

Safety and Enforcement Division



Monthly Performance Report

February 2019

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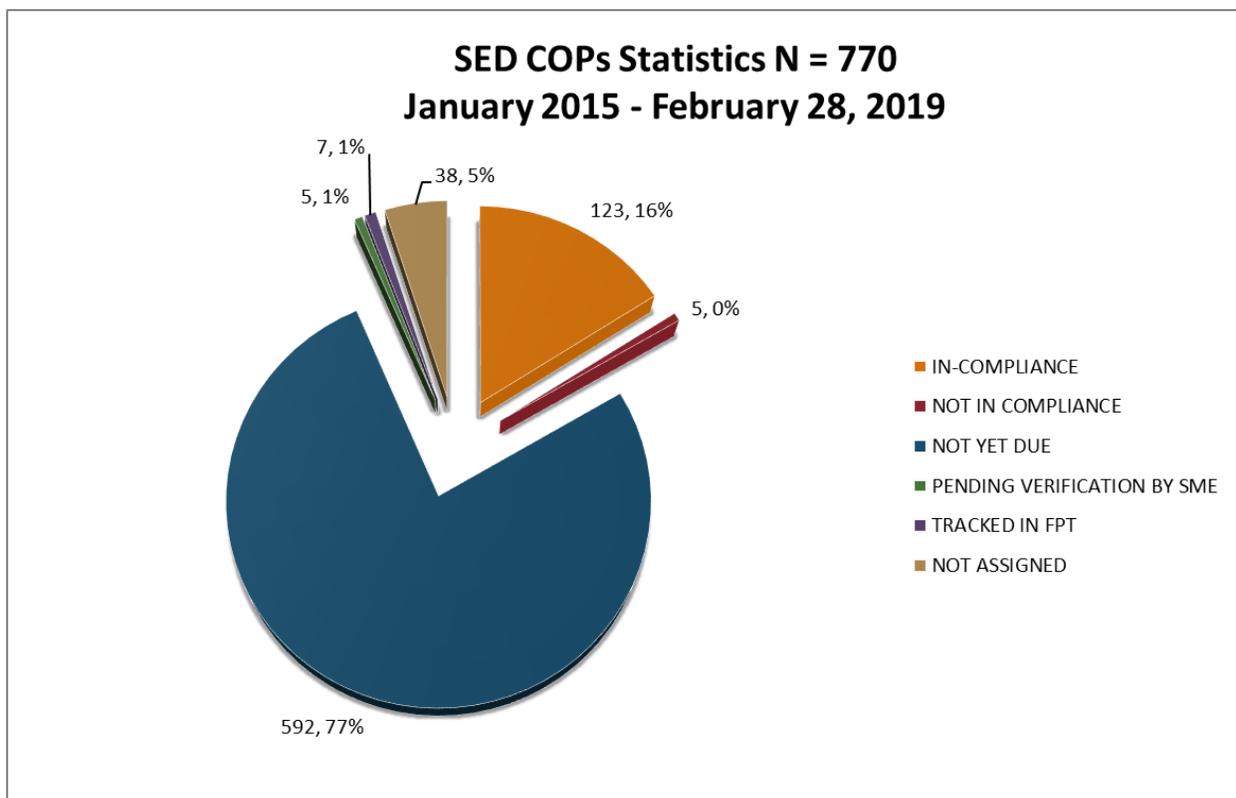
This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through February 28, 2019, SED shows 770 total entries in the COPS system; with 123 reaching compliance (16%), 592 (77%) not yet due for compliance, and 5 (1%) currently remaining out of compliance. 5 (1%) are pending verification. 731 (95%) of all Ordering Paragraphs are assigned to members of staff.

During February 2019, there was 22 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

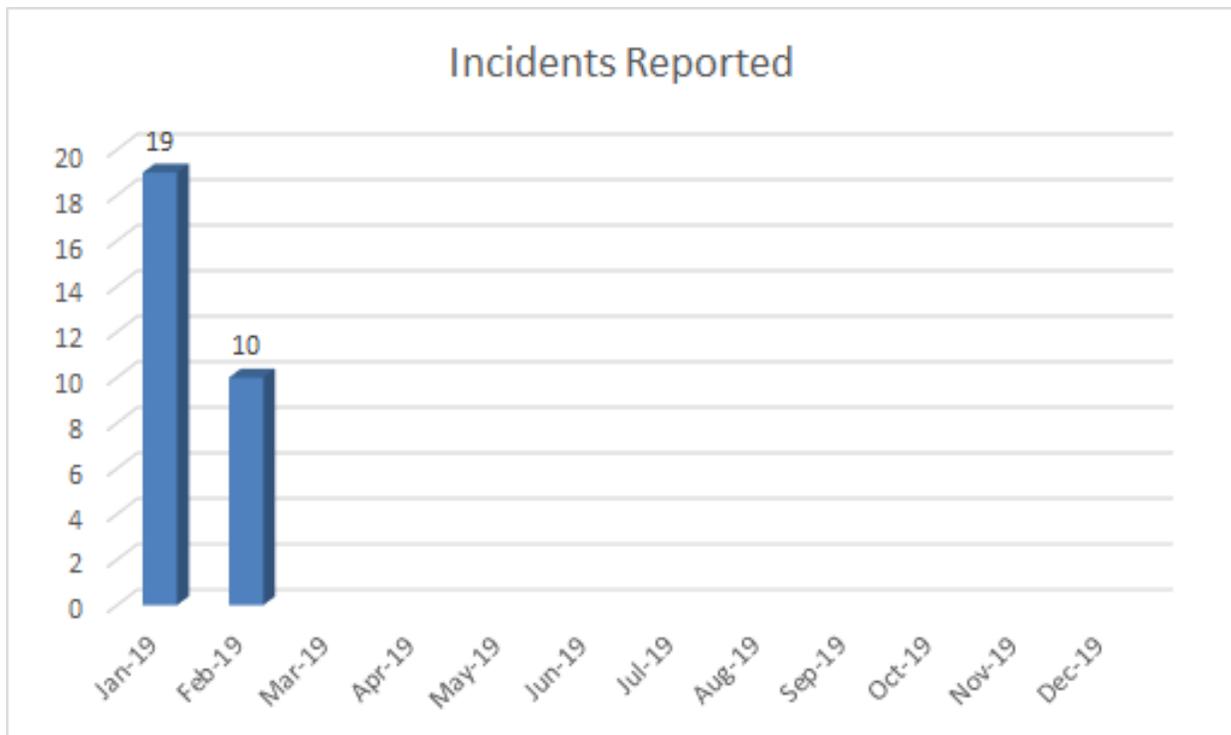
Citation Number	Utility	Amount	Violations	Date Cited	Appealed	Status
D.16-09-055 G.19-02-001	SoCalGas	\$ 3,300,000	192.13 (c), PU Code 451 & 702	2/1/2019		Active
Total Cited 2019		\$ 3,300,000				

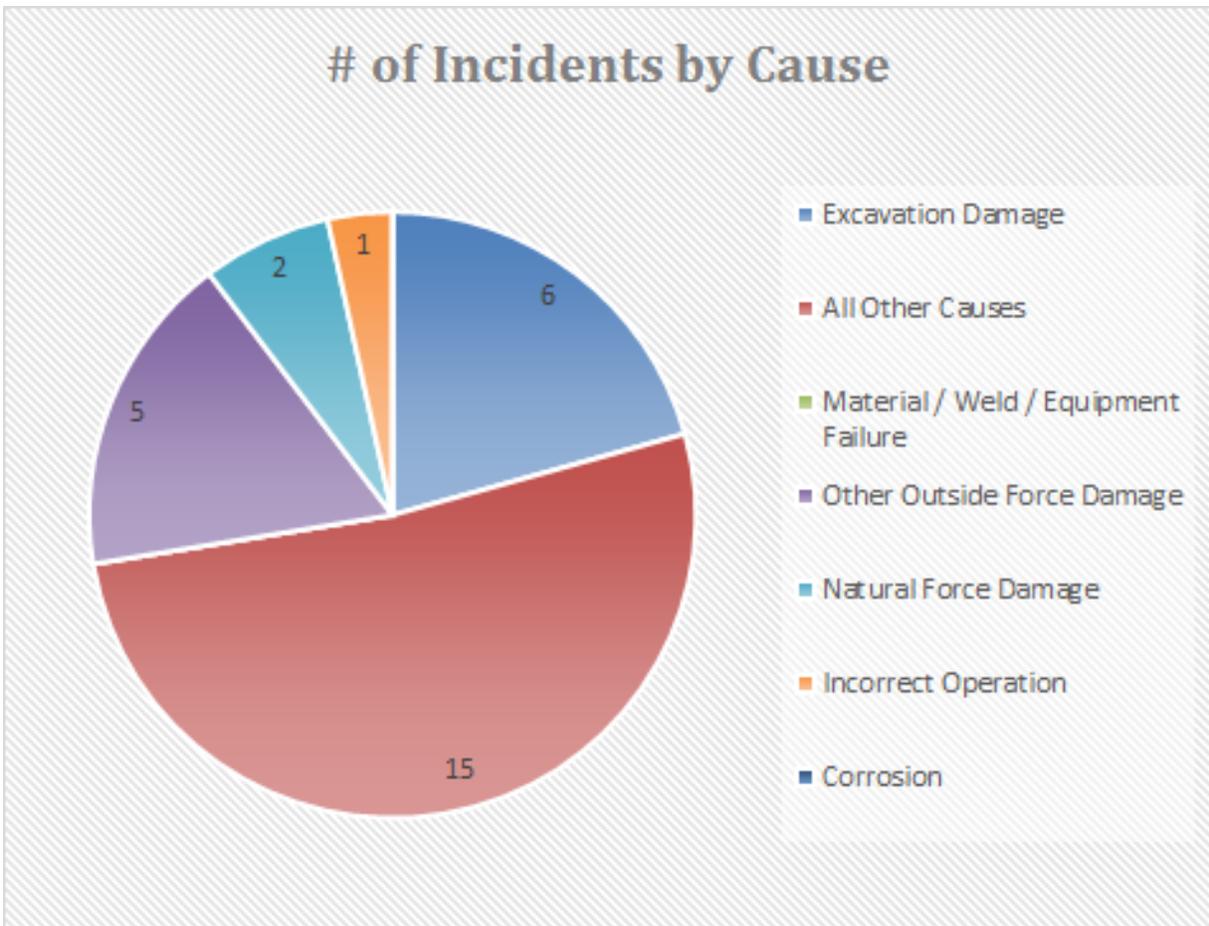
INSPECTIONS

	2018	2019
Conducted	41	6
Final Report Completed	32	0

Incident Investigations

As of February 28, 2019, GSRB Staff received 29 incidents year to date.





The CY 2019 incidents¹ are categorized as follows:

	Level 1	Level 2	Level 3	Level 4	TOTAL
Open	9	17	1	2	29
Closed	0	0	0	0	0
TOTAL	9	17	1	2	29

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 none self-identified violations reported in January.

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 and noticed a workshop for 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 February 2019, Electric Safety and Reliability Branch:

- Received six electric facilities incident reports and closed eight previously reported electric facilities incident investigations;
- Investigated 20 customer safety and reliability complaints;
- Issued seven Notice of Violation letters/audit reports.
- Performed one substation audit.
- Monitored 12 planned outages and three forced outages reported by natural gas and renewable energy power plants.

