

Safety and Enforcement Division



Monthly Performance Report

January 2018

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Disclaimer

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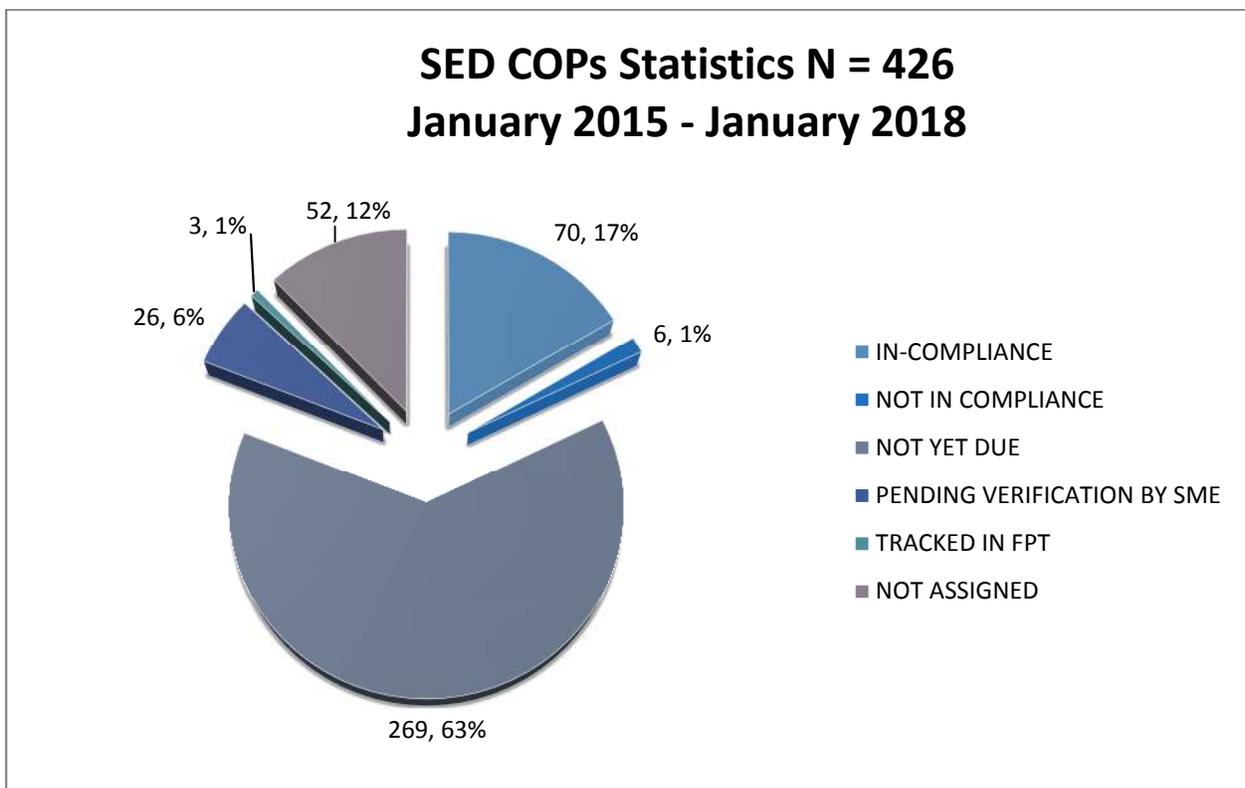
This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through January 31, 2018, SED shows 426 total entries in the COPS system; with 70 reaching compliance (17%), 269 (63%) not yet due for compliance, and 6 (1%) currently remaining out of compliance. The remaining 81 (19%) are either pending verification or yet to be assigned.

During January 2018, there were 2 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	74	2
Final Report Completed	73	0

INCIDENT INVESTIGATIONS

As of January 31, 2018, GSRB Staff received 21 incidents year to date.

Investigations in Month	YTD 2018	
Open	21	21
Closed		

The CY 2018 incidents¹ are categorized as follows:

- 10 – Level 1 incidents
- 10 – Level 2 Incidents
- 0 – Level 3 Incidents
- 1 – Level 4 Incidents

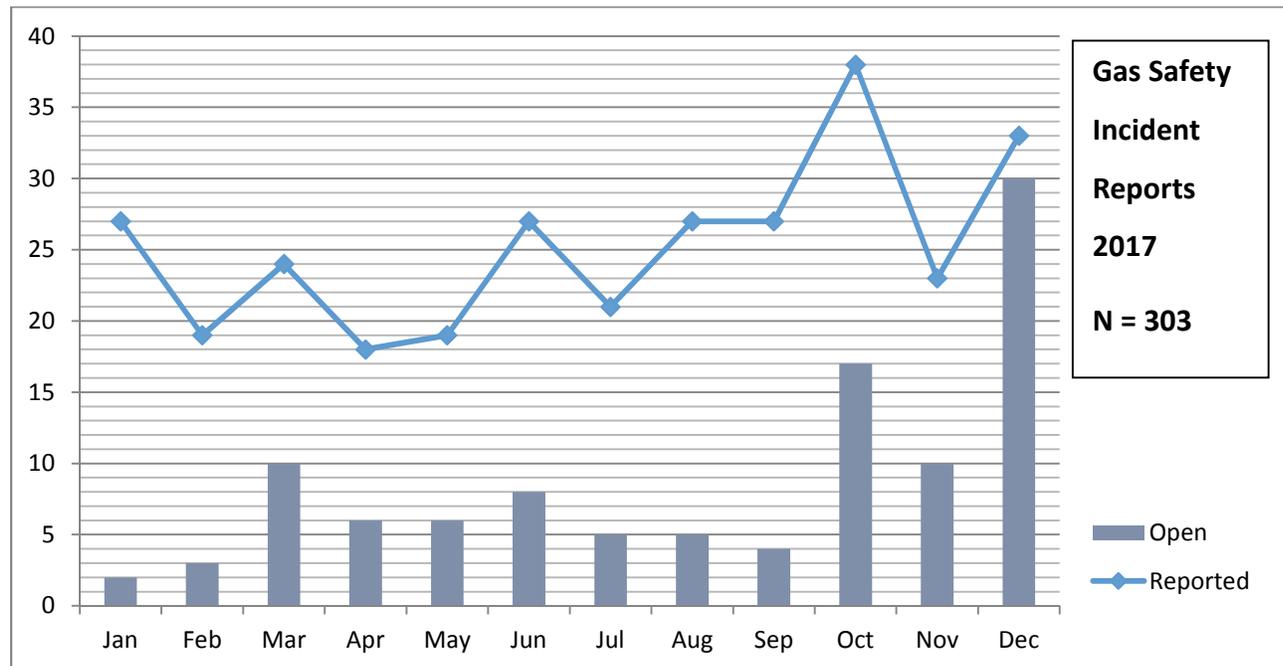
¹ Level 1: The incident did not result in injury, fatality, fire or explosion. Level 2: The incident did not result in injury, fatality, fire or explosion. The incident may have been reported due to Operator judgment. Level 3: The incident resulted in a release of gas but the incident did not result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

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In 2016, 167 incidents were reported with 160 (96%) investigations drafted and completed.

In CY 2017, 303 incidents were reported with 183 (60%) investigations drafted and 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 is currently being reviewed by management. There was one self-identified violation update 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 has extended the program to the end of 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.

However, the status of R.14-05-013 became "reopened" when on February 21, 2017, Senator Jerry Hill issued a petition for modification, requesting that the Commission modify the decision so as 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 January 22, 2018, all parties including San Diego Gas & Electric Company/Southern California Gas Company (Applicant), the Office of Ratepayer's Advocates (ORA), Southern California Generation Coalition (SCGC), The Utility Reform Network (TURN), Protect Our Communities Foundation (POCF), and the Utility Consumer's Action Network (UCAN) submitted their supplemental briefs in response to SED advisory opinion on Supplemental Question A of Scoping Memo of the proceeding. The Parties filed supplemental reply briefs on February 02, 2018.

ELECTRIC SAFETY AND RELIABILITY PROGRAMS

ELECTRIC AND COMMUNICATIONS FACILITY PROGRAM

In January 2018, Electric Safety and Reliability Branch:

- Received three electric incident reports and closed nine previously reported electric incident investigations;
- Investigated 26 customer safety and reliability complaints;
- Issued 1 Notice of Violation letter/report.

