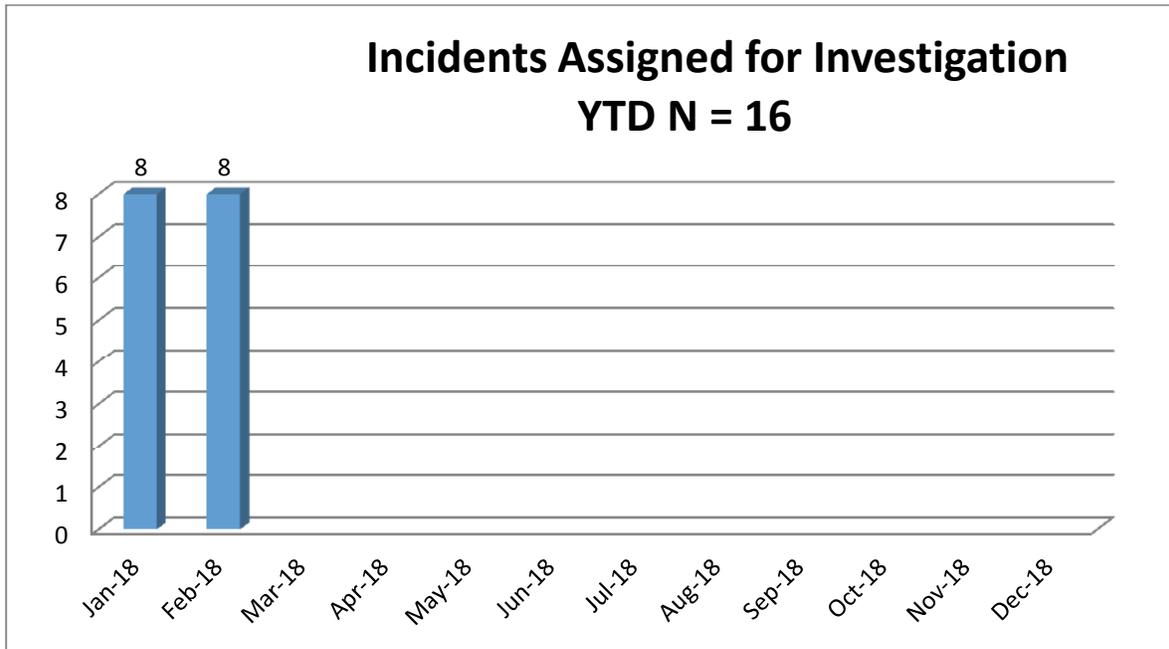
responders to identify the type of material inside the tank car if written documentation is not immediately available. This defective condition was immediately brought to the attention of the Trainmaster on duty. A hold was placed on the tank car, until the defective condition could be corrected. The railroad was cited with a federal defect. In the event of a derailment, a car lying on its side must have a clearly visible placard so that responders can react appropriately.

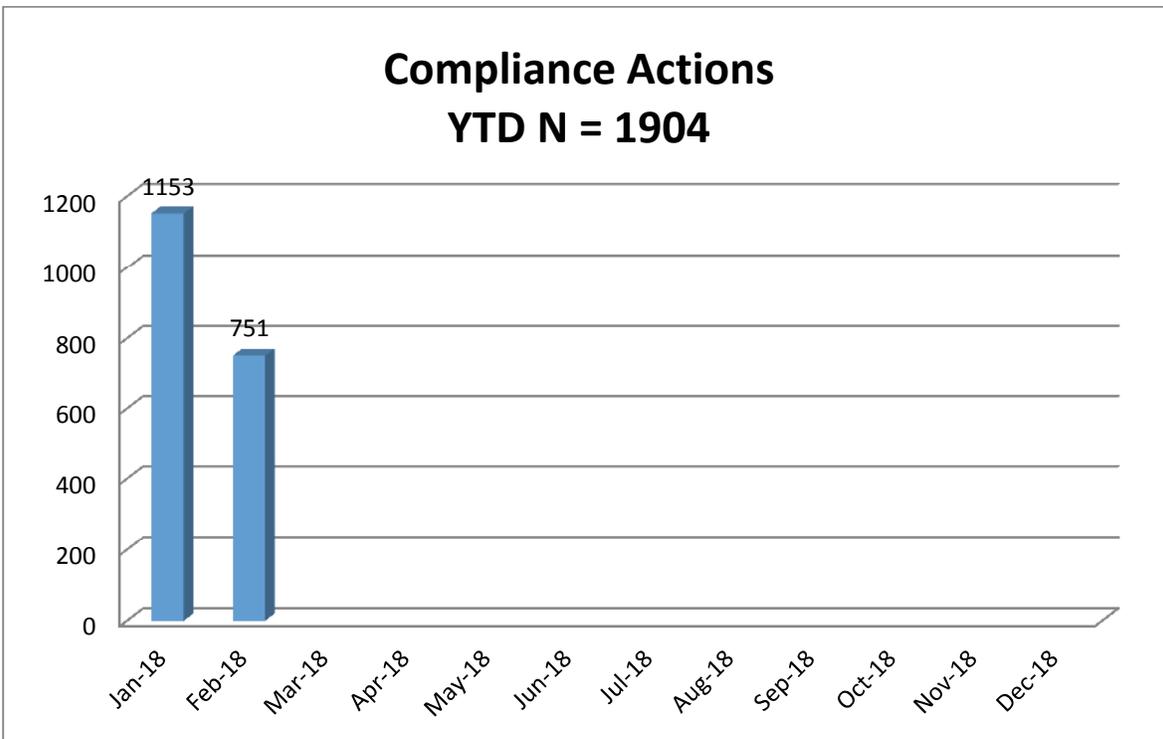
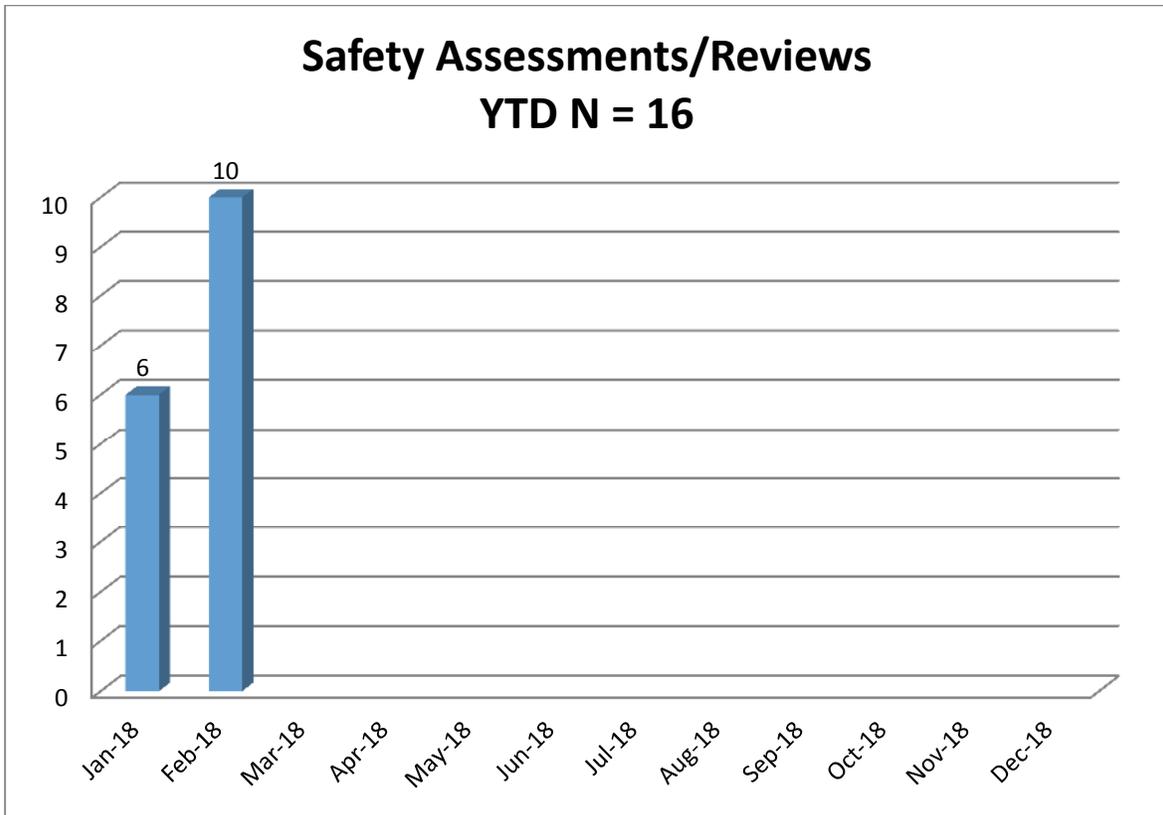
February 28, 2018: CPUC Hazmat Inspectors performed a joint hazardous materials compliance inspection with US Coast Guard personnel in Yusen Terminal Facility in Long Beach. Inspection consisted of the following; Inspection of intermodal facility hazmat operations; proper paperwork including description, classification, quantities, emergency response telephone number, certification for shipment; inspection of required placarding, marking and stenciling of portable tanks, testing dates and marks, freight containers and proper type packaging(bulk and non-bulk); inspection of all closures i.e., valves, pressure relief devices, vacuum relief valves, bottom outlet valves, remote access etc. on portable tanks; inspection of all portable tanks for dents, gouges, scrapes, distortions and visible defects in tanks, tank welds and tank frames;