Electric Facilities and Generation Incident Investigations as of February 28, 2019

ESRB		Level 1	Level 2	Level 3	Level 4	Total ²
Total open incidents	Electric Facilities	3	5	44	54	106
	Generation	0	0	1	2	3
Total incidents reported in 2019	Electric Facilities	0	2	9	2	13
	Generation	0	0	0	0	0
Total incidents closed in 2019	Electric Facilities	0	5	4	10	19
	Generation	0	0	0	0	0
Total open 2019 incidents	Electric Facilities	0	2	9	2	13
	Generation	0	0	0	1	1
Incidents reported in February 2019	Electric Facilities	0	2	3	1	6
	Generation	0	0	0	0	0
Incidents closed in February 2019	Electric Facilities	0	2	2	4	8
	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. A pre-hearing conference was also held to address numerous motions for evidentiary hearings and other procedural matters. SED completed its review of utility WMPs in mid-March submitting the summaries to the respective ALJs, which will facilitate drafting their proposed decisions. 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 February 19, 2019](#), a pre-hearing conference was held in Sacramento. President Picker gave opening remarks and the topics of party status, intervenor compensation, proceeding categorization, Ex Parte communications, scope, hearing and schedule were covered. A scoping memo will be issued next. 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. A workshop will be held on March 20 and 21, 2019, to discuss the annual reports and other topics. SED and the Energy Division will continue to convene Technical Working Group meetings to refine the Annual Report Template and Data Gathering. 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 will issue a workshop report on February 28, 2019. On February 25, 2019, parties filed reply comments to ALJ Mason's January 31, 2019 ruling. The joint parties have issued a workshop report on February 28, 2019. 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 discovered 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 February 5, 2019, the ALJ conducted a Law and Motion Hearing and granted SED authority to conduct a deposition to PG&E’s witness in order to provide supportive evidence to include PG&E’s locate and mark practices for electric facilities. The deposition will be conducted on March 6, 2019. PG&E is expected to file a show cause report by March 14, 2019 and a prehearing conference is scheduled for 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 addresses physical security for electric supply systems, and Phase II addresses disaster and emergency preparedness plans for electrical corporations and regulated water companies. Phase I: On January 10, 2019, the Commissioners approved a Phase I decision. The Decision incorporated SED’s recommendation that SED only review the security plans as to determine compliance with regulatory requirements rather than “validate” the plans as recommended in the Proposed Decision. The Decision also incorporated SED’s recommendation to adopt the Reading Room approach on only an interim basis awaiting the outcome of R.14-11-001. Phase II: A workshop report was issued on February 27, 2019 for the workshop held in September 2018. Comments on the workshop report are due on March 15, 2019. 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 cross arm and a resulting overhead conductor clearance problem. The incident caused injury to 3 individuals. On February 12, 2018, SED issued a \$300,000 citation to SCE for violations related to the incident. SCE appealed the citation on March 14, 2018. On August 14, 2018, SED filed a motion to hold hearings in abeyance in order to allow staff to investigate additional violations of GO 95 related to the incident. The ALJ granted SED's motion in part. 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 expected to conclude in March 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.

UTILITY RISK ASSESSMENT AND SAFETY ADVISORY

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):** A proposed decision 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. Another proposed decision 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 will be considered at the April 25, 2019 Commission meeting. These two decisions will close the first S-MAP proceeding.
- **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) (Commissioner Rechtschaffen/ALJ Kelly):** Decision 19-01-018 in Phase 1 was passed at the January 10, 2019 Commission Meeting. Comments on the PD were filed by several utilities and other parties, and some elements of the final decision may reflect changes to the initial Staff recommendations. A draft workshop report (based on the September 28 workshop in San Diego) for Phase 2 of the proceeding has been sent out for comment February 21, 2019. Parties shall review the Workshop report and file and serve any comments or corrections by March 15, 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):** This proceeding will determine policies for increasing participation in a mobile home metering conversion program currently conducted as a pilot. The programmatic goal is to convert master meter arrangements to direct service by utilities (for both gas and electricity) to improve safety and service. SED URAB led Workshops in November 2018 and March 2019 to facilitate discussion of Scoping Memo topics, including the new topic of Electrification. URAB coordinated a Technical Working Group effort to develop a new Annual Report template, which was used in the February 1st report filings by the utilities. 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

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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 – 2/28/2019

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
Total 2018	0	2	2	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	0	0	0	0	0
February	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
YTD	4

OFFICE OF RAIL SAFETY

RAILROAD SAFETY – ROSB

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

Railroad Operations Safety Branch	Feb-19	YTD 2019
New Incidents Investigated	6	13
Informal Complaints Investigated	6	8
Safety Assessments/Reviews	10	28
Compliance Actions	874	2164
Major Inspections Completed	4	7
Operation Lifesaver Presentations	2	2

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

February 4, 2019: On January 22, 2019 a CPUC railroad safety inspector performed a follow up inspection of general order report 2018110008 dated November 8, 2018 on BNSF Harbor Subdivision in Torrance, CA. The CPUC inspector visited Torrance Blvd and Carson St grade crossings. In the report dated 11/08/18, the crossings were found defective due to the surface of the crossing not being maintained to be at an even plane with the highway, as constructed. Per CPUC GO 72B.

Prior to both crossings being repaired they were in poor condition. The surface of the crossings, as well as the underlying track was in a condition that was not only a safety hazard to highway traffic but also to trains.

The crossing panels, track panels, and subgrade were completely removed and replaced. While the subgrade was out, new drainage and signal conduit were installed. Following the installation of the new subgrade, new wood crossties, Pandrol plates with lag screws and rail were installed. Finally, the new concrete crossing panels, along with asphalt were installed to complete the job.

February 20, 2019: A CPUC Railroad Safety Inspector, accompanied by an FRA inspector and Union Pacific (UP) signal employees, conducted a General Order 118 A walkway inspection on the UP Oakland subdivision through the City of Fremont. The purpose of the inspection was to evaluate compliance with the State General Orders.

While inspecting at Control Point FO30, Niles Junction, exposed track wires were found lying in the walkway. This condition poses tripping hazards to railroad employees that routinely conduct work in this area. As a result, GO Inspection 2019020030 was created. The defective condition was brought to the attention of the railroad management which addressed the issue promptly and had the defect remediated by close of business the next day.

February 21, 2019 while inspecting Tracy Blvd. in the city of Tracy, on the UP Oakland subdivision, track wires lying in the walkway, not in compliance with GO 118 A, were found exposed. GO Inspection 2019020031 was generated as a result. Railroad management was on site and corrected the defect before the end of the day.

February 21, 2019: CPUC Hazmat Inspector performed a general order compliance inspection at UP West Colton Classification Yard in Bloomington.

While performing a regular inspection of walkways between track 120 and track 110 in the West Colton Classification Yard, a non-compliant condition was identified. The south walkway in track 120 and the north walkway in track 110 were noted with a railroad tie and multiple 4x4 pieces of wood fouling them. This created a severe tripping hazard for employees working in the area.

After discovery of defective condition, UP management was notified and asked to place a footing order out for the walkways in addition to a plan for remediation along with timeframe

on completion. UP management informed me that they would have the condition remediated that day and would notify me via email upon completion. The debris was removed from the track and no further regulatory action is needed at this time.

February 26, 2019: CPUC and FRA railroad safety inspectors participated in a multidiscipline audit on the North County Transit District in Oceanside. The purpose of this audit was to focus on operational and record keeping practices pertaining to FRA 234 and 236 regulations.

The purpose of the 234 and 236 regulations are 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 consider the harsh environment in which the installation is required to function.

During the first part of the audit CPUC and FRA inspectors reviewed inspection and test records for routine inspections, out of schedule inspections, and trouble call reports. These three different types of records are cross-referenced to determine if the railroad is performing and recording FRA required tests and inspections.

A trouble-call is a documented report of malfunctioning equipment. When a maintainer receives a trouble-call he/she is expected to respond to the location of the malfunction, determine the cause of the malfunction, take appropriate steps to remedy the issue, and submit an out of schedule inspection report with actions taken to return the equipment to operational status.

When reviewing a specific trouble-call report the out of schedule inspection actions taken to return the equipment to operational status did not match what was documented on the trouble call report. The trouble-call report states that the maintainer performed repairs to the

equipment to return it to operational status, but the out of schedule inspection record showed no repairs made to the equipment.

North County Transit District received a defect for 49 CFR 234.273.A3 "Record of the results of inspection and test does not show name of railroad, DOT inventory, Place and Date, equipment tested, results of test, repairs, replacements, adjustments made, and condition in which apparatus was left."

February 26, 2019: Two CPUC railroad safety investigators, one specializing in hazardous materials and one specializing in operating practices conducted a routine inspection of the SERA Armfield Yard in Woodland. The purpose of the inspection was to verify compliance with Federal and State regulations.

During this inspection, the CPUC railroad safety investigators discovered numerous tripping hazards in the walkways. Several of these objects were palm tree branches which were blown into the walkways by high winds during recent storm conditions. There was other debris such as large rocks and pieces of railroad ties presenting hazardous conditions for railroad employees working in this area. Railroad employees often work between rails of moving equipment during switching operations. A trip, stumble or fall on branches or debris while walking alongside or between tracks with standing equipment can cause injury. If the same slip, trip or fall happens alongside moving equipment, these same employees are subjected to the even more severe danger of falling against or between this moving equipment which could result in the loss of a limb or their life. **State General Order 118-A requires that railroads provide walkways with reasonable regular surfaces adjacent to tracks where employees are regularly on the ground to perform their normal trackside duties.** The two CPUC railroad safety Investigators immediately reported the State General Order defects to SERA Management in charge of the Armfield Yard. Maintenance workers were promptly notified and removed the tripping hazards. Safe walkway conditions were restored.

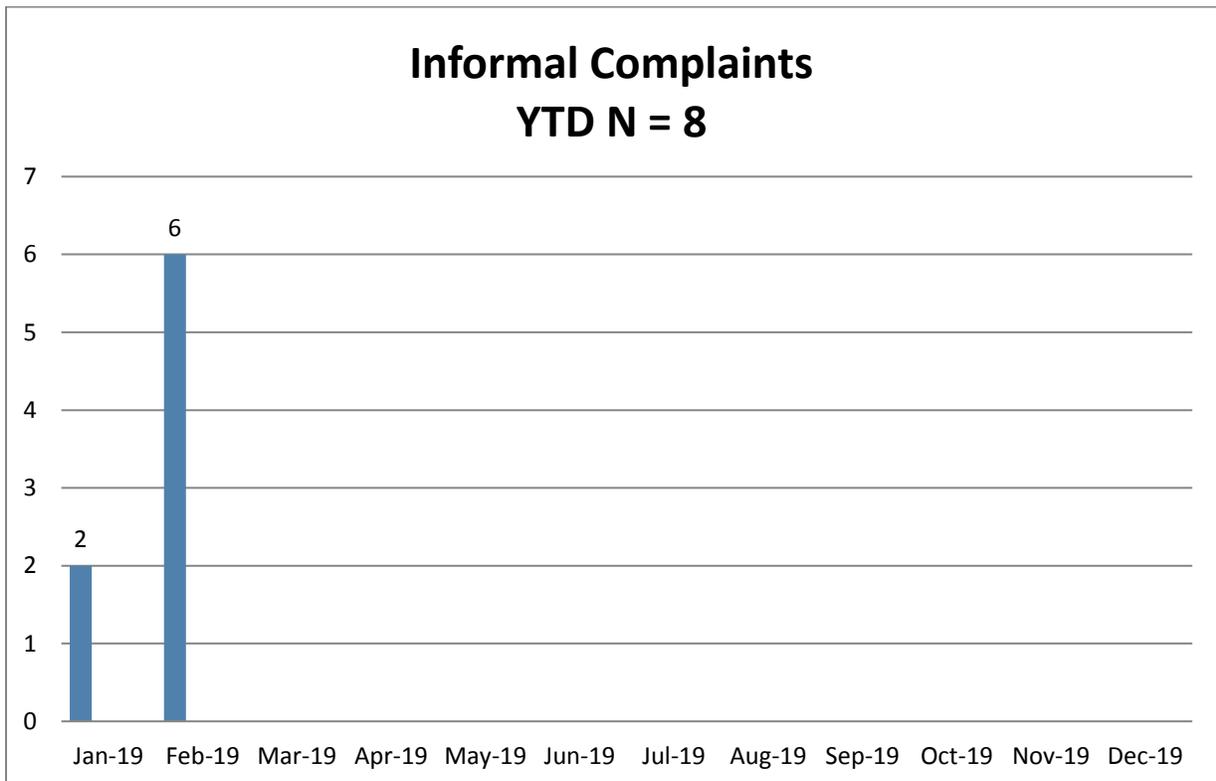
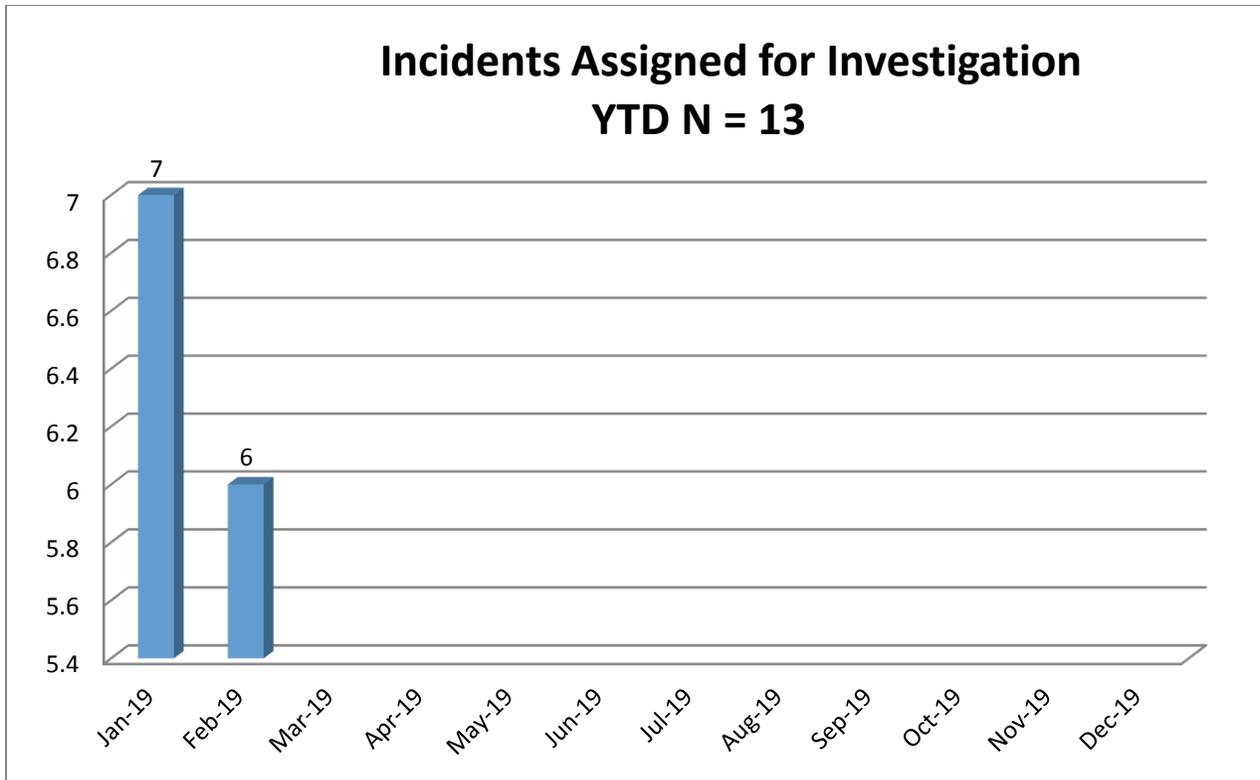
The two CPUC railroad safety investigators also inspected tank cars with hazardous materials residue which were present in the Armfield Yard. Several of these tank cars were either missing or had damaged placards which are used to identify the type of hazardous commodity