Metrics for Facility Incident Investigations as of January 31, 2018

Electric and Communication Facilities	Level 1	Level 2	Level 3	Level 4	Total ²
Total open incidents	6	9	64	38	117
Total incidents reported in 2018	0	0	2	1	3
Total incidents closed in 2018	1	2	4	2	9
Total open 2018 incidents	0	0	2	1	3
Incidents reported in January 2018	0	0	2	1	3
Incidents closed in January 2018	1	2	4	2	9

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 Safety and Enforcement Division 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**

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.

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 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. Comments were due February 8, 2018.

- **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. In addition, at the request of the assigned ALJs, the Peer Development Panel (PDP) filed and served additional materials providing assessments and breakdowns of the final IRT-approved map product. ESRB updated GOs 95, 165, and 166 with the new adopted safety rules in D.17-12-024. 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 the coming weeks, the map will be disseminated in accordance with the requirements of previous Commission 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 additional phases will address disaster and emergency preparedness plans for electrical corporations and regulated water companies. In January, Parties including ESRB filed comments on whether any potential new rules should also apply to publicly owned utilities and rural electric cooperatives; replies will be due in February. On January 16, 2018, the ALJ issued an additional ruling allowing Parties to submit by February 2, 2018 (later extended to February 9, 2018), comments on an evaluation that was issued on January 4, 2018, by the Safety & Enforcement Division’s Risk Assessment & Safety

Advisory (RASA) section of the Joint Utility Proposal and Recommendations for Consideration. On January 19, 2018, the ALJ issued a ruling setting the Prehearing Conference (PHC) for Phase II on March 15, 2018, with PHC Statements due March 1, 2018.

- **Electric Storage Procurement (R.15-03-011) (Commissioner Peterman/ALJ Cooke) (Advisory):** ESRB continues to provide advisory support to help determine best practices related to energy storage, and the proper way to inspect such facilities. On November 3, 2017, a Proposed Decision was filed and could be heard, at earliest, at the Commission's December 14, 2017 Business Meeting. The decision provides direction to the utilities on how to promote the ability of storage resources to realize their full economic value when they are capable of providing multiple benefits and services to the electricity system. The Proposed Decision was voted on January 11, 2018, which also closed the proceeding.
- **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. 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. In January 2018, ESRB staff met with CAL FIRE to discuss implementation issues with the recent CPUC-CAL FIRE MOU. The meeting identified a need to revise the existing MOU to establish protocols and parameters around conducting simultaneous investigations and sharing of documents and information. SB 1028 Program staff also assisted SED management in preparing for the Fire Safety En Banc that was held on January 31, 2018.

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. ESRB staff attended the first quarterly meeting of the year which was held on January 19, 2018.

ELECTRIC GENERATION SAFETY AND RELIABILITY PROGRAM

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

- Finalized Topaz Audit Report and drafted 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.
- Reviewed Calpine’s response to follow-up questions for its root cause analysis report of the fire incident that occurred on January 29, 2017 at Delta Energy Center in Pittsburg and updated the incident investigation report.
- Monitored seven forced and seven planned outages that were reported by natural gas and renewable power plants.
- Continued to verify the corrective actions that were taken by the Generating Asset Owners (GAOs) as a result of the Colusa and High Winds power plant audits for compliance with GO 167 requirements.
- Continued to coordinate with Energy Division on reliability monitoring calls with the IOUs to monitor system reliability.
- Submitted data requests to Liberty Utilities, Bear Valley Electric, and PacifiCorp regarding their GO 166 filings and started to review PG&E’s Emergency Response Plan
- Staff attended the Electrical Fire and Fed OSHA trainings.
- ESRB continued to provide administrative support and responses to GAOs’ questions regarding the new database and the annual certification filings. Staff also continued enhancement and testing of the PPOR database.

Metrics for Generation Incident Investigations as of January 31, 2018

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

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

Risk to Electric Substations 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. Additionally, the utility at the Commission’s request provided some details for electric substation reliability, as well as executive compensation and corporate safety culture.

An April 2017 a “flash arc” occurred as a result of circuit breaker failure at the Larkin Street substation in San Francisco caused an extensive and extended outage of electric power in key sections of the city, including parts of the Financial District and to several government buildings in the Civic Center, including CPUC headquarters. The outage affected as many as 88,000 customers for up to 8 hours.

As part of its review of the outage, Risk Assessment section issued a data request to PG&E about its program of upgrades to such key substations, and it directed PG&E to include a substation risk assessment when it filed the 2017 RAMP.

PG&E generally does not consider risks to substations as among its top safety risks, although failures such as at Larkin St. can pose substantive reliability risks. PG&E noted that the last time an incident at a substation resulted in a serious injury or fatality was more than 20 years ago, when a failed regulator spilled hot oil onto an employee. This incident led to retrofits of similar equipment, new operational procedures and training for employees and contractors.

On the other hand, equipment failures that can cause localized outages are more frequent, and PG&E’s risk register includes a number of substation-related risk events, including:

- **Asset-based risks** from single asset failures, causing a large outage, such as at Larkin St.;
- **Asset-based risks** due to aging infrastructure at substations; and
- **Event-based failures**, such as the 1989 Loma Prieta Earthquake.

Additionally, PG&E also notes **process-based risks** that relate to inadequate spare equipment, restoration plans or workforce planning failures. Such risks are not specific to substations and could affect any utility facilities; but PG&E does include two substation versions of the risk in its risk register. None of these risks scored highly on the safety component of PG&E’s

prioritization of operational risks, and the utility provided some evidence that there has been a consistent positive trend in reducing reliability events at substations since 2007. There has been a fairly steady decrease in Transmission and Substation SAIDI (System Average Interruption Duration Incidents) over the past decade, dropping from an average of 23.8 customer-minutes lost per year in 2008, to about an average of 10.7 customer-minutes in 2016, a reduction of more than 55 percent.

Nonetheless, PG&E has noted a counter trend of increased transformer failures over the past five years, reflecting that fact that PG&E's fleet of 2,200 substation-grade transformers have an average age of 44 years, with about 660 of them older than 60 years in operation – effectively reaching the end of their useful life.

Based on the perceived risks of asset failures, including caused by earthquakes or physical attacks on substations, PG&E says that it has spent over \$100 million to replace vulnerable equipment, retrofit key buildings and improve emergency response capabilities. Other strategies to minimize outage potential have included the installation of a underwater cable linking the Embarcadero and Potrero substations. PG&E in late December 2017 filed an application to to reconfigure underground circuits coming into San Francisco so that local reliability is less dependent on the Martin Substation on the border with Brisbane, by installing a new Egbert switching station to route energy up the south eastern section of San Francisco (A. 17-12-021).

Because PG&E does not consider substation risks as safety risks, the utility did not provide a full assessment of mitigations or projected expenses in this RAMP filing, but pointed instead to proposed spending in the prior GRC of nearly \$290 million in 2017 for various major work categories and components of equipment to be repaired or replaced at substations. The largest category of expenditures were for Transformers and Voltage regulators, approximately \$45 million, and nearly \$80 million for circuit breakers and switchgear. PG&E has termed this it Substation Asset Mitigation (SAM) program, a five-year plan of repairs and replacements.

The 2017 GRC resulted in a settlement that did not specify exact spending, but generally kept safety-spending intact. PG&E has indicated to RASA that a \$102 million reduction in GRC budgets that resulted from the settlement would not reduce or defer upgrade work at Larkin St. In response to data requests from RASA, PG&E provided a listing of upgrades projected for several key urban substations in its territory, those serving over 40,000 customers. The San Francisco substations at Larkin St., Embarcadero and Mission St. represent a unique subset because of the larger populations they serve as well as supporting San Francisco's financial district.