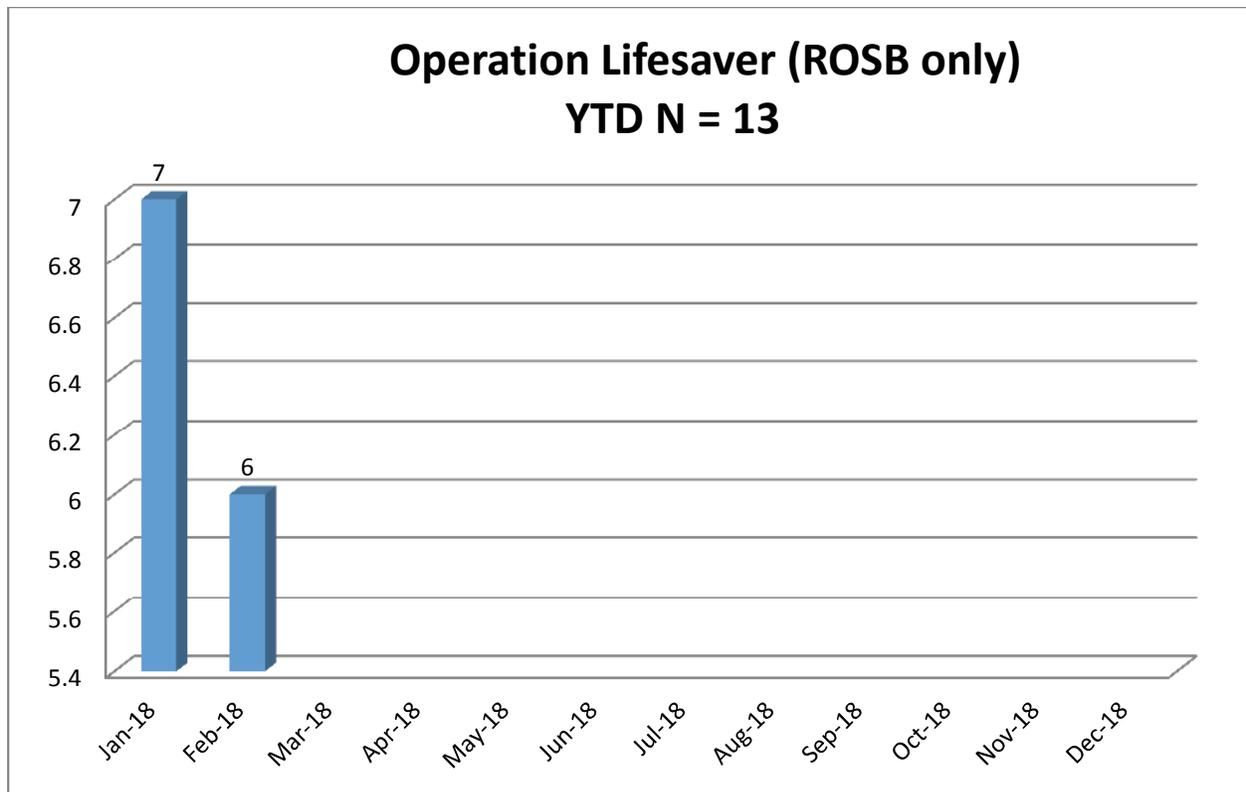
During inspection multiple defects were noted and are as follows;

- 1) Freight container noted to be missing placard on rear end of unit
49 CFR 172.504 a; IMDG Code 5.3.1.1.4.1
- 2) Freight container noted to be missing marine pollutant marking on rear of unit
49 CFR 172.322 c; IMDG Code 5.3.2.3
- 3) Portable tank noted to have missed required 2 ½ year inspection cycle by 6 months
49CFR 180.605 c (1); IMDG Code 6.7.2.19.2
- 4) Portable tank noted to be missing required 5 year inspection date marking on CSC Plate (International Convention for Safe Containers) 49CFR 180.605 c (1); IMDG Code 6.7.2.19.2

All non-compliant conditions were reported to terminal management and missing placards and markings were replaced before movement. The portable tanks will be sent to a shop for required inspections. All shippers involved were all notified and issued federal defects.