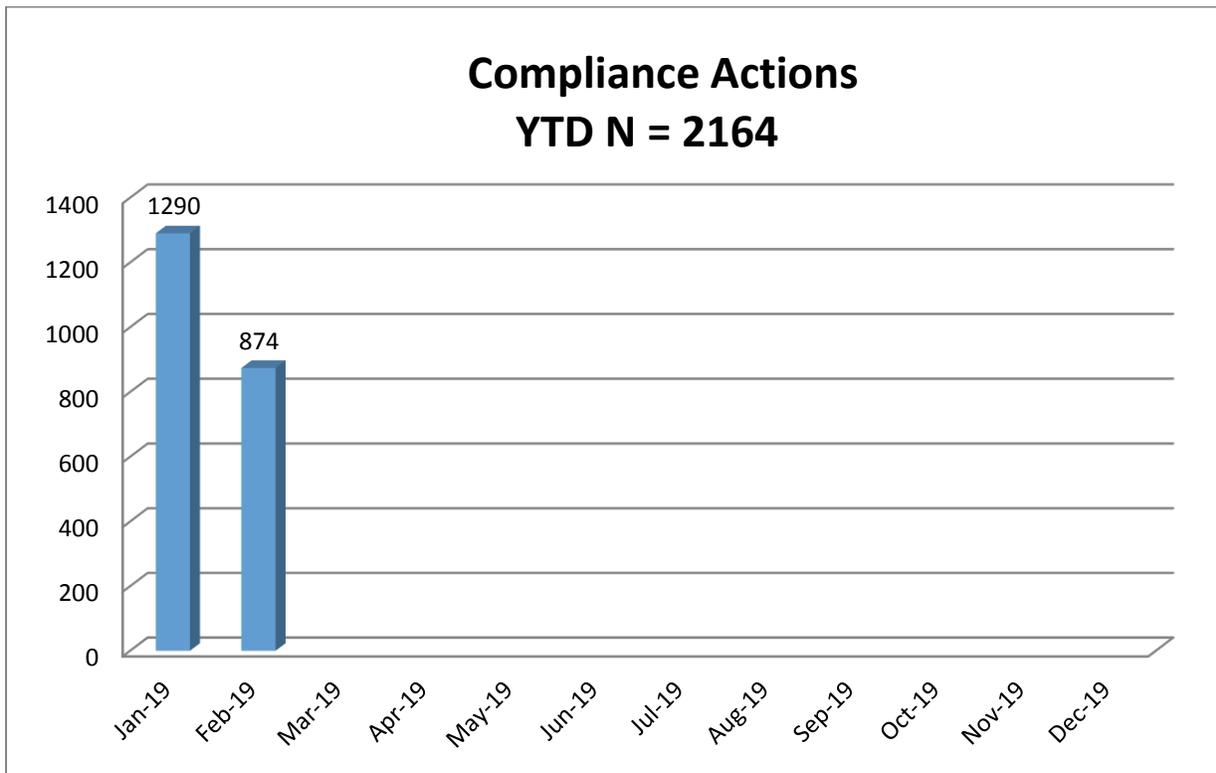
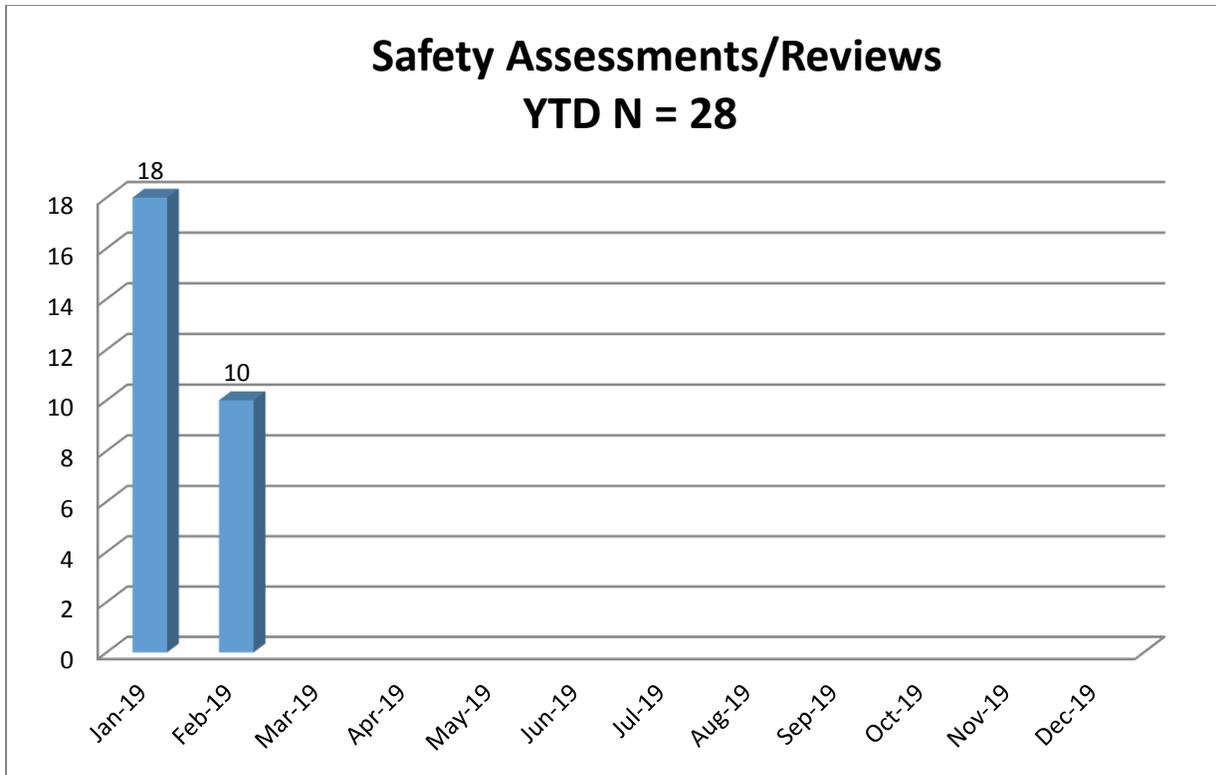
which is contained in these cars. Identification of hazardous contents is essential for proper placement in trains so that they can be transported safely to their destination. Proper placarding is also essential in case of a derailment. It is critical that first responders to a derailment involving hazardous materials can identify the contents of these cars (which could be leaking) to appropriately mitigate damages including evacuations if necessary and proper techniques to control and extinguish fires which may erupt or to contain escaping materials. These placards are essential to the safe transportation of hazardous materials and the safety and protection of the public as well as first responders. All missing and damaged placards were reported to the SERA Trainmaster. All defects were remediated.

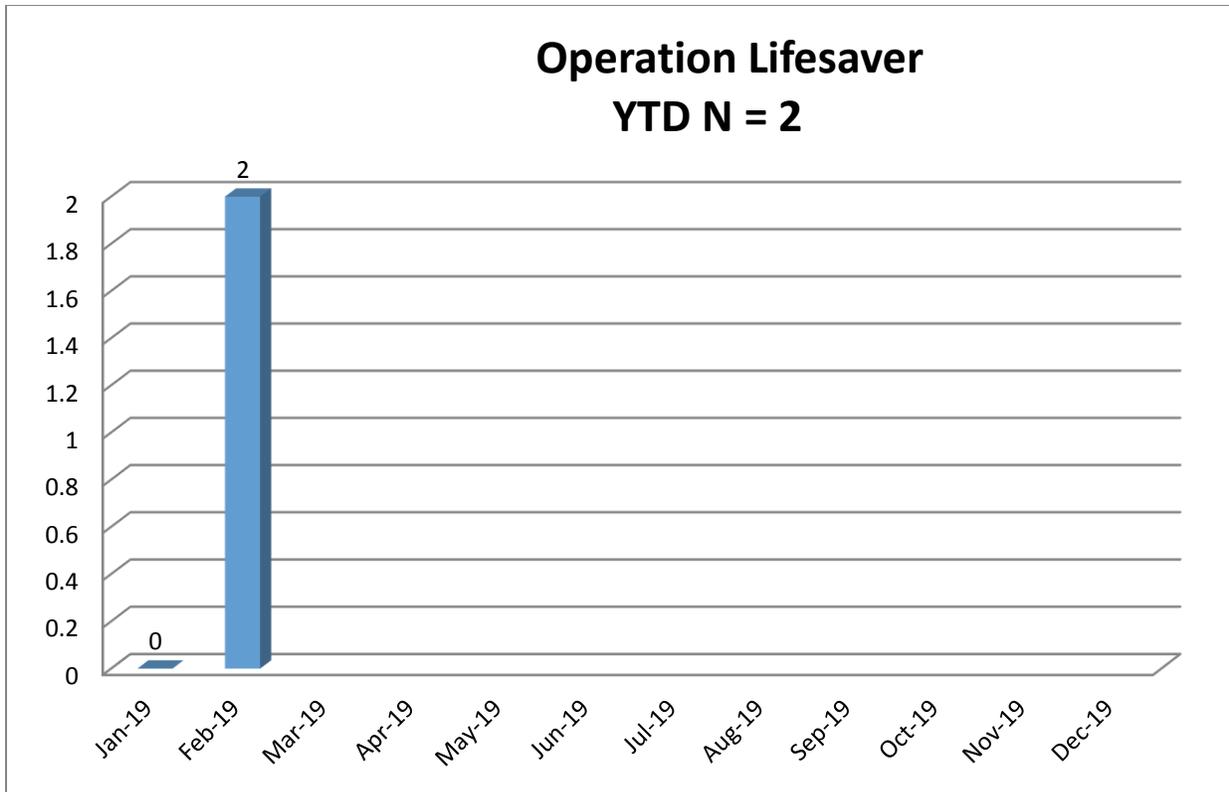
Following is the Federal regulation regarding hazardous material placarding:

49 CFR 172.508 Placarding and affixing placards: Rail

- (a) Each person offering a hazardous material for transportation by rail shall affix to the rail car containing the material, the placards specified by this subpart.....(b) No rail carrier may accept a rail car containing a hazardous material for transportation unless the placards for the hazardous material are affixed thereto as required by this subpart.