Here are some major upgrades recently completed and planned:

- | | |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SF – Larkin | Six transformers had been replaced over the past decade, at a cost of \$45 million. PG&E is constructing a new building adjacent to the existing substation to house all-new 12-kV switchgear, beginning in 2018. By 2020, all 58 distribution circuits will be transferred to the new equipment. Transmission-level equipment is also scheduled for replacement by 2020 to 2023. |
| SF – Mission | A full station upgrade was completed in 2014, but an additional transformer bank is included in PG&E's 5-year plan. |
| SF – Embarcadero | A 230-kV bus upgrade was completed in 2016, and four transformers replaced in the past 15 years. Six more transformers will be replaced in the next decade. |
| SF – Potrero | A 230-kV bus upgrade was complete in 2016, by 2022, PG&E expects a complete rebuild of 115-kV and 12-kV bus and banks. |
| Daly City – Martin | The 115-kV bus was upgraded in 2012 and 6 of 9 transformers were replaced. The three remaining transformers will be replaced as part of the five-year plan. |

Additionally, a number of switchgear and transformer replacements are scheduled for substations in Oakland, Stockdale, Saratoga, and Santa Cruz, according to PG&E.

PROCEEDINGS

- **Investigation into Safety Culture of Pacific Gas and Electric Company and PG&E Corp. (I.15-08-019) (President Picker/ALJ DeAngelis) (Advisory):** A Phase 2 PHC was held August 1, 2017, during which PG&E representatives indicated that they have reviewed the report from consultants NorthStar and concur “with the vast majority” of recommendations contained in the report. PG&E said it has created a “One PG&E Safety Action Plan” that will address the major recommendation for an “enterprise wide” plan, and that it intends to implement some 60 other recommendations as soon as possible. According to PG&E 10 percent are already being implemented, 30 percent will be underway by the end of the year and the remainder will be implemented during 2018. On September 12, 2017, the Commission hosted a workshop during which NorthStar principles were available to answer questions about the findings of the report. PG&E testimony was filed January 8, 2018, with intervenor testimony to follow by February 16. Depending upon responses, the Commission may set hearings thereafter.
- **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.
- **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.
- **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 will comment on the recommendations in February.

- **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, is preparing for workshops in February to develop guidelines for smaller utilities to include risk assessment in their rate cases, and to develop guidance for accountability reporting going forward.
- **Fire Safety Rulemaking (R.15-05-006) (President Picker/ALJ Kenney/ALJ Kao) (Advisory):** With D.17-12-024, the Commission approves a set of changes to General Order 95 and other rules that should dictate enhanced fire prevention activities in the Fire-Threat areas described by the new Fire Map. In January, the Commission under an expedited process also approved a joint advice letter for statewide adoption of the new Fire Map.
- **Undergrounding Rule 20A (R.17-05-010) (Commissioner Picker/ALJ Hecht) (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.
- **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. On a parallel track, the Commission will consider rules that would allow broadband Internet access service (BIAS) providers to attach facilities to poles and to use conduit. 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.

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 - 1/01/17 – 12/31/2017

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
Total 2018	0	0	0	0	0	0

Invalid Whistleblower Complaints Converted to Standard Complaints							
	CAB	Transportation	Electric Safety	Gas Safety	Telco/Utility Fraud	Rail	Referred to Outside Agency
January	0	1	0	0	0	0	0
YTD	0	1	0	0	0	0	0

Test, Incomplete or Duplicate Whistleblower Complaints	
January	0
YTD	0

OFFICE OF RAIL SAFETY

RAILROAD SAFETY – ROSB

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

Railroad Operations Safety Branch	Jan-18	YTD 2018
New Incidents Investigated	8	8
Informal Complaints Investigated	3	3
Safety Assessments/Reviews	6	6
Compliance Actions	1153	1153
Major Inspections Completed	8	8
Operation Lifesaver Presentations	7	7

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

January 8, 2018: CPUC railroad safety inspectors performed a routine inspection of the California Northern Railroad at Crows Landing, about six miles south of Patterson. The inspectors identified a private crossing with a warning sign that had been knocked down and it would not be visible to an approaching car. Without a visible stop sign and railroad warning sign, a driver of a vehicle would not be able to anticipate an approaching train and could get hit by the train, resulting in a serious injury or fatality. California GO 75-D requires standard private crossing signs to be installed at all private grade crossings and prescribes uniform paint and graphics. The CPUC railroad safety inspectors informed the manager of the California Northern Railroad, who promised to replace the sign immediately. On January 12, 2018, the CPUC railroad safety inspectors performed a follow-up inspection and confirmed that the sign had been replaced. No regulatory action was issued since the California Northern Railroad took reasonable measures to resolve this issue.

January 9, 2018: Three CPUC railroad safety inspectors conducted a general observation of positive train control (PTC) demonstration between Oceanside and San Diego. PTC is an advanced system designed to automatically stop a train before certain accidents occur. In particular, PTC is designed to prevent train-to-train collisions and derailments caused by excessive train speed. The CPUC railroad safety inspector confirmed that the on-board PTC system appeared to be operating as intended.

January 16, 2018: Two CPUC railroad safety inspectors, who specialize in the transportation of hazardous materials, conducted a compliance inspection at the Spencer Yard, south of Los Angeles. The inspectors identified a tank car that had three loose manway swing bolts out of a total of eight. Loose bolts can cause hazardous materials to leak into the environment, causing contamination to railroad employees and the public. 49 CFR Part 173 D IV requires the shipper to ensure that all closures on tank cars containing hazardous materials are in a tool-tight condition by use of a bar, wrench, or other suitable tool.

In this case the shipper was notified of the defect and made arrangements with the UPRR hazardous materials specialist to have the car placed for repair. The shipper was cited with a

federal defect and supplied the CPUC railroad safety inspectors with a copy of their procedures for the release of hazardous material cars.

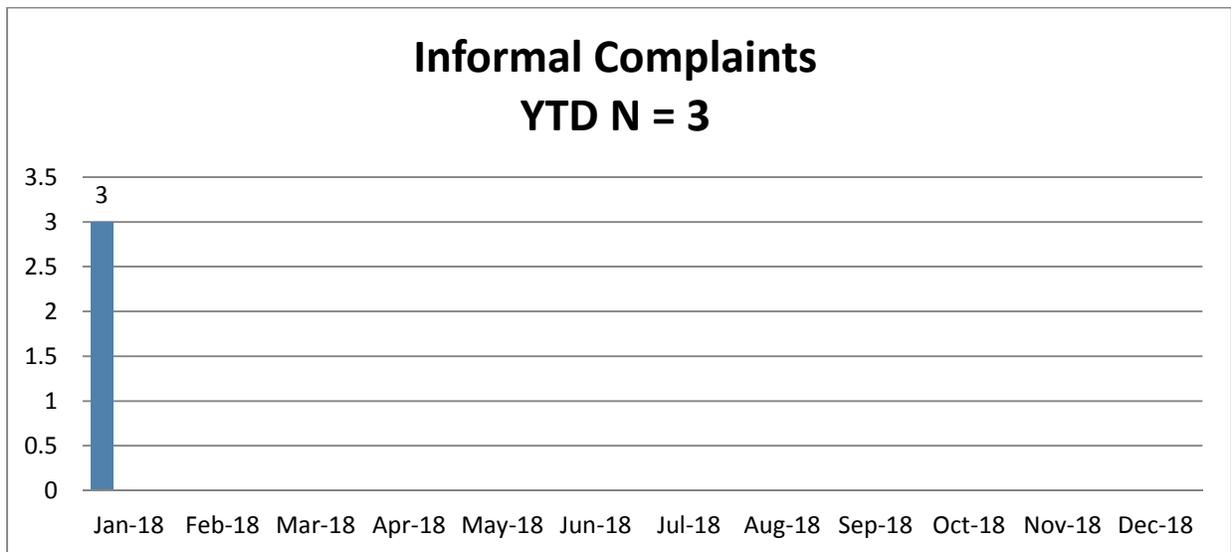
January 23, 2018: Three CPUC railroad safety inspectors attended a Managing Agreement Professionals for Success (MAPS) course conducted by UPRR management at the Roseville Yard. The MAPS course taught basic railroad operating rules. UPRR conducted this training for employees who have demonstrated that there is a lack of understanding of one or more of the operating rules concerning their safety. The attendance of CPUC inspectors helped to reinforce the position of safety as a priority to these employees. The training was invaluable as it clearly identified actions required to comply with the operating rules that are in place for their safety. This training was an excellent tool for improving the safety of personnel at the UPRR.