OFFICE OF RAIL SAFETY

RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

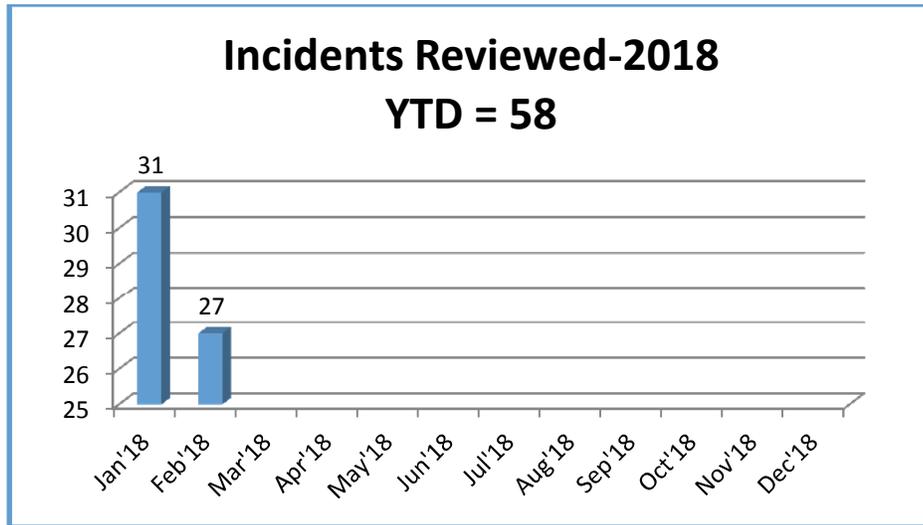
In the month of February 2018, the RCEB team completed the following:

	New	New YTD	Closed	Closed YTD
Crossing Incident Reviews	22	38	27	58
Safety Assessments/Quiet Zones/Reviews	20	47	20	47
Proceedings, Resolutions and G.O. 88-B Reviews	4	8	5	10
Operation LifeSaver Presentations	8	21	8	21

RAIL CROSSING INCIDENT INVESTIGATIONS

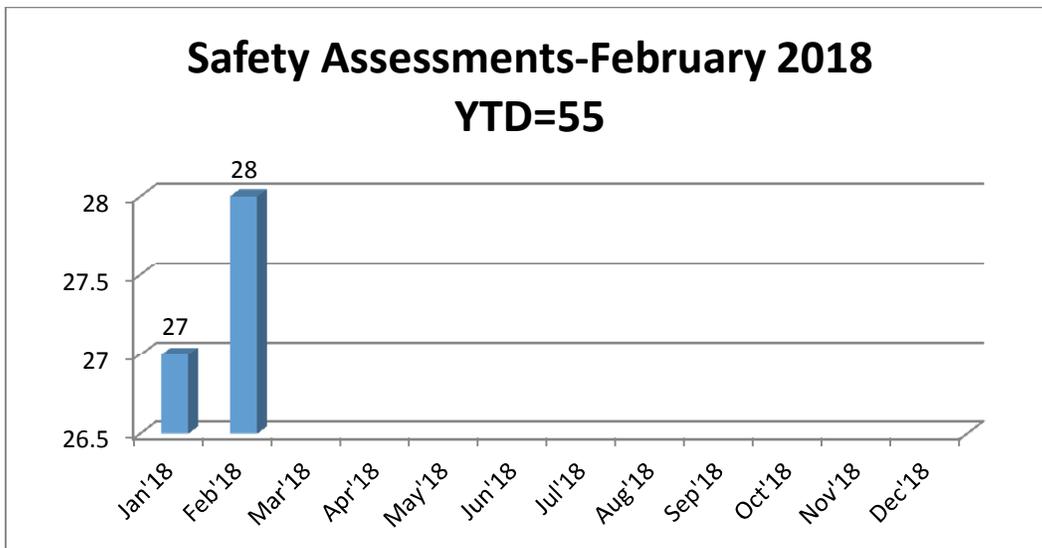
In February 2018, the Rail Crossings and Engineering Branch (RCEB) assigned 18 new incidents at highway-rail crossings, three incidents at highway-LRT crossings and one

incident along the rail right of way. These collisions resulted in four fatalities and five injuries. RCEB completed 27 crossing incident reviews including 19 highway-rail incidents, six LRT related incidents, and two right of way incidents. These incidents resulted in seven fatalities and three injuries.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In February 2018, RCEB completed 28 rail-crossing safety assessments involving: communications, field inspections, and diagnostic reviews with railroads and local agencies.



California Public Utilities Commission | Safety and Enforcement Division

02/01/2018 - Staff met with representatives from ACE and UPRR to discuss the update on the grade separation projects and future crossing improvements in the City of Montebello along UPRR's Los Angeles Subdivision tracks.

02/01/2018 - Staff attended the Doran Street grade separation project with the Cities of Glendale, Los Angeles, LACMTA and Metrolink. The meeting updated the group on the Salem/Sperry Overpass.

02/02/2018 - Staff attended a meeting with VTA and the City of Milpitas at the Dixon Landing Road highway-rail crossing to discuss GO 88-B requirements for the addition of off quadrant flashers.

02/02/2018 - Staff verified a notification of warning device obstructions for the 2nd St at-grade highway-rail crossing in San Bernardino County.

02/05/2018 - Staff attended the quarterly project review meeting with the San Joaquin Valley Railroad and Caltrans reviewing their RHGCP Section 130 projects.

02/05/2018 – Staff conducted a field evaluation for the incident INCX 2017110016 where an Amtrak train struck a pedestrian at the San Antonio Avenue grade crossing, resulting in fatality in the City of Ontario, San Bernardino County.

02/06/2018 – Staff inspected the SDTI crossings at 5th Avenue and 6th Avenue along C Street in San Diego.

02/06/2018 - Staff observed that a swing gate was stuck in the open position at the Ash Street highway-rail crossing in City of San Diego. RCEB contacted MTS regarding the need to maintain the swing gate.

02/06/2018 - Staff inspected and observed the Hawthorn Street crossing in City of San Diego to review an informal complaint regarding the surface condition. The track panels and adjacent asphalt are in need of maintenance. North County Transit District - Coaster expects to select a contractor in March 2018.

02/06/2018 – Staff attended a field meeting with UPRR, City of Santa Barbara and developer to discuss proposed modifications to the Calle Cesar Chavez at-grade highway-rail crossing as part of new 56-unit hotel construction near southwest quadrant of the crossing. The development may add an additional 300 vehicles per day to traffic at the highway-rail crossing.