OFFICE OF RAIL SAFETY

RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

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

	February New	New YTD	February Closed	Closed YTD
Crossing Incident Reviews	15	47	9	32
Safety Assessments/Quiet Zones/Reviews	19	69	19	69
Proceedings, Resolutions and G.O. 88-B Reviews	7	25	25	49
Operation LifeSaver Presentations	0	6	0	6

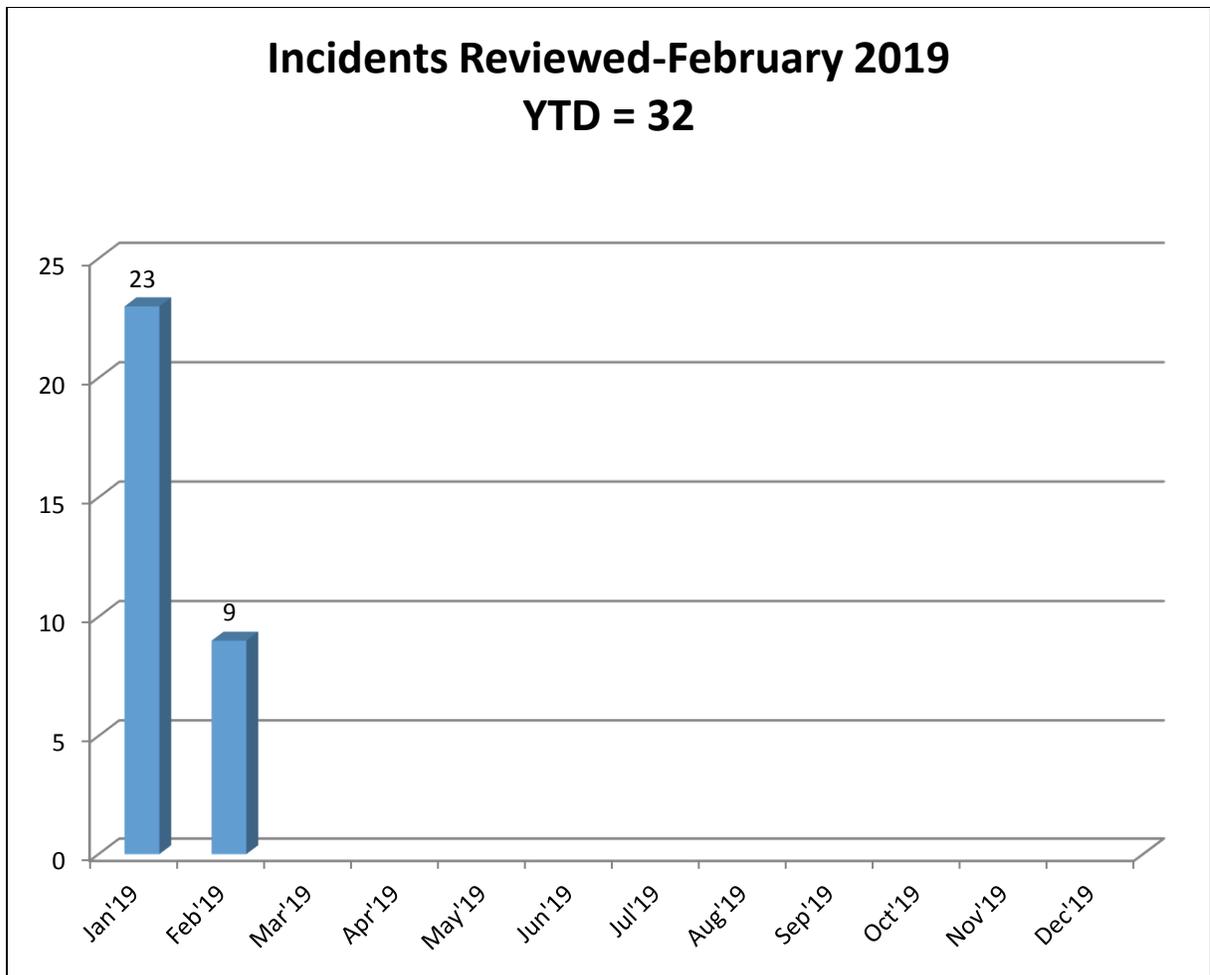
RAIL CROSSING INCIDENT INVESTIGATIONS

In February 2019, the Rail Crossings and Engineering Branch (RCEB) assigned 13 new incidents at highway-rail crossings, one incident at a highway-LRT crossing, and one incident at a station. These 15 collisions resulted in five fatalities and four injuries. RCEB completed eight crossing

incident reviews at highway-rail crossings, and one incident along the rail right of way. These 9 collisions resulted in four fatalities and two injuries.

- **INCR 2018060013-INCX218060019** – On June 2, 2018 at approximately 22:58 hours, a northbound CalTrain train struck a pedestrian at the Redwood City Station pedestrian grade crossing, resulting in a fatality, in Redwood City, San Mateo County. The review found that the pedestrian circumvented warning devices and intentional ran in front of the oncoming train. The Coroner’s determination is pending.
- **INCR20180070041-INCX2018070011** - On July 5, 2018 at approximately 17:06 hours, a CalTrain train struck a pedestrian at the Brewster Avenue grade crossing, resulting in a fatality, in Redwood City, San Mateo County. The review found the pedestrian went around the activated gate arm and stepped in front of the approaching train. The Coroner determination is unknown. The ROSB review classified the incident as a suicide.
- **INCR2018080016-INCX2018080004** - On August 3, 2018, at 1820 hours, a northbound CalTrain train struck an occupied vehicle at the Churchill Avenue grade crossing in Palo Alto, Santa Clara County. The review found that the westbound vehicle was fouling the tracks as the train approached the crossing. The vehicle occupants did not exit the vehicle until after the collision. The initial report did not indicate any injuries. Insufficient information is known about the chain of events that led to the collision.
- **INCR2018080074-INCX2018080016** - On August 24, 2018, at 1835 hours, a CalTrain train struck a pedestrian at the Morrell Avenue at-grade pedestrian crossing in Burlingame, San Mateo County, resulting in a fatality. The review found that the pedestrian entered the trackway as the train approached and laid down in the path of train. The Coroner determination is unknown.
- **INCR2018090036-INCX2018090006** – On September 9, 2018, at 1551 hours, an Amtrak passenger train collided with a pickup truck and trailer at the Chelsey Avenue grade crossing in Richmond, Contra Costa County. The review found that the passenger train collided with a boat towed by the pickup truck. The truck driver drove away and abandoned the boat and trailer. Insufficient information is known about the chain of events that led to the collision.

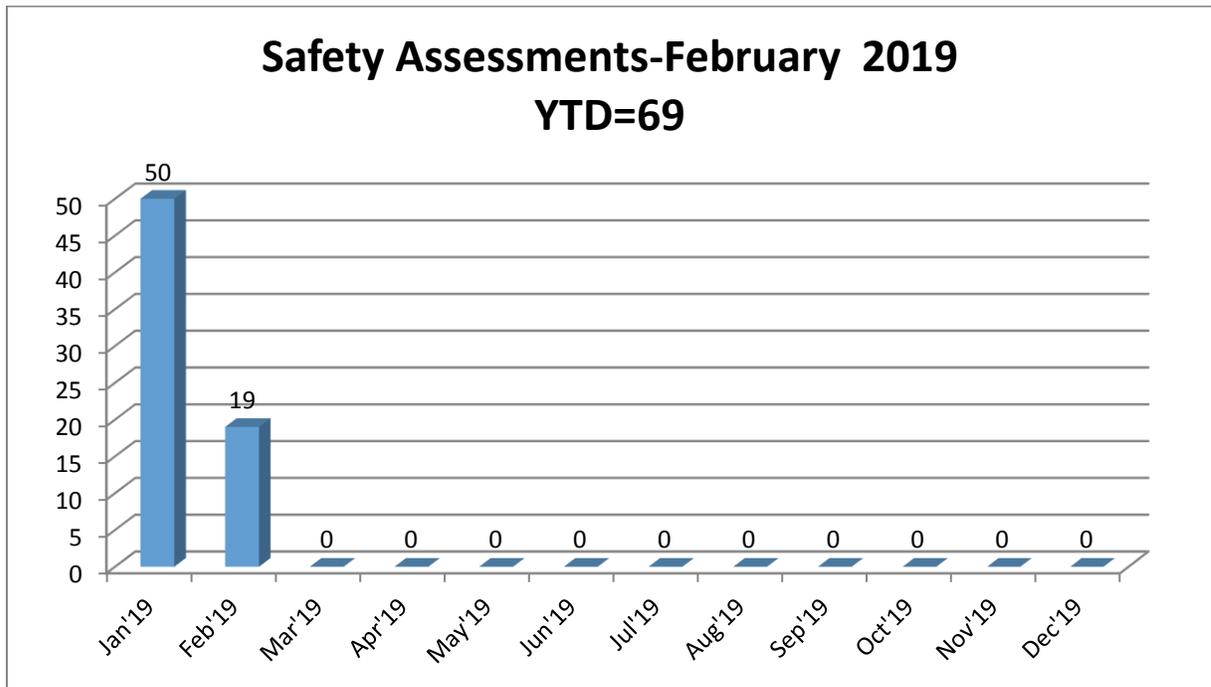
- **INCR2018090038-INCX2018090007** – On August 31, 2018, at 09:03 hours, a northbound Altamont Commuter Express (ACEX) train struck a pedestrian on the right of way, resulting in a fatality, in San Jose, Santa Clara County. The review confirmed that the incident did not occur at a highway-rail crossing.
- **INCR20180090074-INCX2018090020** – On September 21, 2018, at 2235 hours, an Amtrak passenger train collided with an unoccupied vehicle at the Parr Boulevard grade crossing in Unincorporated Contra Costa County. The incident initial report states that the incident location was at the Market Avenue grade crossing. The review found that based on the FRA report, the correct incident location is at the Parr Boulevard crossing. RCEB does not have enough information to determine the circumstances of this incident.
- **INCR2018100019-INCX2018100006** – On October 3, 2018 at 16:50 hours, a westbound AMTRAK train struck a trespasser, resulting in a fatality, Knightsen, Contra Costa County. The review found that the incident location was along the rail right of way and not at a highway-rail crossing.
- **INCR2018120046-INCX2019010007** –On December 18, 2018 at 04:45 hours, an unknown train struck a vehicle at the Main Street grade crossing, with no injuries, in Stockton, San Joaquin County. The review found that the vehicle was previously damaged and dumped on the tracks. The incident was not a collision with on-track equipment.
- **INCR2017010043-INCX2019020003** – On January 12, 2017 at 19:40 hours, an AMTRAK train struck two trespassers, resulting in injuries, in Oakland, Alameda County. RCEB recently became aware of the incident and added the collision to the database to establish a record. RCEB did not complete a review because the Office of Emergency Services initially reported the incident as not occurring at a crossing. The ROSB review found that the incident location was at the Clay Street crossing in Oakland. The incident did involve a second train.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In February 2019, RCEB completed 19 rail-crossing safety assessments involving: communications, field inspections, and diagnostic reviews with railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices. On February 13-14, 2019 a staff member completed a traffic signal design course with focus on multiple transportation modes. Staff also continued to work with Caltrans on the dynamic envelope marking experimental proposal.

- Experimental Project Dynamic Envelope Marking** - ROSB and RCEB continue working with Caltrans, BNSF, City of Escalon and the Federal Highway Administration in the implementation of an experimental project. On February 28, 2019, Caltrans and CPUC sent a revised proposal and responded to FHWA’s concerns.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In February 2019, RCEB staff assigned seven new General Order 88-B applications for changes to existing crossings. This month, RCEB closed two ALJ proceedings, a Resolution, and 22 General Order 88-B applications for a total of 25 assignments.