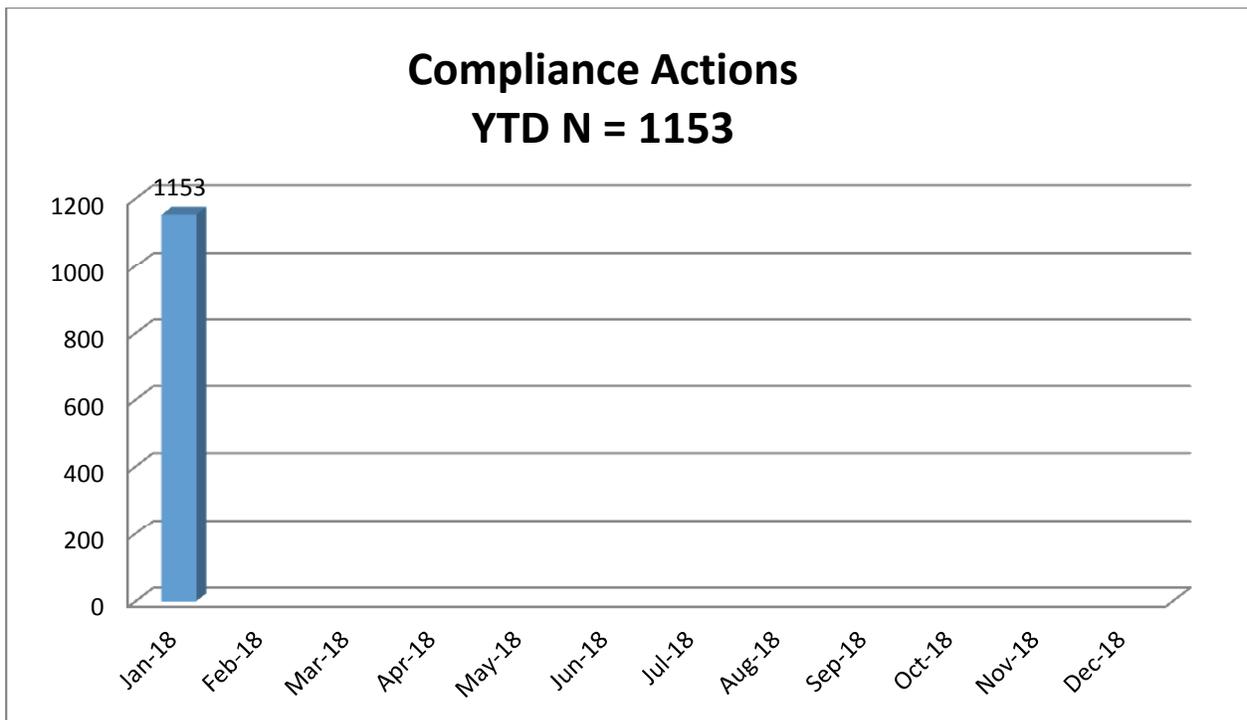
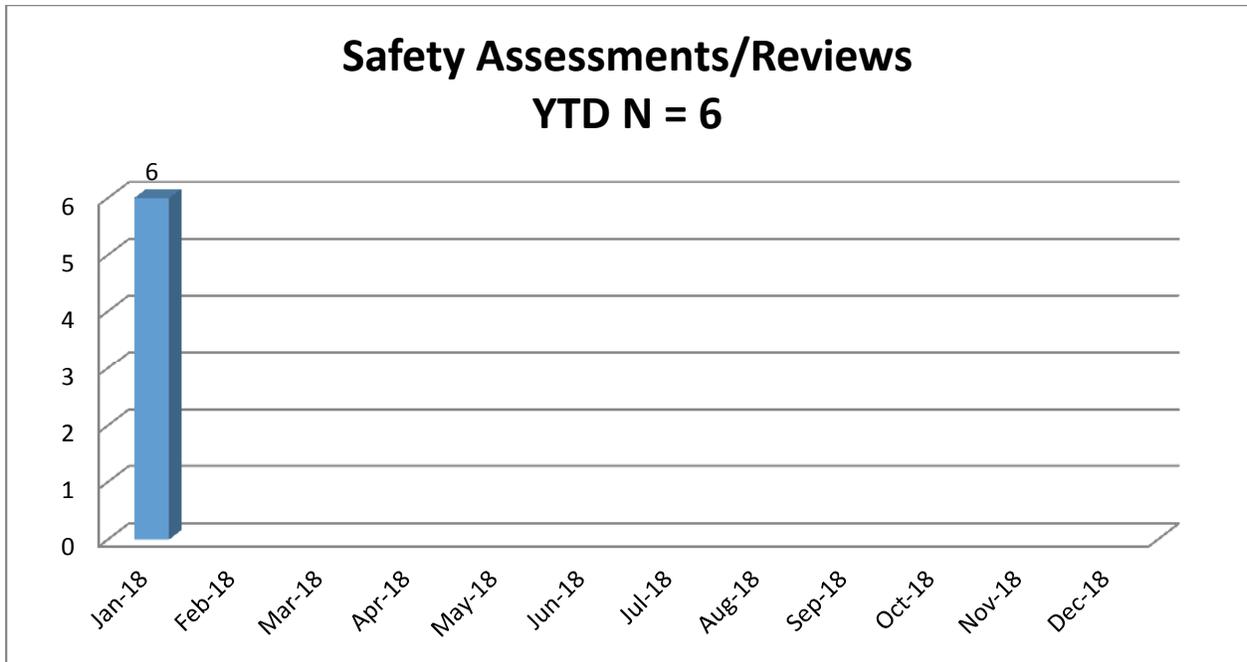
January 23, 2018: CPUC railroad safety inspectors performed a track inspection along UPRR track on a “hi-rail,” a truck that travels on the tracks near Palmdale. The CPUC railroad safety inspector noticed a defective switch. Trains traverse from one track to another via switches and are a critical part of the track structure. There are two measurements that need to be close to exact. If they are not exact, one set of wheels proceed toward the intended direction, while the opposing set of wheels continue toward the original direction causing the train to derail. The CPUC railroad safety inspector informed a UPRR track specialist of the switch defect. On notification of the failed repair, the UPRR ordered a new switch plate package with plans to replace new ties and worn switch plates to upgrade and make a permanent repair at this location. The track manager placed an immediate “slow order” at the location, restricting all trains to 10 mph for both main and turnout until the permanent repairs could be made. Shortly thereafter, the CPUC railroad safety inspector confirmed that the repairs had been made.

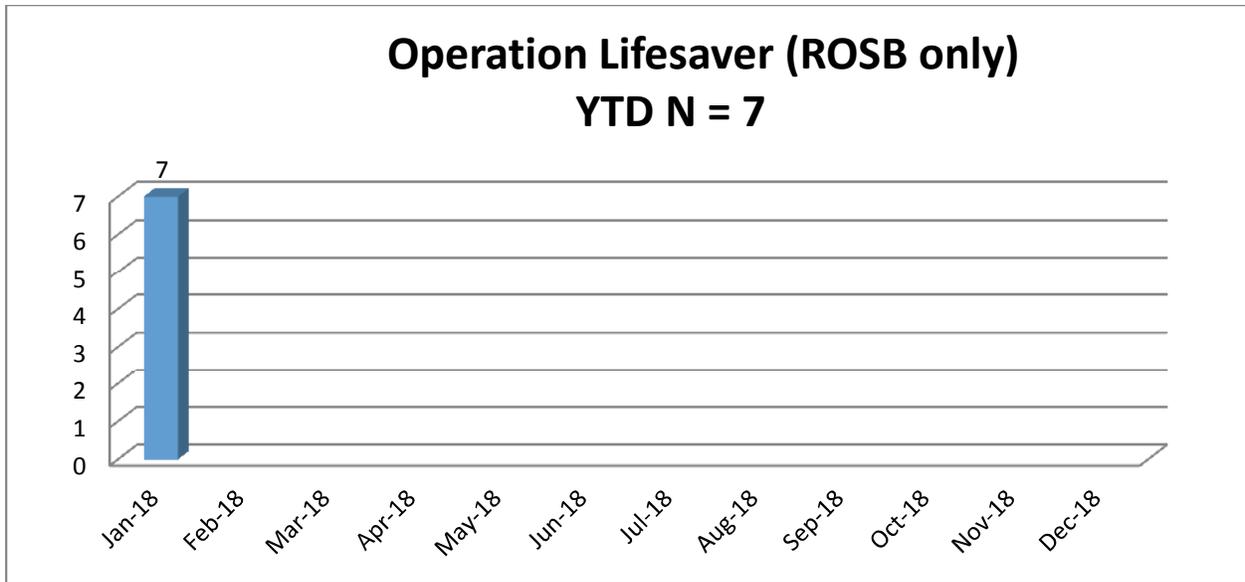
January 24, 2018: A CPUC railroad safety inspector performed a routine inspection at UPRR Kaiser Yard in Etiwanda, a community within Rancho Cucamonga. The inspection at the yard was done to determine securement of unattended equipment and ensured there was no unattended equipment endangering railroad employees or the public. The inspector discovered a switch hook that was not properly placed in the switch. A switch is a hand-operated device that properly lines up the track for the intended route. If the switch is not

locked, hooked, or latched, it can cause cars to either follow an unintended route or derail. 49 CFR Part 218.103(b)(8) and carrier rule GCOR 8.8 require that switches equipped with locks, hooks, or hasps be applied when the switch is not in use. The CPUC railroad safety inspector informed the officer on duty, who immediately placed the switch hook in the secure position.