02/08/2018 – Staff participated in the State's California Traffic Control Devices Committee meeting to go over several proposals and changes for the CAMUTCD. Although, the meeting did not involve any changes to rail safety at crossings, the presentations included a study for the yellow time interval for through traffic at signalized intersections.

02/08/2018 – Staff met with representatives from Cities of Palmdale and Lancaster, Caltrans, Metrolink, UPRR and Kimberly-Horn Consulting to discuss the Section 130 improvements on Avenues M, K, and J highway-rail crossings in the City of Lancaster.

02/12/2018 -Staff confirmed the Form G notification for the Mojave Street at-grade highway-rail crossing placed out of service.

02/13/2018 – Staff held another Section 130 diagnostic meeting at Las Posas Road highway-rail crossing in Ventura County, with Caltrans, UPRR, and County of Ventura. The participants discussed joint funding with the Highway Safety Improvement Program for the crossing warning device improvements.

02/14/2018 – Staff attended a diagnostic meeting for the modification of the Middlefield crossing in Redwood City. The County of San Mateo, UP, CalTrain, CPUC, and AECOM discussed the project to signalize the crossing, as well as reconfigure the adjacent driveway to a medical facility.

02/14/2018 – Staff met with representatives from OCTA and HNTB to discuss the remaining issues of the crossing exhibits in the OC Street Car grade crossing application.

02/14/2018 – Staff met with representatives from City of Whittier, County of Los Angeles Department of Public Works, RRM Group and KOA to review the GO88-B traffic signal plan for the proposed Bike Trail Path north of the UPRR highway–rail crossing in the City of Whittier.

02/15/2018 - Staff participated in a meeting with Caltrans Headquarters. Caltrans shared two documents to go over Caltrans's response to the CPUC preemption directive. Caltrans is working towards the implementation of the CPUC directive. Some directive items require a revisit to Caltrans design guides and others require updates and training to all Districts. Caltrans is attempting to comply with the directive.

02/16/2018 – Staff attended a field diagnostic meeting at the Alessandro Road at-grade rail crossing for proposed Quiet Zone improvements in Redlands, San Bernardino County.

02/16/2018 – Staff attended a meeting at the First and Karina, San Jose VTA highway-rail crossing. An adjacent hotel development will be adding a 4th leg to the intersection.

02/23/2018 – Staff field performed an incident inspection for INCX2018020007 Fulton Shipyard Road highway-rail crossing in Antioch, Contra Costa County.

02/23/2018 - Staff visited the Gilman Drive and Campus Point Drive on the University of California campus proposed grade separated crossings. The grade separations are currently under construction. SANDAG recently submitted Formal Applications for these two locations.

02/26/2018 – Staff conducted a field evaluation for INCX 2017110019 where a UP vehicle was high railing when a street vehicle struck the UP vehicle, at the Phelan Road highway-rail grade crossing in San Bernardino, San Bernardino County.

02/27/2018 - Staff met with diagnostic team to discuss plans for the Bear Mountain Road signalized highway-rail crossing in Kern County. Staff Discussed pre-signal placement, preemption, and pedestrian prior to the G.O. 88B application submittal.

02/27/2018 - Staff inspected 10 MTS highway-rail crossing and station locations in San Diego County. These included Fenton Station, Hazard Center West, Hoover Avenue, Iris Avenue, Iris Avenue Station, Mission Center Station, and Qualcomm Stadium station and proposed pedestrian crossings at the stadium.

02/28/2018 - RCEB & RTSB staff met with representatives from LACMTA to obtain an introduction and overview of LACMTA's proposed construction of its Airport Metro Connector station as an intermodal station and transfer point to the LAX Automated People Mover.

02/28/2018 - Staff met with representatives from City of Los Angeles and Metrolink to go over the draft GO 88B package submittal for the San Fernando Bike Trail Phase 3 Project.

PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In February 2018, RCEB staff received three new major proceedings requiring Administrative Law Judge (ALJ) review; and, three new General Order 88-B applications for changes to existing crossings. This month, RCEB closed two formal proceedings with the ALJ, one proceeding with RCEB review, a Resolution, and one General Order 88-B application.

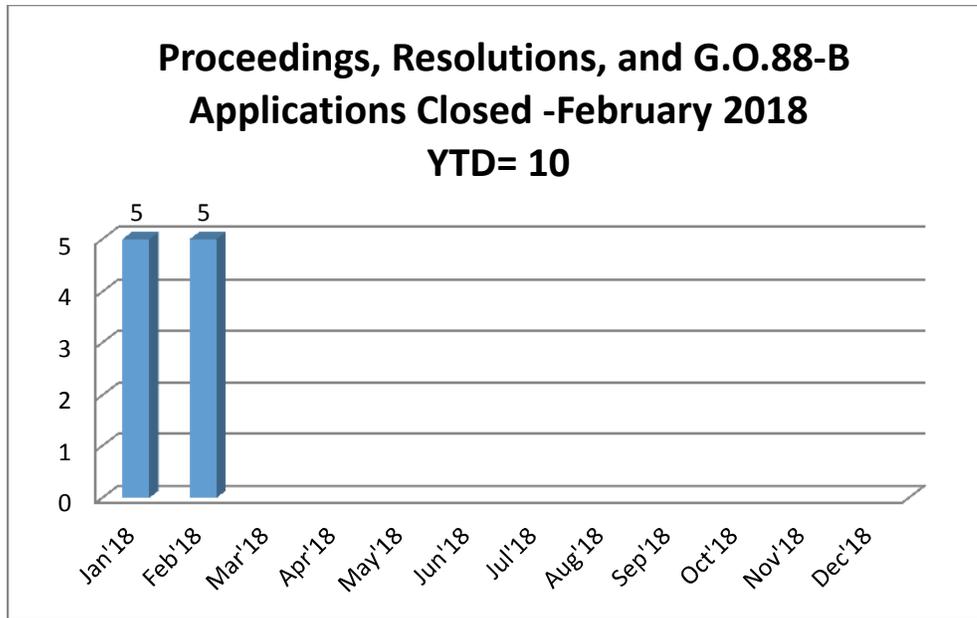
PROC A1707009 – On February 8, 2018, the Commission issued Decision 18-02-007 authorizing the Peninsula Corridor Joint Powers Board to construct a new grade-separated underpass crossing in the City of South San Francisco in the County of San Mateo.

PROC A1703018 – On February 8, 2018, the Commission issued Decision 18-02-011 authorizing the Sonoma Marin Area Rail Transit (SMART) to construct a new at-grade crossing on SMART rail line at Francisco Boulevard in San Rafael and close existing Rice Drive Irwin Street and Francisco Boulevard West crossings in Sonoma County.