- **PROC A1801009** – On February 21, 2019, the Commission granted authority to the Metro Gold Line Foothill Extension Construction Authority for the construction of two light rail tracks and one freight track at six highway crossings in the City of Glendora, Los Angeles County. The six crossings are at Barranca Avenue, Foothill Blvd & Grand Avenue, Vermont Avenue, Glendora Avenue, Pasadena Avenue, and Loraine Avenue. The improvements may include grade separation for light-rail tracks, pedestrian crossing safety equipment for freight crossings and/or traffic signals. The authorization expires on February 21, 2024.
- **PROC A1802011** – On February 21, 2019, On February 21, 2019, the Commission granted authority to the Metro Gold Line Foothill Extension Construction Authority for the construction of two light rail tracks and one freight track at three highway crossings in the City of La Verne, Los Angeles County. The three crossings are at Wheeler Avenue, A Street

and D Street. The improvements include new tracks, and pedestrian crossing safety equipment. The authorization expires on February 21, 2024.

- **RESL SX-130** – On February 21, 2019, the Executive director approved Resolution SX-130 that authorized the Automatic Grade Crossing Warning Device Maintenance Fund Program for calendar year 2018. The resolution concludes an annual review of the cost of maintaining the various automatic warning devices and approves those costs for the claims by cities and counties for 2018.
- **GO 88B - XREQ 2018120015** - On February 7, 2019, staff authorized a request by the City of Redlands to alter the Eureka Street At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-65.36 and DOT Crossing No. 027240K in the City of Redlands, San Bernardino County. The improvements include installation of new track, new vehicular and pedestrian gates (with channelization), new signal house, modification of existing medians, reconstruct curb and gutter, repave Eureka Street, and maintenance/installation of MUTCD compliant signage and railroad markings. The authorization expires on February 7, 2022.
- **GO 88B – XREQ 2018120016** - On February 7, 2019, staff authorized a request by the City of Redlands to alter the Orange Street At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-65.57 and DOT Crossing No. 027242Y in the City of Redlands, San Bernardino County. The improvements include installation of new track, new vehicular and pedestrian gates (with channelization), new signal house, a pre-signal for West Stuart Avenue, modification of existing medians, reconstruct curb and gutter, repave Orange Street, and maintenance/installation of MUTCD compliant signage and railroad markings. The authorization expires on February 7, 2022.
- **GO 88B - XREQ 2018120017** – On February 7, 2019, staff authorized a request by the City of San Bernardino to alter the Tippecanoe Avenue At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-60.91 and DOT Crossing No. 027226P in the City of San Bernardino, San Bernardino County. The improvements include installation of new track and concrete panels, new vehicular and pedestrian gates (with channelization), new signal house, roadway lighting, modification of existing medians, reconstruct curb and gutter,

maintain/remove vegetation, and maintenance/installation of MUTCD compliant signage and railroad markings. The authorization expires on February 7, 2022.

- **GO 88B - XREQ 2018120019** - On February 7, 2019, staff authorized a request by the City of Redlands to alter the Tennessee Street At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-64.55 and DOT Crossing No. 027235N in the City of Redlands, San Bernardino County. The improvements include installation of new track, new vehicular and pedestrian gates (with channelization), new signal house, new medians, install pre-signal for southbound traffic, add preemption, reconstruct curb and gutter, repave Tennessee Street, and maintenance/installation of MUTCD compliant signage and railroad markings. The authorization expires on February 7, 2022.
- **GO 88B – XREQ 2018120020** – On February 7, 2019, staff authorized a request by the City of Redlands to alter the University Street At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-66.48 and DOT Crossing No. 027250R in the City of Redlands, San Bernardino County. The improvements include installation of new track, new vehicular and pedestrian gates (with channelization), exit gates, new signal house, new medians, modify Park Avenue northeast quadrant, add preemption, reconstruct curb and gutter, repave University Street, and maintenance/installation of MUTCD compliant signage and railroad markings. The authorization expires on February 7, 2022.
- **GO 88B – XREQ 2019010001** – On February 5, 2019, staff authorized a request by the San Francisco Municipal Transportation Agency to alter the Taraval Street and 17th Avenue At-Grade Highway-Light Rail Crossing, CPUC Crossing No. 125L-12.54, in the City of San Francisco, County of San Francisco. The improvements include installation of vehicle and pedestrian traffic signals, new boarding islands, new pavement and striping on all approaches, ADA compliant curb ramps, and installation of MUTCD compliant signage and railroad markings. The authorization expires on February 5, 2022.
- **GO 88B – XREQ 2019010002** - On February 5, 2019, staff authorized a request by the San Francisco Municipal Transportation Agency to alter the Taraval Street and 18th Avenue At-Grade Highway-Light Rail Crossing, CPUC Crossing No. 125L-12.59, in the City of San Francisco, County of San Francisco. The improvements include installation of vehicle and

pedestrian traffic signals, new pavement and striping on all approaches, ADA compliant detectable warning surfaces, and installation of MUTCD compliant signage and railroad markings. The authorization expires on February 5, 2022.

- **GO 88B – XREQ 2019010003** - On February 7, 2019, staff authorized a request by the San Francisco Municipal Transportation Agency to alter the Taraval Street and 22nd Avenue At-Grade Highway-Light Rail Crossing, CPUC Crossing No. 125L-12.83, in the City of San Francisco, County of San Francisco. The improvements include installation of vehicle and pedestrian traffic signals, replacing and extending boarding islands, bulb out curb ramps, new pavement and striping on all approaches, ADA compliant detectable warning surfaces, and installation of MUTCD compliant signage and railroad markings. The authorization expires on February 7, 2022.
- **GO 88B – XREQ 2019010004** - On February 7, 2019, staff authorized a request by the San Francisco Municipal Transportation Agency to alter the Taraval Street and 24th Avenue At-Grade Highway-Light Rail Crossing, CPUC Crossing No. 125L-12.95, in the City of San Francisco, County of San Francisco. The improvements include installation of vehicle and pedestrian traffic signals, bulb out curb ramps, new pavement and striping on all approaches, ADA compliant detectable warning surfaces, and installation of MUTCD compliant signage and railroad markings. The authorization expires on February 7, 2022.
- **GO 88B – XREQ 2019010005** - On February 7, 2019, staff authorized a request by the San Francisco Municipal Transportation Agency to alter the Taraval Street and 28th Avenue At-Grade Highway-Light Rail Crossing, CPUC Crossing No. 125L-13.18, in the City of San Francisco, County of San Francisco. The improvements include installation of vehicle and pedestrian traffic signals, new pavement and striping on all approaches, ADA compliant detectable warning surfaces, and installation of MUTCD compliant signage and railroad markings. The authorization expires on February 7, 2022.
- **GO 88B – XREQ 2019010008, 10, 11, 12, 13, 14, 15** - On February 19, 2019, staff authorized a request by the City of Whittier to alter Seven At-Grade Highway-Rail Crossings at Mills Avenue, Colima Road, Cole Road, Scott Avenue, Santa Gertrudes Avenue, Leffingwell Avenue, and First Avenue in the City of Whittier, County of Los Angeles. The improvements

vary by crossing and may include installation of vehicle and pedestrian traffic signals, railroad preemption, raised medians, ADA compliant detectable warning surfaces, pedestrian access ramps, crosswalks, bike trail crosswalks, barricades, and installation of MUTCD compliant signage and railroad markings. The authorization expires on February 19, 2022.

- **GO 88B – XREQ 2019020001-** On February 25, 2019, staff authorized a request by the City of San Bernardino to alter the Central Street At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-59.11 and DOT Crossing No. 027218X in the City of San Bernardino, San Bernardino County. The improvements include installation of new track and concrete panels, raised medians, new vehicular and pedestrian gates (with channelization), new signal house, roadway lighting, reconstruct curb and gutter, repave Central Street, and MUTCD compliant signage and railroad markings. The authorization expires on February 25, 2022.
- **GO 88B – XREQ 2019020002-** On February 25, 2019, staff authorized a request by the City of San Bernardino to alter the Richardson Street At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-61.33 and DOT Crossing No. 027227W in the City of San Bernardino, San Bernardino County. The improvements include installation of new track and concrete panels, raised separators, new vehicular and pedestrian gates (with channelization), new signal house, roadway lighting, reconstruct curb and gutter, repave Richardson Street, and MUTCD compliant signage and railroad markings. The authorization expires on February 25, 2022.
- **GO 88B – XREQ 2019020003-** On February 26, 2019, staff authorized a request by the City of Redlands to alter the California Street At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-63.00 and DOT Crossing No. 027231L in the City of Redlands, San Bernardino County. The improvements include installation of new track, new vehicular and pedestrian gates, replace signal house, interconnection with I-10 traffic signals, modification of existing medians, pre-signal for northbound traffic, reconstruct curb and gutter, repave California Street, and MUTCD compliant signage and railroad markings. The authorization expires on February 26, 2022.

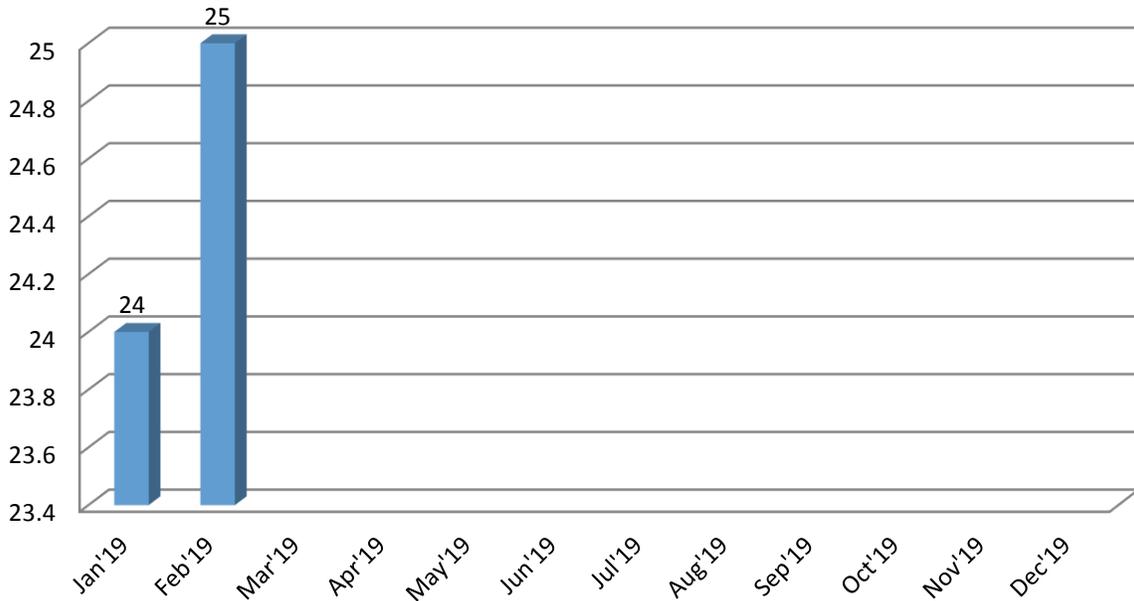
California Public Utilities Commission | Safety and Enforcement Division

- GO 88B – XREQ 2019020004-** On February 15, 2019, staff authorized a request by the San Francisco Municipal Transportation Agency to alter the Taraval Street Boarding Islands at-grade highway-light Rail Crossings (shown below), in the City of San Francisco, County of San Francisco. The improvements vary by crossing and may include ADA compliant boarding islands, new asphalt paving and lane striping, and installation of MUTCD compliant signage and railroad markings. The authorization expires on February 15, 2022.