January 26, 2018: A CPUC railroad safety inspector performed a routine bridge observation of the new UPRR main track trench project through San Gabriel. The track-lowering project removed four at-grade crossings and replaced them with four new separated crossings with the roadway over-head. The CPUC railroad safety inspector identified a staircase constructed immediately adjacent to the UPRR main track. From a distance, it appeared as if the staircase was too close to the track, creating an unsafe walkway for railroad employees who are required to work along the track. Without adequate clearance, a train could sideswipe a railroad employee, causing fatal injuries. The inspector found a UPRR staff person to open the locked staircase gate and assist in taking measurements and the CPUC railroad safety inspector confirmed that UPRR was in compliance with GO 26-D.







OFFICE OF RAIL SAFETY

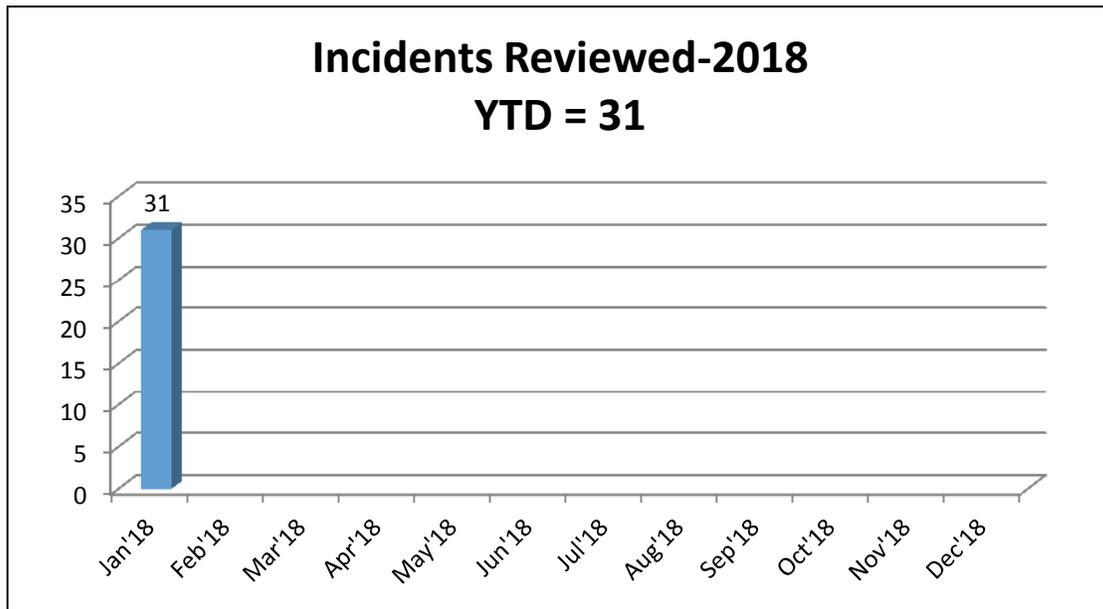
RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

In January 2018, the Rail Crossings and Engineering Branch filled a vacant Utilities Engineer (UE) position in Los Angeles. The new UE began working in RCEB in January 2018. The RCEB team completed the following:

	New	New YTD	Closed	Closed YTD
Crossing Incident Reviews	16	16	31	31
Safety Assessments/Quiet Zones/Reviews	27	27	27	27
Proceedings, Resolutions and G.O. 88-B Reviews	4	4	5	5
Operation LifeSaver Presentations	13	13	13	13

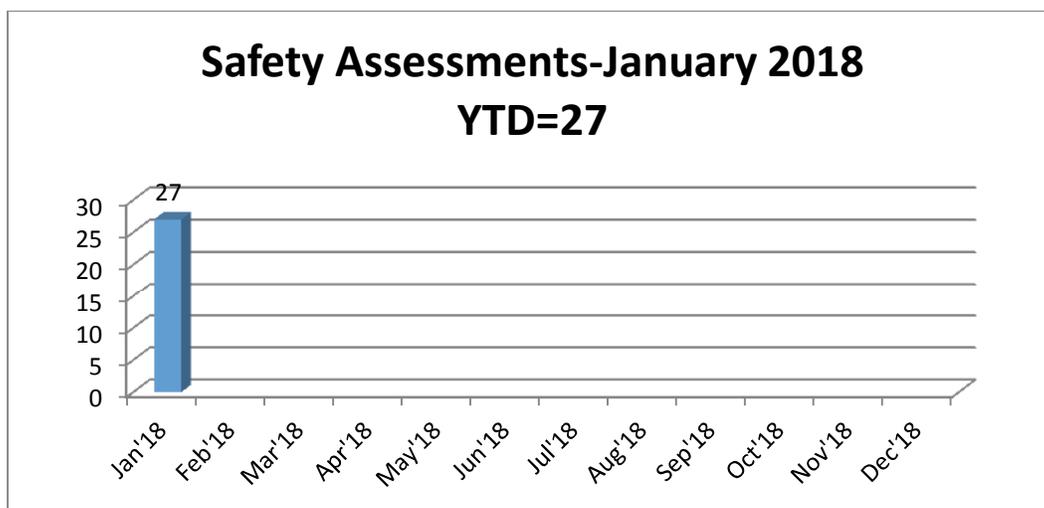
RAIL CROSSING INCIDENT INVESTIGATIONS

In January 2018, the Rail Crossings and Engineering Branch (RCEB) assigned 14 new incidents at highway-rail crossings and 2 incidents at highway-LRT crossings. RCEB completed 31 crossing incident reviews and evaluations.



SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In January 2018, RCEB completed 27 rail-crossing safety assessments involving: communications, field inspections, and diagnostic reviews with railroads and local agencies.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In January 2018, RCEB staff received three new major proceedings requiring Administrative Law Judge (ALJ) review; and, one new General Order 88-B application for changes to existing crossings. This month, RCEB closed five General Order 88-B applications.

A.18-01-017 – On January 24, 2018, RCEB received notice of an application by the City of Los Angeles to construct an at grade rail crossing over the current Metrolink tracks from Elysian Valley to Cypress Park.

A.18-01-009 – On January 4, 2018, RCEB received notice of an application by the Metro Gold Line Foothill Extension Construction Authority for the construction of two light rail tracks and one freight track at six (6) highway-rail crossings. The crossing locations are at: (1) Barranca Avenue, (2) Foothill Blvd & Grand Avenue, (3) Vermont Avenue, (4) Glendora Avenue, (5) Pasadena Avenue, and (6) Loraine Avenue in the City of Glendora in Los Angeles County.