PROC A1612014 – On February 8, 2018, the Commission issued Decision 18-02-005 authorizing the County of Santa Barbara to construct an at-grade pedestrian-rail crossing at Santa Claus Lane, across Union Pacific tracks in the City and County of Santa Barbara.

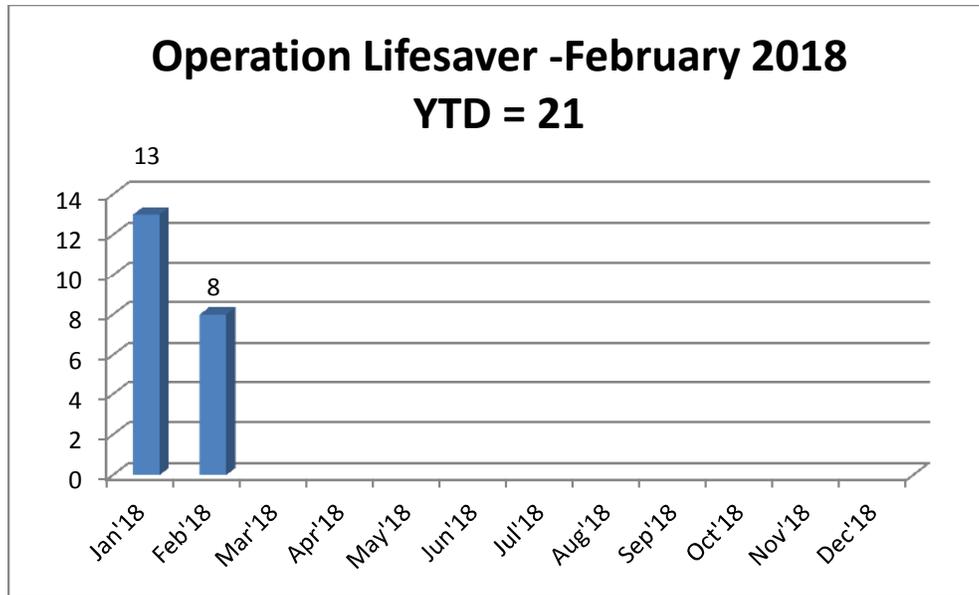
RESL SX-127 – On February 12, 2018, the Executive Director authorized Resolution SX-127 granting the railroads in California to update maintenance costs of automatic grade crossing warning devices for calendar year 2017. This program helps pay the local agencies (cities and counties) share of the costs of maintaining grade crossing warning devices.

GO 88B - XREQ 2017120006- On February 6, 2018, staff issued a letter authorizing the alterations to the SR 113 Frist Street at-grade highway-rail crossing in the City of Dixon, Solano County. The project includes adding sidewalks, reconstruction of nearby driveways, updating active warning devices, and restriping the median islands. The authorization expires in in February 2021.



OPERATION LIFESAVER INC.

In February 2018, RCEB volunteers participated in two Operation LifeSaver Inc. (OLI) activities resulting in seven presentations and operating a booth. On February 27, RCEB presented the OLI rail safety message to k-8 students at the Lodi Ag-Venture event in Lodi, San Joaquin County. OLI volunteers shared the See Tracks Think Train rail message with seven presentations to 150 students and adults. On February 25, RCEB staff participated in the Altamont Raceway Park driver safety event where staff operated a booth sharing the “See Tracks Think Train” rail safety message to 100 adults and teenagers. As time permits, staff participates in presentations, fairs, and community events to share the OLI rail safety message to the general public and professional drivers.



RAIL TRANSIT - RTSB

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

CORRECTIVE ACTIONS PLANS

- Thirty (30) CAP's were opened in February 2018.
- Eleven (11) CAP's were closed.

INCIDENT INVESTIGATIONS

- In February 2018, seventeen (17) incidents were reported by Rail Transit Agencies (RTA).⁴
 - 111 (one hundred eleven) incident investigations were closed.
-

⁴ Per General Order 164-D, the Commission must be notified within 2 hours by rail transit agencies of incidents if they include one of the following: a fatality at the scene, or where an individual is confirmed dead within 30 calendar days of a rail transit-related incident; an injury to two or more individuals requiring immediate medical attention away from the scene; property damage to rail transit vehicles, non-rail transit vehicles, other rail transit property or facilities, and non-transit property that equals or exceeds \$25,000; a collision at an at-grade crossing; a mainline derailment; a collision with an individual on a rail right-of-way; a collision between a rail transit vehicle and a second rail transit vehicle, or a rail transit non-revenue vehicle; an evacuation due to life safety reasons.

MAJOR AUDITS

- The Bay Area Rapid Transit (BART) Triennial Safety and Security Review (conducted September 11 – 22, 2017) report is currently under final management review and the final draft will be sent to BART for preliminary factual review. Upon completion the final version will be placed, via Resolution, before the Commission for final approval.
- Staff and the lead auditor continue to finalize the write up the checklists and draft report for the Sacramento Regional Transit District (SRTD) Triennial Safety and Security Review conducted October 9 – 20, 2017, for management review.
- RTSB Staff continue to write up checklists for the Triennial Safety and Security review of Santa Clara Valley Transportation Authority (VTA) conducted November 6-17, 2017.

ADMINISTRATIVE ACCOMPLISHMENTS

- **Federal Certification of SSOA Programs:** State Safety Oversight Agencies (SSOAs) have until April 15, 2019 to have their program certified by the Federal Transit Administration (FTA). In order for the CPUC to receive FTA certification, the Commission needs to revise GO 164-D (Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems); RTSB needs to bring its Program Management Standard (Procedures Manual) in compliance with the new Part 674 added to Title 49 of the Code of Federal Regulations (49 CFR Part 674) issued in 2016 and provide the FTA a list of other required documents. SED has placed Resolution 207, to adopt RTSB's proposed GO 164-E, on the Commission's March 22, 2018 voting meeting agenda. RTSB is also in the process of finalizing revisions to its Program Standards. Currently, RTSB is in Stage 3 of the Certification process, which has the following 4 stages:
 - 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.

California Public Utilities Commission | Safety and Enforcement Division

- 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.

Training:

- Two inspectors completed a PC 832 Arrest and Firearms course. This course comprises the minimum training standard for California peace officers.

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. On December 18, 2017, the Commission issued a ruling extending the statutory deadline for this proceeding until June 23, 2018, to consider pending appeals filed by both BART and the Safety and Enforcement Division.

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

- **AirTrain Extension Project:** On August 10, 2017, the AirTrain Extension Safety Certification Plan (SCP) was approved via Resolution ST-205. The project expands the existing AirTrain System to include a new Long Term Parking (LTP) Garage Station and add 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 and will start revenue services accordingly, from October 2018 to June 2019. AirTrain submitted draft design conformance checklists to which Staff returned comments.