<ul style="list-style-type: none"> • Crossing Location on Taraval Street 	<ul style="list-style-type: none"> • CPUC Crossing Number 	<ul style="list-style-type: none"> • XREQ No.
<ul style="list-style-type: none"> • 19th Avenue 	<ul style="list-style-type: none"> • 125L - 12.65 	<ul style="list-style-type: none"> • XREQ 2019010006
<ul style="list-style-type: none"> • 20th Avenue 	<ul style="list-style-type: none"> • 125L – 12.71 	<ul style="list-style-type: none"> • XREQ 2019020004
<ul style="list-style-type: none"> • 23rd Avenue 	<ul style="list-style-type: none"> • 125L - 12.89 	<ul style="list-style-type: none"> • XREQ 2019020005
<ul style="list-style-type: none"> • 26th Avenue 	<ul style="list-style-type: none"> • 125L - 13.06 	<ul style="list-style-type: none"> • XREQ 2019020006
<ul style="list-style-type: none"> • 30th Avenue 	<ul style="list-style-type: none"> • 125L - 13.30 	<ul style="list-style-type: none"> • XREQ 2019020007
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<ul style="list-style-type: none"> • 36th Avenue 	<ul style="list-style-type: none"> • 125L - 13.65 	<ul style="list-style-type: none"> • XREQ 2019020010
<ul style="list-style-type: none"> • Sunset Boulevard 	<ul style="list-style-type: none"> • 125L - 13.68 	<ul style="list-style-type: none"> • XREQ 2019020011
<ul style="list-style-type: none"> • 37th Avenue 	<ul style="list-style-type: none"> • 125L – 13.71 	<ul style="list-style-type: none"> • XREQ 2019020012
<ul style="list-style-type: none"> • 40th Avenue 	<ul style="list-style-type: none"> • 125L - 13.89 	<ul style="list-style-type: none"> • XREQ 2019020013
<ul style="list-style-type: none"> • 42nd Avenue 	<ul style="list-style-type: none"> • 125L - 14.00 	<ul style="list-style-type: none"> • XREQ 2019020014
<ul style="list-style-type: none"> • 44th Avenue 	<ul style="list-style-type: none"> • 125L - 14.12 	<ul style="list-style-type: none"> • XREQ 2019020015
<ul style="list-style-type: none"> • 46th Avenue 	<ul style="list-style-type: none"> • 125L - 14.24 	<ul style="list-style-type: none"> • XREQ 2019020016

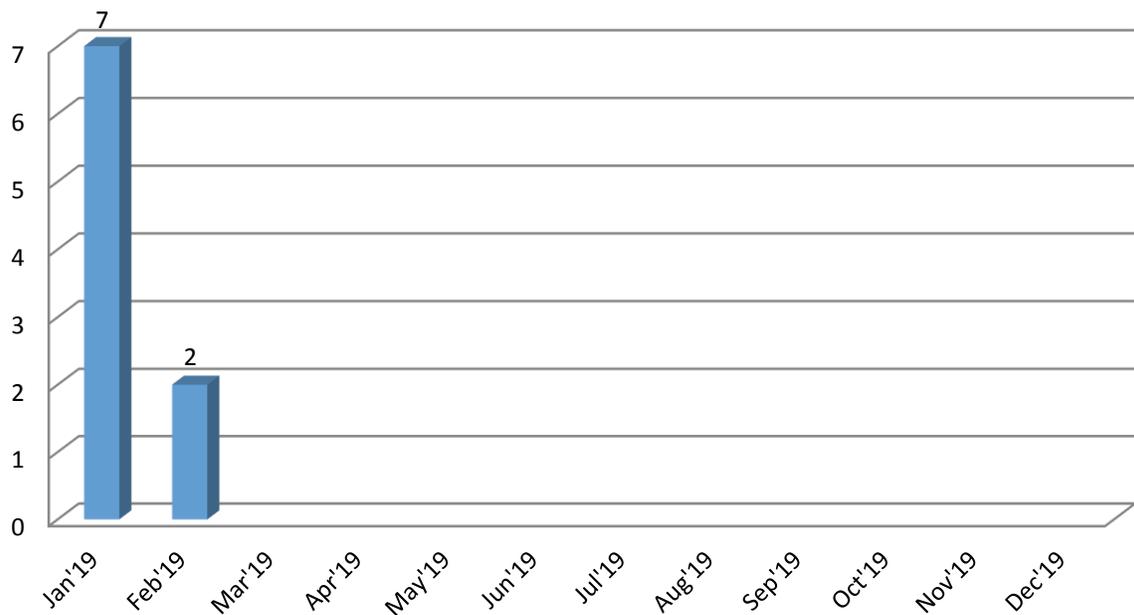
Proceedings, Resolutions, and G.O.88-B Applications Closed -February 2019

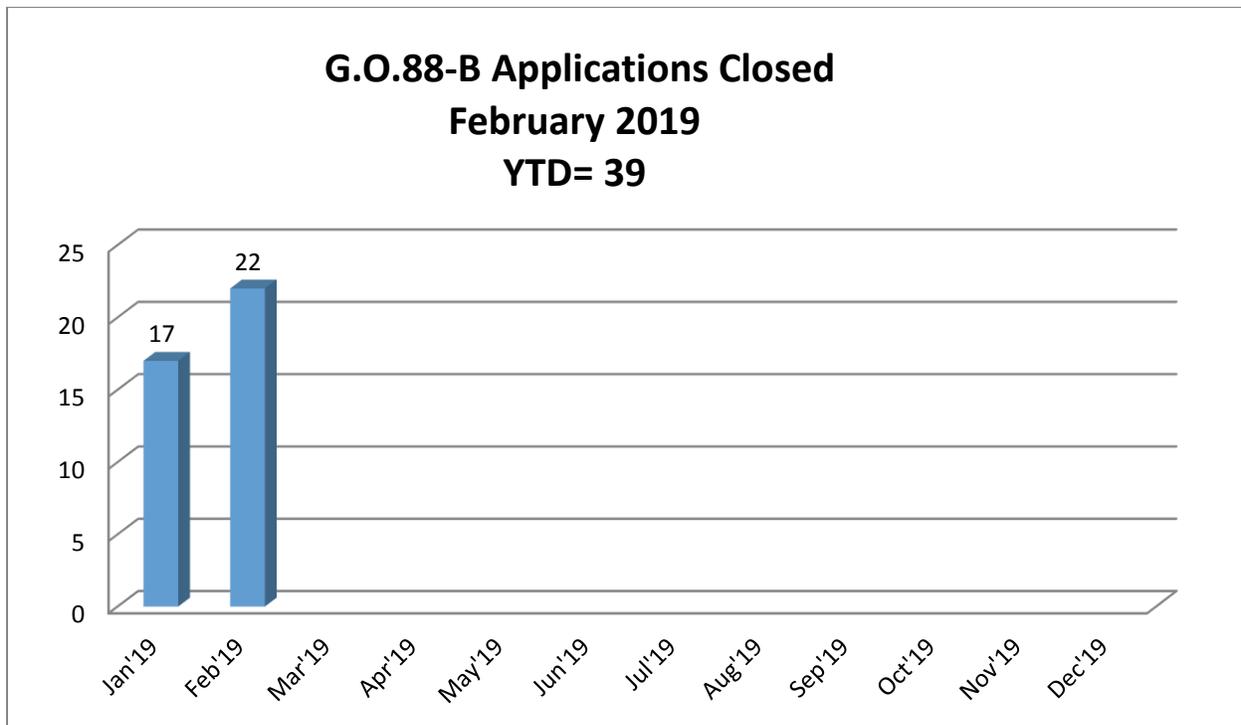
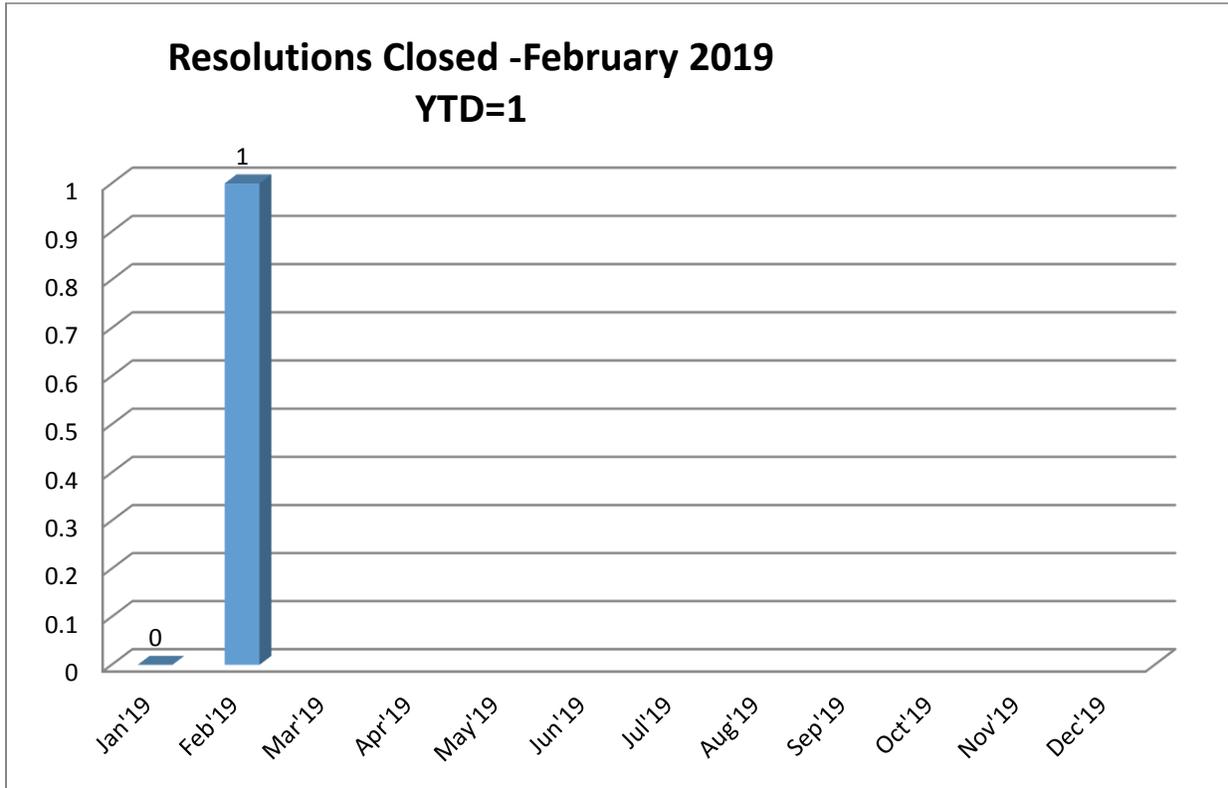
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Proceedings -ALJ Closed -February 2019

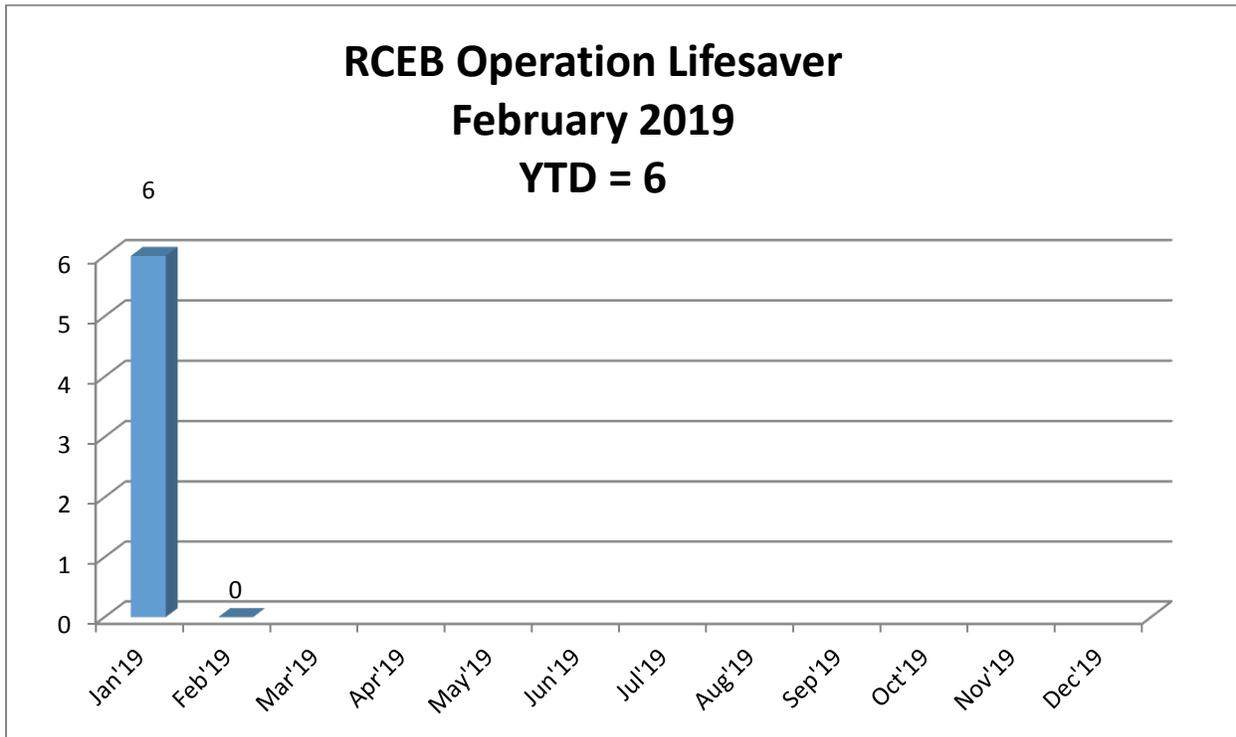
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OPERATION LIFESAVER INC.