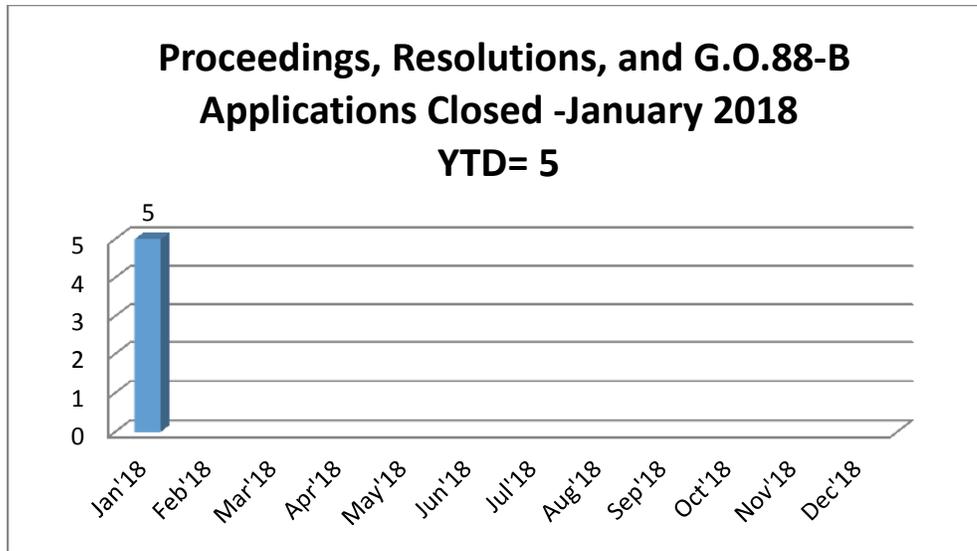
A.18-01-016 – On January 23, 2018, RCEB staff received notice of an application by the California High-Speed Rail Authority to construct proposed high-speed train and underpass grade separation at Kimberlina Road (135S-281.4-B) in Kern County, California.

G.O. 88-B Application –New – RCEB received an application to modify the Cedar Avenue highway-rail crossing in Rialto, San Bernardino County for sidewalk improvements.

G.O. 88-B Applications- RCEB staff’s review in January 2018 of the G.O. 88-B applications resulted in granting the modifications to the following crossing projects:

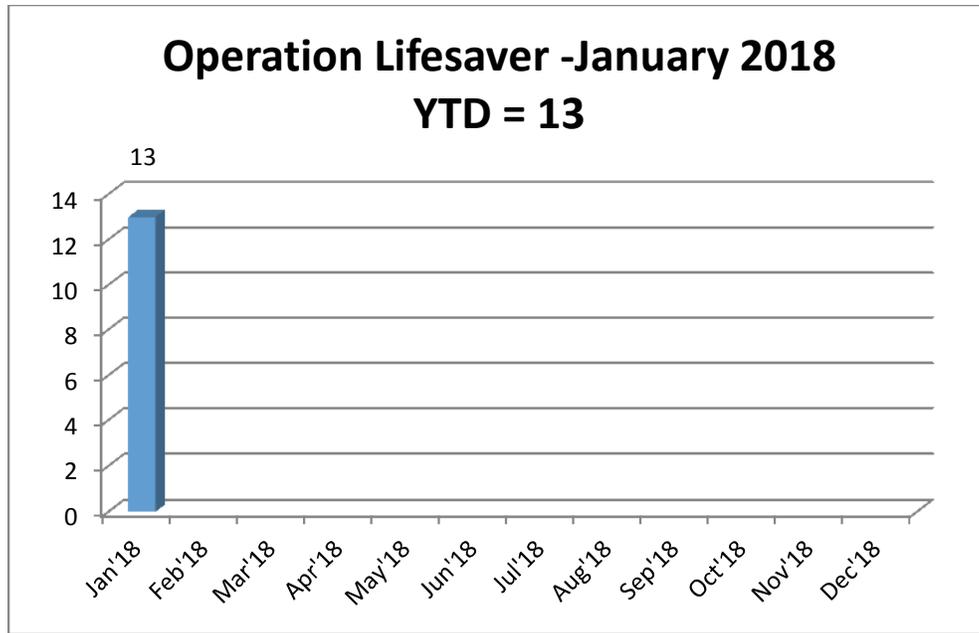
Record Type	Record Id	Project	County	Date Closed
XREQ	2017120001	McKinley Avenue, Fresno Modification	Fresno	1/18/2018
XREQ	2017120002	Archibald Ave traffic signal improvements	San Bernardino	1/11/2018
XREQ	2017120005	1st St & Metro Dr., San Jose VTA Modification	Santa Clara	1/8/2018
XREQ	2018010001	Eucalyptus Avenue Improvement	Los Angeles	1/11/2018
XREQ	2018010002	Cedar Avenue sidewalk improvements	San Bernardino	1/22/2018

The authorizations for the projects expire in January 2021.



OPERATION LIFESAVER INC.

In January 2018, RCEB volunteers participated in four Operation LifeSaver Inc. (OLI) activities resulting in 13 presentations. On January 10, RCEB presented the OLI rail safety message to adult drivers at the Turlock Irrigation District in Stanislaus County. On January 17, RCEB participated in the San Joaquin Agriculture Venture, reaching 254 adults and children in K-8 grades with nine presentations in the San Joaquin County. On January 24, RCEB staff shared two presentations of the OLI rail safety message with 70 high-school driver’s education students in Elk Grove, Sacramento County. On January 31, staff shared the OLI rail safety message with professional drivers at the Fresno County, Agriculture Safety Conference. 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 January 2018, the Rail Transit Safety Branch (RTSB) completed the following activities:

CORRECTIVE ACTIONS PLANS

- Thirty-one (31) CAP's were opened in January 2018.
- Twelve (12) CAP's were closed.

INCIDENT INVESTIGATIONS

- In January 2018, sixteen (16) incidents were reported by Rail Transit Agencies (RTA).⁴
- Six (6) incident investigations were closed.

MAJOR AUDITS

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.

- 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) and RTSB's Program Management Standard (Procedures Manual) to bring them 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 RTSB needs to provide the FTA a list of other required documents. RTSB has placed its proposed revisions, which will be identified as 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.
 - 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.

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- 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:

- Most of the northern based staff and a few southern attended the same “Occupational Safety and Health Administration (OSHA) 30 Hour Supervisor Safety Training” that had previously been provided to Los Angeles based SED staff. The course was held at SF HQ from January 22 to 25.
- One new staff member completed the Transit Safety Institute’s “Effectively Managing Transit Emergencies”, and two staff completed the SMS Safety Assurance training.

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. On January 19, BART made the inaugural run of passenger service on the new fleet. In its press release on the topic, BART announced that it is seeking funding for an additional 306 new vehicles to bring the total number to 1081. BART states that its eventual goal is to phase out its legacy fleet.
- **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 in 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 inspectors and engineers participated in a site visit to the eBART Maintenance Facility on January 26, 2018. Staff rode the trains and inspected the rail, vehicles, and switches. Staff also inspected the eBART Operations Control Center. No specific safety or security concerns were identified during this site visit. BART continues to test the vehicles and other e-BART systems and anticipates submitting the SCVR in mid to late April 2018. RTSB staff attended and participated in an eBART Safety and Security Certification Review Committee meeting on January 30, 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 January 25, 2018, Staff attended and participated in the SBVX Safety and Security Review Committee meeting in Milpitas. Staff continues to monitor the testing schedule progress via emails received from the SBVX project team.

- **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. A diagnostic meeting was held January 3, 2018, for the grade-separated crossing in West Sacramento.
- **Central Subway Project:** 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, and Chinatown. This project, due to be completed in December 2019 per the latest update, is in the construction phase and is being monitored by both Central Subway Project (CSP) and RTSB staff through regular meetings, review of documentation related to safety certifiable elements to ensure conformance with specified safety requirements and design criteria, and site visits. On December 15, 2017, CSP provided verification documentation for 27 additional construction certification items to the Safety and Security Certification Review Committee (SSCRC) for review and approval. Other than these items currently undergoing review by staff, CSP has yet to address RTSB staff's repeated inquiries. The completion of the project has been forecasted to be delayed by almost a year, mostly caused by the production rate at the Chinatown station being behind schedule.
- **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 January 31, 2018, one hundred nine P3010 vehicles have been approved for revenue service by RTSB 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. RTSB staff regularly attends LACMTA's monthly Fire Life Safety and Security Meetings, as well as Safety and Security Certification Review 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 expanding rail network and services, including 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 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 9:30am at Citrus College in Glendora. The Groundbreaking Ceremony was open to the public.
- **LACMTA Gold Line-Chinatown Station Pilot:** Metro has submitted a variance request from GO 143-B Section 9.07 at Gold Line 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 is for September 2017 through December 2019. A new variance request will be submitted if Metro 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 LACMTA 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 RTSB 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. 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. RTSB 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.
- Recently LAWA announced the project bid winner. The winner bidder will design, build, operate and maintain the APM. The winning team of contractors call themselves LAX Integrated Express Solutions (LINXS). LINXS is led by public private partnership (P3)

developers and equity investors. It consists of Fluor Enterprises, Inc. (Fluor), Balfour Beatty Investments, Inc. (BBI), Hochtief PPP Solutions GmbH (Hochtief), ACS Infrastructure Development, Inc. (ACS), and Bombardier Transportation (Holdings) USA Inc. (Bombardier).