- **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 new cars into revenue service. RTSB approved this request with a letter dated January 17, 2018. BART will be inviting CPUC staff to a test run of the next 10 cars ready for revenue service in late March or early April.
- **East Contra Costa BART Extension:** This project, also known as eBART, will add 10 miles of track extending rail service eastward from the Pittsburg Bay Point station utilizing eight Diesel Multiple Unit (DMU) vehicles. Revenue service is calendared to begin toward the end of May. Currently, escalator installation is the primary construction activity. Track work has been completed. The System Safety Program Plan (SSPP) and draft Emergency Response Plan were submitted to RTSB staff. Staff has approved the SSPP. RTSB staff participated in an eBART Safety and Security Certification Review Committee (SSCRC) meeting on February 27, 2018.
- **Silicon Valley Berryessa Extension (SBVX):** BART and VTA are currently in the process of jointly constructing a 10-mile BART system track extension and two new stations – the Milpitas and Berryessa stations. On February 5, 2018, Staff met with VTA personnel to go through their presentation and discuss the BART/VTA Silicon Valley Santa Clara Extension (Phase 2) the comparative benefits of single and twin bore design. On February 21, 2018, Staff attended the meeting hosted by FTA and the Project Management Oversight Contractor (PMOC) related to the interviews and documentation review at the SVBX office in December 2016. The report and findings related to this project were discussed. On February 22, 2018, Staff attended the meeting hosted by FTA and the PMOC at the FTA headquarters. BART and VTA members attended this meeting as well. The report and its

findings were discussed with BART and VTA. FTA stated that they will be issuing the report to VTA and will be looking for responses.

- **Downtown Sacramento Streetcar Project:** FTA has provided funding for preliminary engineering and development for this project, but they have not received a FTA full-funding grant award as yet. 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 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:** 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. In February, Central Subway Project (CSP) satisfactorily responded to RTSB staff's inquiry on the agency's documentation submittal to SSCRC within the past year. However, CSP has yet to address Staff's inquiries on a number of other recent documentation submittals. Per SFMTA, concrete is being poured at the Yerba Buena/Moscone Station to form the platforms. CSP is continuing installation of street surface tracks along 4th St between Townsend and Brannan Streets as well as the street surface platform at 4th St and Brannan St. SFMTA estimates a start of revenue service on 12/10/19.
- **LA Metro (LACMTA) P3010 New Vehicle Procurement Project:** Los Angeles County Metropolitan Transportation Authority (LACMTA or LA Metro) is in the process of procuring up to 235 new rail vehicles to provide the needed capacity expansion for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2), and for the future LAX/Crenshaw line which is currently in construction. As of February 28, 2018, one hundred and thirteen P3010 vehicles have been approved for revenue service by Staff.
- **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

existing aging HRV fleet operating on the Red Line subway. The SCP was approved under Resolution ST-185; however, no vehicles have yet been delivered.

- **LACMTA Regional Connector Project:** Currently in tunnel boring and utility relocation phase. 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 tunnel boring machine has completed boring the second parallel tunnel.
- **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, consisting of nearly nine miles of heavy rail subway and seven stations, is planned to be constructed in three sections, and is currently in the utility relocation phase.
- **LACMTA/MGLFECA Foothill Extension Phase 2B:** LACMTA and Metro Gold Line Foothill Extension Construction Authority (Foothill Authority) have submitted the project's SCP, which was approved by Resolution ST-194, "Granting Approval of the Los Angeles County Metropolitan Transportation Authority and Metro Gold Line Foothill Extension Construction Authority Foothill Extension Phase 2B Safety Certification Plan", 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. Foothill Authority held the project's Groundbreaking Ceremony on December 2, 2017 at Citrus College in Glendora.
- **LACMTA Gold Line-Chinatown Station Pilot:** CPUC granted LACMTA a variance from GO 143-B's Section 9.07 for the Gold Line's Chinatown Station. This variance allows the installation of a pilot project. The project is called the Platform Track Intrusion Detection System (PTIDS). It is a radar based system designed to detect intrusions of individuals and/or objects falling from the platform onto the right-of-way. The pilot project has started on September 2017 and will continue through December 2019. LACMTA will need to submit another variance request if it decides to implement this project on a permanent basis.

- **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 and is being monitored by Staff through regular meetings. The project is due to be completed in 2019. On January 26, 2018, LACMTA commenced the Crenshaw/LAX and Green line tie-in construction activities, as a result of which Green Line service between Hawthorne/Lennox and Redondo Beach stations have been interrupted and replaced with bus bridge service. The interrupted Green line service is scheduled to resume on April 7.
- **Los Angeles Streetcar:** The Los Angeles Streetcar is a project that is advancing under the Los Angeles County Measure M funding. Although it has not been identified for near term funding by LACMTA, the preliminary design is proceeding. Staff is reviewing a request from LA Streetcar regarding vehicle crashworthiness/strength requirements for their vehicles.
- **LAWA Automatic People Mover Project:** Los Angeles World Airports (LAWA) is developing a multi-billion-dollar upgrade to the ground transportation system at Los Angeles International Airport (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. On February 22, 2018, LAWA kicked off a Third Party Roles and Expectations Meeting for the LLAMP that will include the APM Project. The Third Party Summit will include the APM Contractor team – LINXS, the 11 key LA City Departments, LA County- Flood Control, LACMTA, Caltrans, CPUC and the LAWA teams.

- **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. Construction is planned for mid-2018, and revenue service is slated to commence late in 2020. However, to date a full-funding grant agreement has not been awarded by FTA. Design is wrapping up, and the construction phase will be starting up soon. OCSC is going to the OCTA Board in March for approval of a vehicle type. FTA meetings are on hold until a grant is awarded. 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:** The safety and security certification-related aspects of this project, scheduled for completion in 2027, 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 launch a three-car train sometime in the spring but will first launch two-car trains on the N-Judah line, which serves an average of 45,000 passengers on the weekday – SFMTA’s heaviest passenger subway line. Before two-car and three-car trains are put into service, SFMTA will need approval from CPUC Staff. Manufacturing of the new LRV4s by Siemens Industry, Inc. is expected to ramp up in March. Siemens is manufacturing the new trains in Sacramento. SFMTA will start receiving one new train a week from Siemens. The SFMTA expects to have the first 24 trains arrive by the summer, and to have a total of 64 trains by next year.
- **San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:** The San Diego Metropolitan Transit System 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 California San Diego (UCSD) and the University City areas. The additional stations will be Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, potential Veterans Administration (VA) Medical Hospital, UCSD West (along Voigt Drive), UCSD East (along Voigt Drive), Executive Drive, and University

California Public Utilities Commission | Safety and Enforcement Division

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. Staff received the Safety Certification Plan (SCP) for the MTS Light Rail Vehicle Procurement (SD9) on February 15, 2018 for review and approval. Forty-five (45) Siemens SD9 vehicles being constructed at Siemens Transportation Systems, Inc. Sacramento, CA are being procured to provide service for the future MTS Mid-Coast Project. Staff is currently evaluating the SCP to ensure the Plan meets GO164-D requirements.