In February 2019, RCEB Operation Lifesaver Inc. (OLI) volunteers did not share the OLI rail safety message this period. As time permits, staff participates in presentations, fairs, and community events to share the OLI rail safety message to the public and professional drivers.



OFFICE OF RAIL SAFETY

RAIL TRANSIT - RTSB

In February 2019, the Rail Transit Safety Branch (RTSB) completed the following activities:

CORRECTIVE ACTIONS PLANS

- Forty (40) Corrective Action Plans (CAP's) were opened.
- Fourteen (14) were closed.

INCIDENT INVESTIGATIONS

- Thirty-five (35) incidents were reported by Rail Transit Agencies (RTA).³
- Thirty-two (32) incident investigations were closed.

MAJOR AUDITS

- A Triennial Safety and Security Review of North [San Diego] County Transit District (NCTD) was conducted in August. The review covered the twenty-one (21) System Safety Program Plan and five (5) System Security Plan elements required by General Order 164-E. In addition, Staff reviewed agency compliance with other General Orders, such as General Orders 172 and 175-A. RTSB met with NCTD on December 19 to present Staff's findings and recommendations. Staff is drafting a report. The draft report will be subject to a thirty-day comment period.
- RTSB and Bay Area Rapid Transit (BART) met on May 29 to discuss the BART Triennial Safety Review Draft Audit Report. The objective was to discuss any concerns BART may have with the draft. BART sent RTSB their comments on the draft report. RTSB incorporated the valid comments into its revised draft report. RTSB plans to place a proposed resolution to adopt the BART Triennial Safety Review Audit Report on an upcoming Commission meeting agenda.
- The 2017 Sacramento Regional Transit District (SRTD) Triennial Safety and Security Review Reports are scheduled for the March 28 Commission meeting agenda.

ADMINISTRATIVE ACCOMPLISHMENTS

- **FTA Quarterly Conference Call with all State SSOAs:** On February 20th, RTSB management participated in the quarterly conference call the Federal Transit Administration (FTA) holds with all the State Safety Oversight Agencies (SSOAs). All states that have SSOAs participated in these conference calls.
- **RSSIMS Replacement Project:** The three rail branches (Rail Crossings and Engineering Branch, Railroad Operations Safety Branch, and RTSB) share a database called Rail Safety

³ Per General Order 164-E, the Commission must be notified within 2 hours by rail transit agencies of incidents if they include one of the following: a fatality (occurring at the scene, or within 30 calendar days following the incident); one or more persons suffering "serious injury" (as defined in GO 164-E); a collision involving a rail transit vehicle and another rail transit vehicle, or individual; a derailment of any rail transit vehicle at any location, at any time, whatever the cause; an evacuation for life safety reasons; or a runaway train.

and Security Information Management System (RSSIMS). RTSB is participating in activities to identify upgrades for the next version of the database.

▪ **Required Annual Submittals by RTAs:**

CPUC General Order 164-E requires that by February 15 of each year Rail Transit Agencies (RTAs) provide to staff the documents described below. RTSB management sent a reminder to all RTAs to provide these documents, and all the RTAs provided them as required.

- Section 3.1 and 4.1 requires each RTA to certify by letter to CPUC Staff that it has performed the annual review of the System Safety Program Plan (SSPP) and, if applicable, System Security Plan (SSP) to determine whether the plans should be modified or updated. If an RTA determines that revision of the SSPP and/or SSP is necessary, the RTA shall also submit the revised SSPP and/or SSP to Staff with a request for approval.
- Section 5.6 requires each RTA to submit a report that documents the results of the internal safety and security audits that were performed during the calendar year. The annual report must be accompanied by a formal letter of certification signed by the RTA's accountable executive indicating that the RTA is complying with its SSPP and SSP, as verified by the internal audits. If an RTA determines that findings from its internal safety and security audits indicate that the RTA is not fully in compliance with its SSPP or SSP, the accountable executive must identify in the formal letter of certification the corrective actions that will be implemented to achieve compliance.

▪ **Training:**

Madeline Ocampo, Michael Rose, Richard Fernandez, and Salvador Herrera completed the Transit Rail Incident Investigation course presented by the Transportation Safety Institute in Los Angeles.

Almost 75% (23 out of 31) RTSB staff completed their Cybersecurity Awareness Essentials training.

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 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. The filing also requests oral argument and that the Decision be suspended until the Application is decided. In a December 3rd Response, SED recommends denial of the Application in its response concluding the following: “The findings in D.18-010-020 are lawful and supported by substantial evidence in light of the whole record. Under Public Utilities Code Section 1757(a)(4) and for the reasons discussed...the Application for Rehearing in this proceeding should be denied in its entirety.”⁴ A Commission Order issued on January 10 denied and disposed of the Request for Suspension of D.18-10-020. However, the Investigation continues to be held open to address the associated Application for Rehearing.

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

⁴THE SAFETY AND ENFORCEMENT DIVISION’S RESPONSE TO THE APPLICATION FOR REHEARING OF THE BAY AREA REGIONAL TRANSIT DISTRICT: p. 11. Document filed on December 3, 2018 in the Investigation 16-06-010.

will have three Safety Certification Verification Reports as it has three phases. Project culmination and start of revenue service is anticipated to take place in 2020. Staff observed a vehicle dynamic test on January 22 during which they identified no items of concern.

Angel's Flight Development Company (AFDC) Retrofits: In early 2018, Staff identified serious concerns related to the interaction between the steel haul and safety rope cables, the guideway, and the guide and support rollers. Because of the potential severity of the issues, Staff required AFDC management to develop and implement corrective action plans (CAPs) that included procedural and engineering solutions to mitigate the identified hazardous conditions. In response, AFDC increased the frequency of inspections performed and suspended revenue service in November and December to implement their CAPs pertaining to physical modifications. AFDC hired specialized metal, construction, and steel cable companies to perform some of the work. From November 27-28 AFDC contractors altered a support bracket in the emergency walkway to accommodate the relocation of the rollers. From November 28-29 AFDC relocated the rollers to eliminate unintended contact between the haul ropes and guideway components. Staff was present for the work on November 29. After work was completed, Staff verified that CAPs scheduled for November had been completed and safety concerns had been addressed. Finally, from December 10-13 AFDC contractors replaced the safety rope cable and AFDC installed missing rail securements. Staff returned December 13 to verify that CAPs scheduled for December had been completed and remaining safety concerns addressed. With the approval of SED management, Angel's Flight resumed service on December 14, 2018.

BART New Vehicle Procurement: BART is in the process of procuring 775 new rail vehicles. BART submitted its Interim Safety and Security Certification Verification Report on October 30, 2017, and a Request Letter on January 12, 2018 to place 10 new cars into revenue service. RTSB approved this request with a letter dated January 17, 2018. Since that date, RTSB has approved by letter to BART's General Manager six other requests for BART to place new vehicles into revenue service. Sixty new vehicles have been approved and placed into revenue

service. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator's cab while E-Cars do not.

BART Hayward Maintenance Complex Project: On November 16, 2018, RTSB approved the first phase of this project, the Component Repair Shop, to commence operations.

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.

Downtown Sacramento Streetcar Project: FTA has provided funding for preliminary engineering and development for this project, but they have not received an FTA full-funding grant award. A Joint Powers Authority has been established as the system owner/operator involving the City of Sacramento and City of West Sacramento. They are utilizing the expertise of SRTD in the provision of design and construction oversight, and they will be the eventual system operator. This will be helpful for the project, as the Streetcar will operate over a portion of the existing SRTD tracks.

Central Subway Project (CSP): 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 estimates a start of revenue service on December 10, 2019. SFMTA recently hired personnel responsible for carrying out the testing and commissioning phase of the project once it is complete later this year. Correspondence from Staff seek to clarify CSP's responses to Staff's questions regarding outstanding checklist items. Staff will continue to track and follow-up on these items.

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 and has approved a temporary shoofly track to allow tunnel boring to commence. The Regional Connector Project celebrated its 50% completion on May 19 with a "Halfway There!" community celebration that was free and open to the public.

LACMTA Purple Line (Westside) Extension Project: LACMTA is currently extending the Purple Line. The Westside Purple Line Extension, previously named the Westside Subway Extension, extends service from the terminus at Wilshire/Western Station to Westwood (UCLA and Veteran's Administration Hospital). This extension will consist of nearly nine miles of heavy rail subway and seven stations. Tunneling of the first segment commenced on October 11th, 2018. As of October 22, 2018, the Tunnel Boring Machines (TBMs) have excavated approximated 62 ft. The first segment is approximately 9,670 ft in length, from La Brea Blvd to Western Ave. The TBMs are anywhere from 35 to 95 ft underneath Wilshire Blvd.

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.

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.

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. In February, Staff authorized SFMTA to place three more LRV4 cars into revenue service.

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. Staff continues to attend the System Safety Review Committee Project Meetings and FLSC Project Meetings.

San Diego Light Rail Vehicle Procurement: SDTI is procuring 45 light rail vehicles (LRV) for the Mid-Coast Corridor Project. The procurement process began January 2018 with an expected schedule completion and acceptance of all 45 LRV's by June 2021. Resolution ST-217 formally accepts the SDMTS LRV Procurement SCP and was approved on October 11, 2018. Car Nos. 5001-5003 are currently on-site at the SDTI Yard and are undergoing static tests. Staff will be participating in the acceptance testing throughout the procurement process.