- LAWA will host a Third Party Summit on February 22nd, 2018, to introduce all the teams working on the APM Project, on February 22nd, 2018. The 3rd Party Summit will include the APM Contractor team – LINXS, the 11 key LA City Departments, LA County- Flood Control, Metro, Caltrans, CA Public Utilities Commission (CPUC), and the LAWA team.
- **Orange County Transportation Authority (OCTA) OC Streetcar Project:** The OC Streetcar 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 begins late 2020, however, a full-funding grant agreement has not been awarded by FTA yet. RTSB staff continues to attend the System Safety Review Committee Meetings and Fire Life Safety Committee meetings for this project.
- **San Francisco Municipal Transportation Agency (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 RTSB through regular meetings, review of records produced pursuant to the requirements of the project SSCP (e.g. Certificates of Conformance and associated supporting documentation for certifiable elements at pertinent project milestones), and observations of vehicle testing.
- On 1/3/2018, SFMTA submitted to RTSB their Notice of Intent to operate Car 2005 on or after 1/24/2018, along with the Car 2005 safety and security certification open items list. Placement of Car 2005 into single car revenue service operation is currently pending RTSB's approval of SFMTA's request for the same.
- **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,

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Balboa Avenue, Nobel Drive, potential Veterans Administration (VA) Medical Hospital, UCSD West (along Voigt Drive), UCSD 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. RTSB staff continues to attend the System Safety Review Committee Project Meetings and Fire Life Safety Committee Project Meetings.

STATISTICS SUMMARY

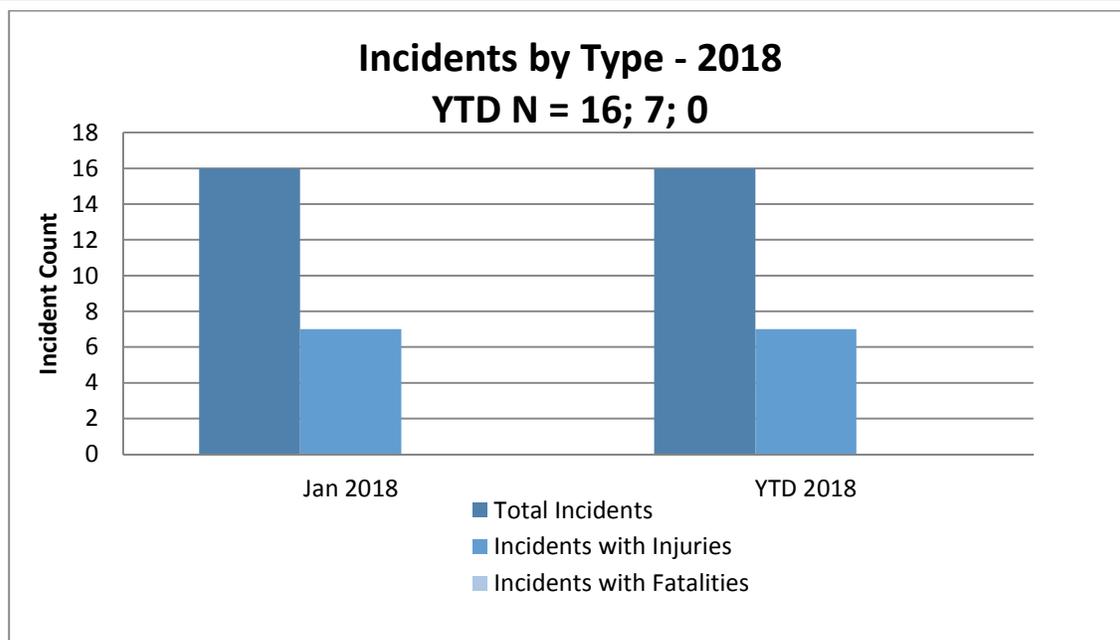
Investigations for Month		YTD 2018
Incidents Reported	16	16
Incident Investigations Closed	6	6
Complaints Investigated	0	0
Rail Transit Inspections	35	35
Triennial Review	0	0

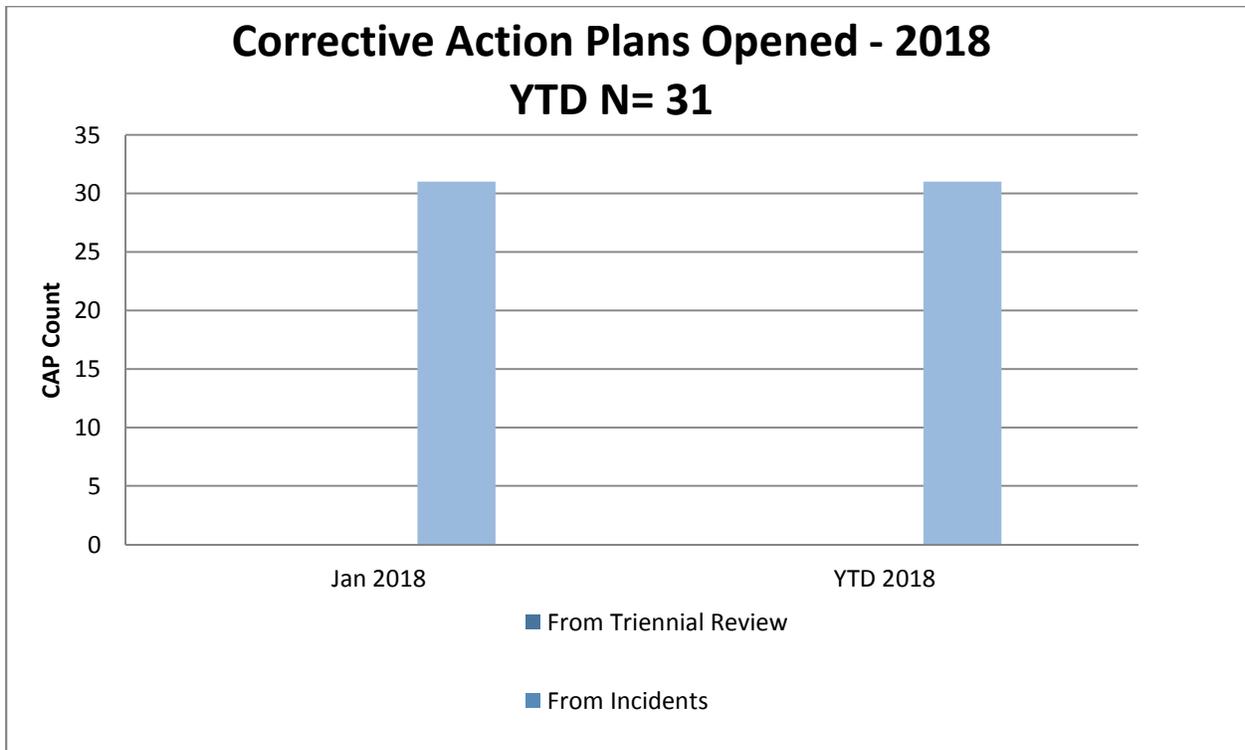
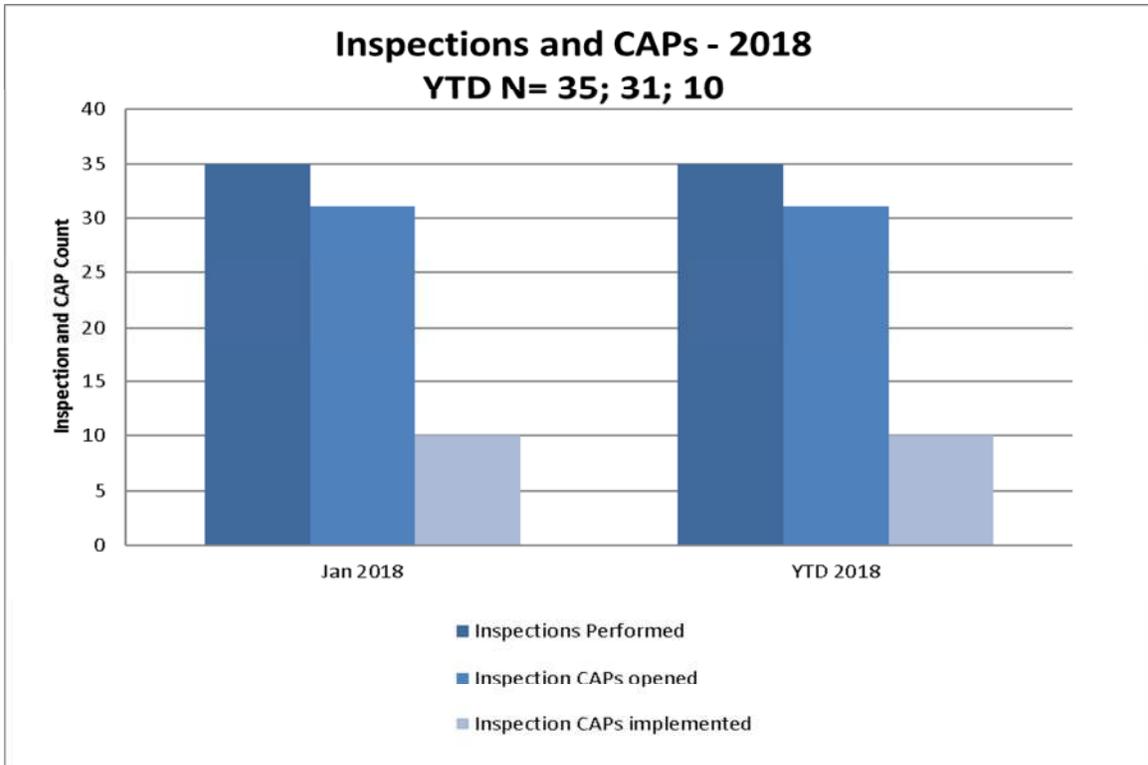
Corrective Action Plans		YTD 2018
New Corrective Action Plans	31	31
From Triennial Review	0	0
From Incidents	0	0
From Hazard Management	0	0
From Internal Safety/Security Audits	0	0
From Rail Transit Inspections	31	31
Closed Corrective Action Plans	12	12