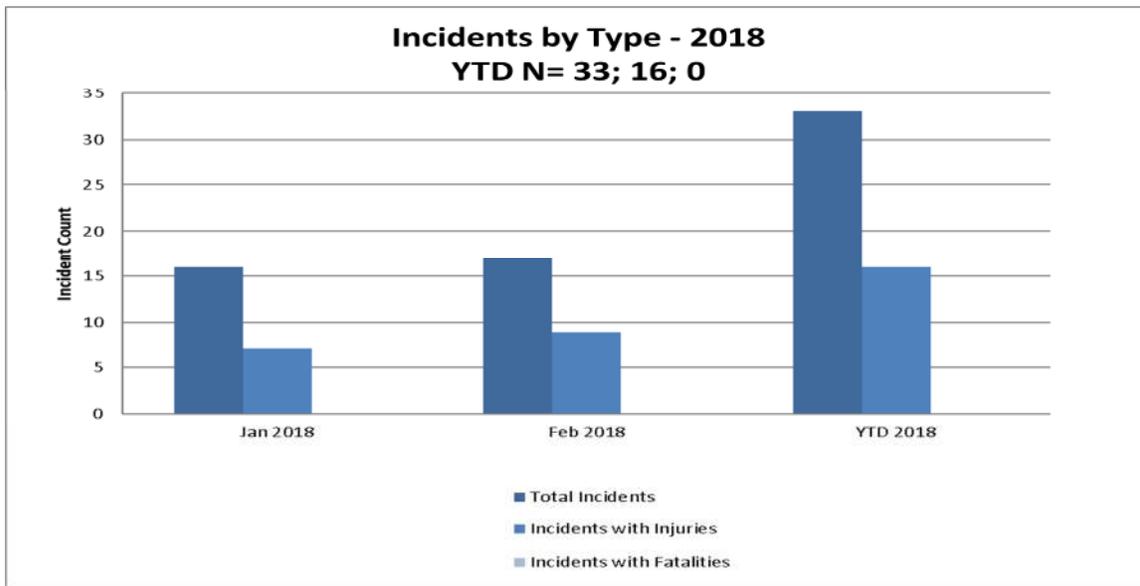
STATISTICS SUMMARY

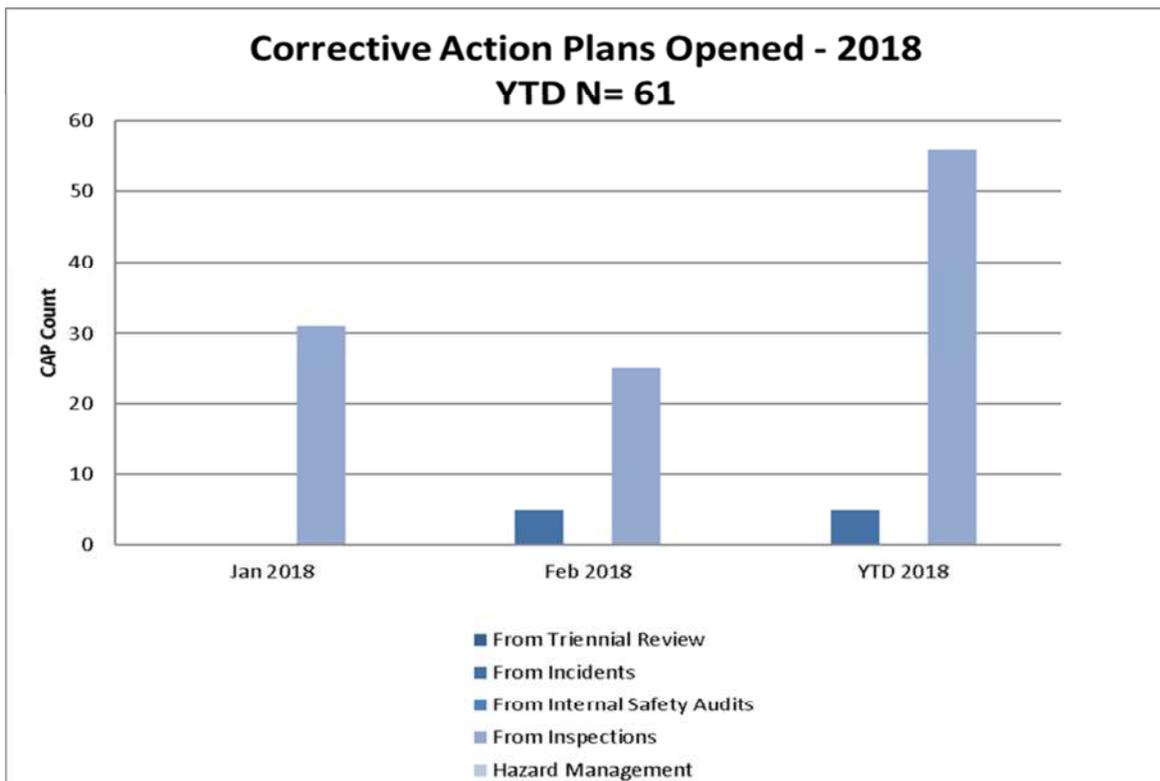
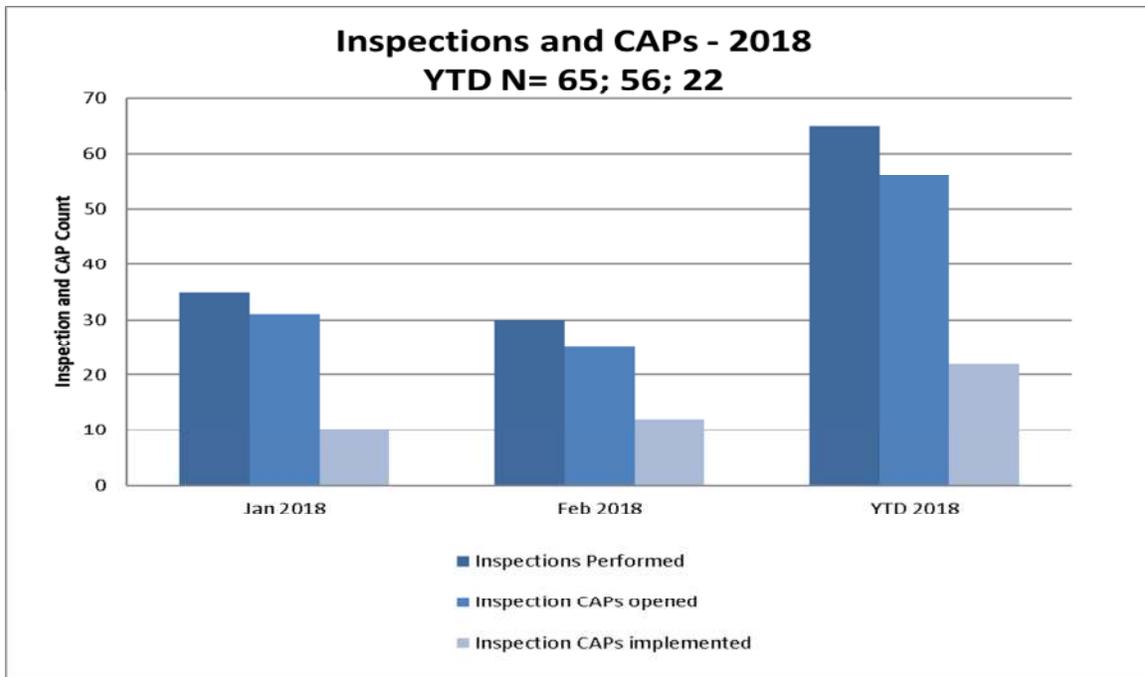
Investigations for Month		YTD 2018
Incidents Reported	17	33
Incident Investigations Closed	111	117
Complaints Investigated	0	0
Rail Transit Inspections	30	65
Triennial Review	0	0