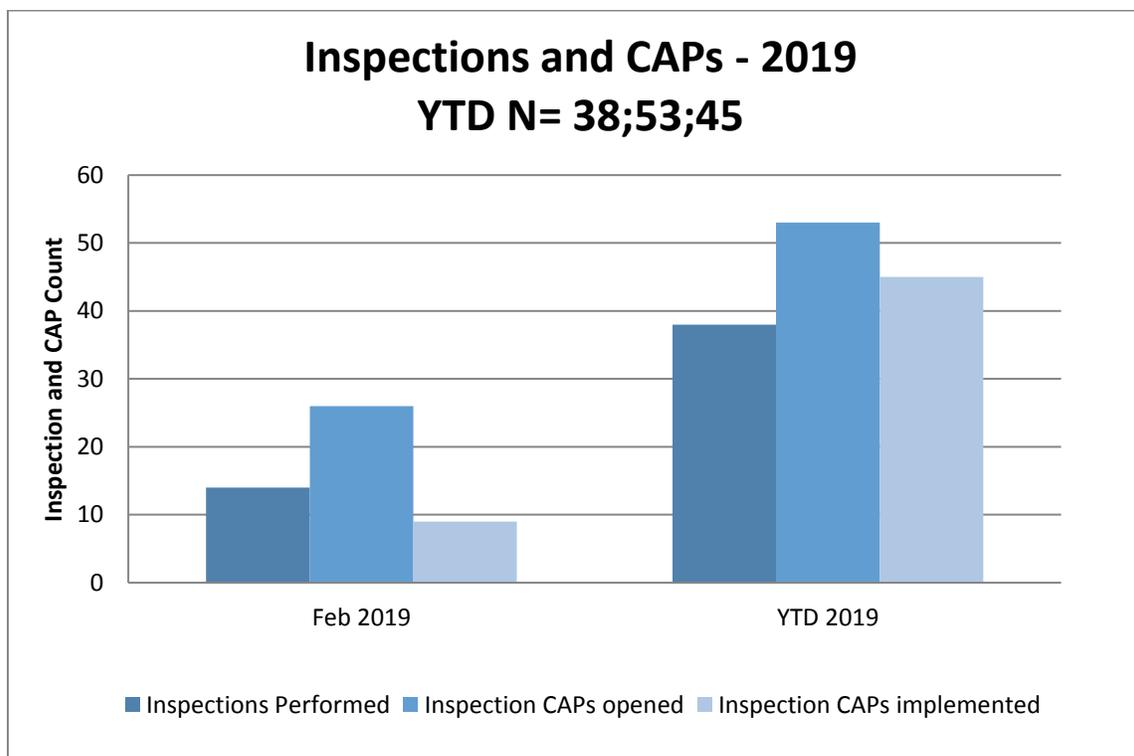
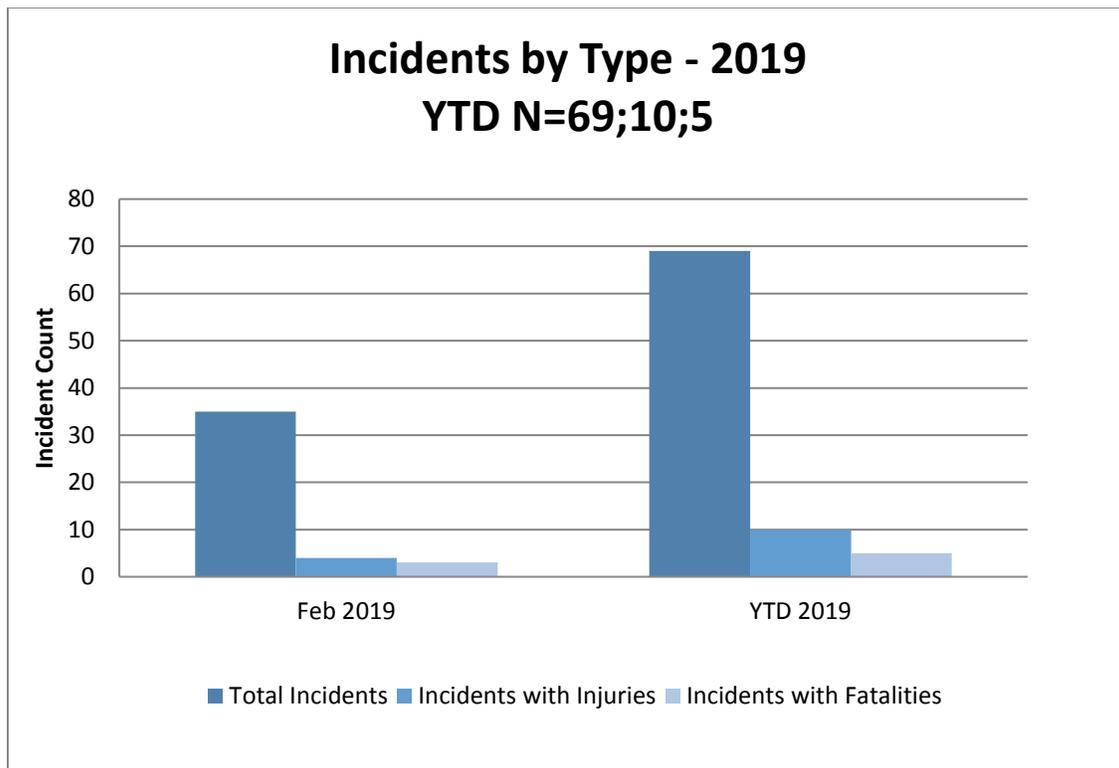
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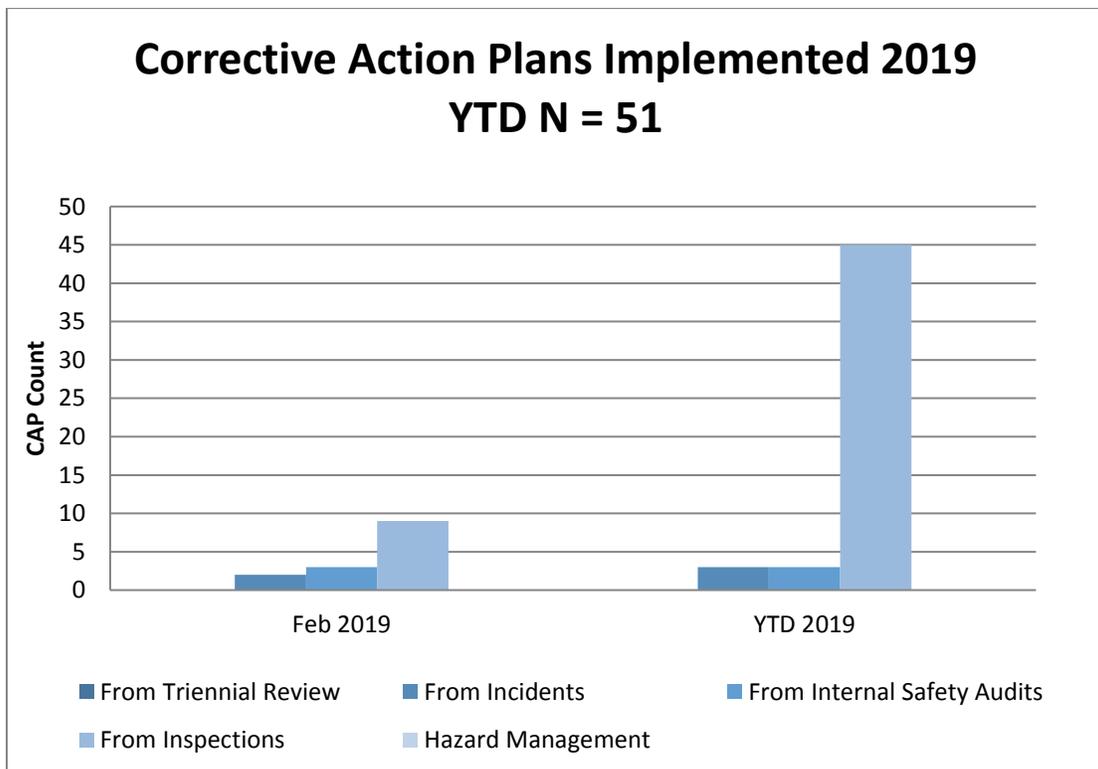
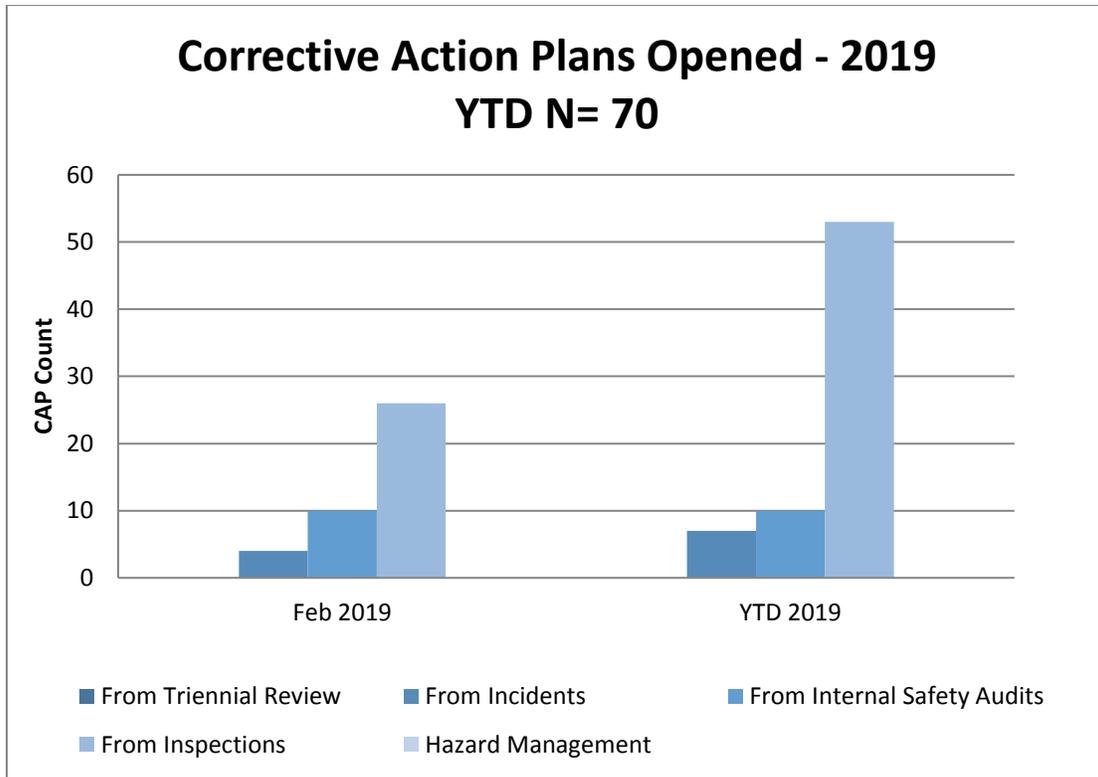
STATISTICS SUMMARY

Investigations for Month		YTD 2019
Incidents Reported	35	69
Incident Investigations Closed	14	84
Complaints Investigated	1	1
Rail Transit Inspections	14	38
Triennial Review	0	0

		YTD 2019
New Corrective Action Plans	40	70
From Triennial Review	0	0
From Incidents	4	7
From Internal Safety/Security Audits	10	10
From Rail Transit Inspections	26	53
From Hazard Management	0	0
Closed Corrective Action Plans	14	51
From Triennial Review	0	0
From Incidents	2	3
From Internal Safety/Security Audits	3	3
From Rail Transit Inspections	9	45
From Hazard Management	0	0

ONGOING DATA / TRENDS





CORT MONTHLY REPORT

In California during the month of February:

- The railroads moved 2 trains with 200 crude oil cars via unit train
- Via manifest train the railroads moved 0 crude oil cars

During the month of December seven (7) crude oil trains were delivered to **Plains All America** in Taft, California. Each train consisted of 100 cars: all seven (7) were heavy crude coming from Edmonton, Canada. These trains were spotted by the San Joaquin Valley Railroad (SJVR) originating from their yard in Bakersfield.

For the month of February three (3) crude oil trains are expected, this lower amount is due to weather in Canada none of these trains will be Bakken crude.

The SJVR also spots unit trains for **Kern Oil** which is a refinery operating in Bakersfield. The management at Kern Oil stated they do not have a train schedule lined up for 2019. They will keep the team informed when the schedule becomes available.

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

Delta Trading is a trans-loading facility located in Bakersfield where California oil cars are moved by manifest train. Their cars are loaded in Natrona, Wyoming after the oil is piped across from Canada. The SJVR also spots cars at this facility the crew picks up the cars in their Bakersfield Yard and moves them to two (2) holding tracks outside the facility until needed. In the month of December Delta processed ninety (90) crude oil cars.

IN OTHER NEWS

Spoke with the San Ardo Station Superintendent regarding operation of the new truck loading facility which is totally operational. They are able to load three (3) trucks simultaneously, completing the process in twenty minutes. On average they are processing 9,500 barrels per day and receiving 10,000 barrels from the fields. One of the original concerns had to store incoming product in storage tanks that has not become an issue. The two tank strings are still waiting as backup. * During the month of December two (2) crude oil trains were delivered to

Plains All America in Taft, California. Each train consisted of 100 cars: all 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 March six (6) crude oil trains are expected; this larger amount is due to break in the weather in Canada, and none of these trains will be Bakken crude.

The SJVR also spots unit trains for **Kern Oil** which is a refinery operating in Bakersfield. The management at Kern Oil stated they are expecting one (1) train in March and are expecting an increase as the year progresses.

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

Delta Trading is a trans-loading facility located in Bakersfield where California oil cars are moved by manifest train. Their cars are loaded in Natrona, Wyoming after the oil is piped across from Canada. The SJVR also spots cars at this facility the crew picks up the cars in their Bakersfield Yard and moves them to two (2) holding tracks outside the facility until needed. In the month of February Delta processed Zero (0) crude oil cars. The Phillips 66 facility in Natrona, Wyoming is currently cleaning their tanks and may not come back on line until the end of March. When asked if they were trying to locate another supplier they replied not at this time.

IN OTHER NEWS

Our team has been asked to report on the number of ethanol unit trains traversing through California, we have been contacting various sources to acquire this information. We have contacted our State and Federal inspectors trying to obtain an accurate count, so if anyone has pertinent information please contact a team member.

Ethanol February 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 more than forty-eight (48) hours.

During the month of February, they received 11 ethanol unit trains totaling 930 cars, and had two (2) in Arizona. For the month of March, they are expecting another ten.