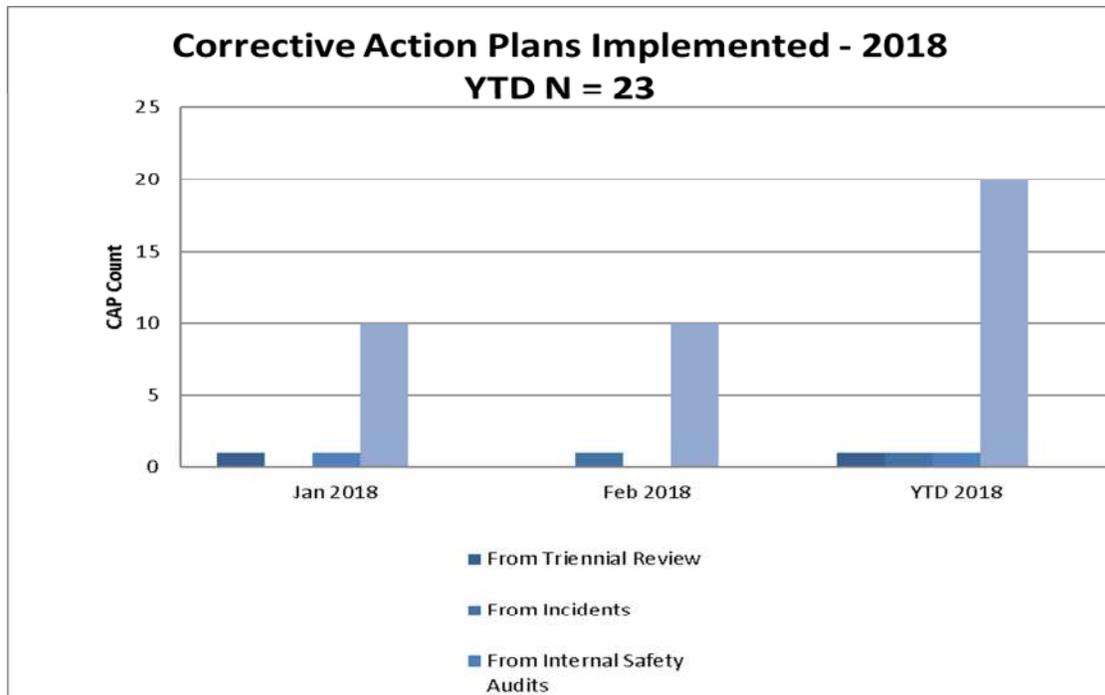
Corrective Action Plans		YTD 2018
New Corrective Action Plans	30	61
From Triennial Review	0	0
From Incidents	5	5
From Hazard Management	0	0
From Internal Safety/Security Audits	0	0

From Rail Transit Inspections	25	56
Closed Corrective Action Plans	11	23
From Triennial Audits	0	1
From Incidents	1	1
From Hazard Management	0	0
From Internal Safety/Security Audits	0	1
From Rail Transit Inspections	10	20

ONGOING DATA / TRENDS







CALIFORNIA OIL BY RAIL TRANSPORT (CORT) REPORT

- **Delta Trading, L.P.—February 27, 2018**

Delta Trading (Bakersfield) currently received one hundred and fifteen (115) manifest tank cars for the month of February loaded with crude oil at their Paloma Gulf Station site located approximately twenty (20) miles southwest of Bakersfield. These manifest cars usually originate from Wyoming and are not Bakken crude. The oil is pumped down from Canada to the Phillips 66 facility located in Natrona, Wyoming to be loaded.

- **Kern Oil Refining—February 27, 2018**

Kern Oil Refining (Bakersfield) currently received one (1) tank train loaded with crude oil. The train originated in New Mexico and is not Bakken crude oil. Kern Oil has had a contact change, Brett Dockstader has moved to another department our new contact will be Kristen Thompson. The train will enter California on the BNSF at Needles, California and is expected to consist of 102 tank cars.

▪ Plains All American—February 27, 2018

Received an update from Plains All American (Taft) that they only received one (1) crude oil unit train for February instead of the six they had expected to receive. For March, they have been informed to plan on receiving four (4) crude oil unit trains but they have not received a schedule on these trains as yet. These trains will originate from Edmonton (Alberta) Canada and will not be Bakken crude oil. These trains will enter California on the BNSF from Klamath Falls, Oregon. The supplier for Plains is still dealing with severe weather issues across Canada.

Other activities

The CPUC track inspectors participated in the biannual Crude Oil Route Examination (CORTEX) conducted over a two week period. The inspection was conducted from January 22 to February 1 of this year. The special inspection covered the California portion of FRA's region 7. This inspection focuses on the FRA's track safety standards over crude oil and energy routes throughout the state. The inspection is conducted by high-railing, as well as walking and inspecting various types of switches. Over the state wide two week inspection over 4,000 miles of track was covered resulting in 935 defects and 4 violations being recommended. Track violations are usually handled by the railroad placing slow orders on that section of rail until repair can be coordinated.

Two (2) crude oil unit trains entered California in February 2018 with none of them containing Bakken crude oil.

###