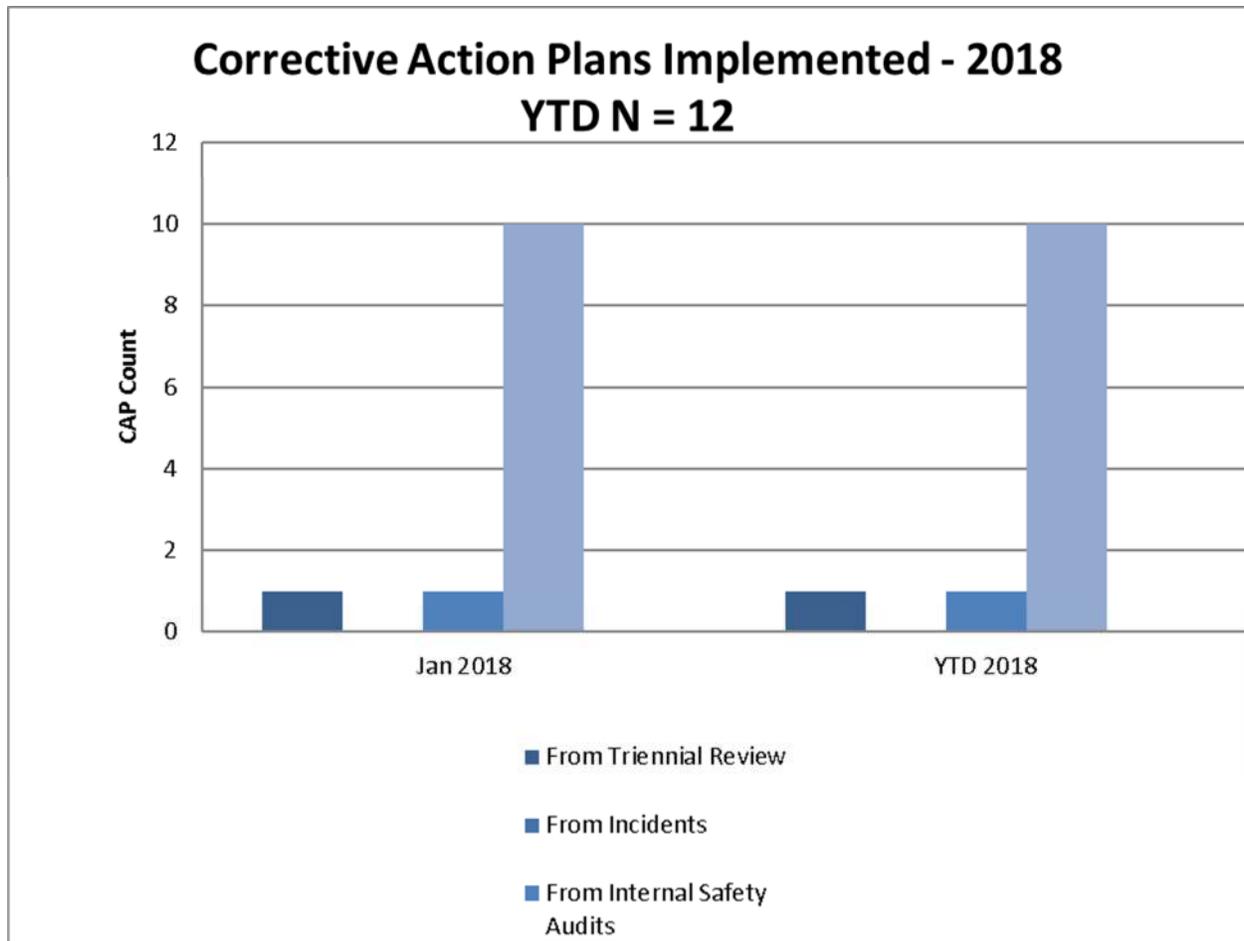
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From Triennial Audits	1	1
From Incidents	0	0
From Hazard Management	0	0
From Internal Safety/Security Audits	1	1
From Rail Transit Inspections	10	10

ONGOING DATA / TRENDS







CALIFORNIA OIL BY RAIL TRANSPORT (CORT) REPORT

- Delta Trading, L.P., January 30, 2018** – Delta Trading (Bakersfield) received one hundred thirty five (135) cars of crude oil in January at their Paloma Gulf Station site located twenty (20) miles southwest of Bakersfield. They have steadily increased the number of cars received over the last few months as planned. These cars are done by switch moves not unit trains. These manifest cars usually originate from Phillip 66 in Wyoming and are not Bakken crude oil.

- **Kern Oil Refining, January 30, 2018** – Kern Oil Refining (Bakersfield) has currently received one (1) crude oil train from Murex Crude originating in New Mexico. This train will enter California on the BNSF at Needles, California and is expected to consist of 102 tank cars. During my visit last month the manager explained they tried to receive two trains in the same month while the price of crude was low. This plan failed to deliver on savings since they paid SJVR more in storage fees than were saved. They are currently contemplating expansion efforts to address this issue.
- **Plains All American, January 30, 2018** – Received an update from Plains All American (Taft) for the month of January they have received four (4) unit trains. These trains will enter California on the BNSF from Klamath Falls, Oregon. These unit trains are expected to consist of 99 tank cars each. They have been informed to expect six (6) trains in February, but their manger says due to congestion on the CP that number will certainly be reduced. These trains will originate in Edmonton (Alberta) Canada and will not be Bakken crude.

INVESTIGATING STAFF MEETING:

- During the January, staff meeting the names of other locations that may be handling crude oil handlers were mentioned. The first, Golden Bear, was contacted and they stated they are not a crude oil facility; they use tar which is used to resurface roads.
- The second, Plains LPG in Shafter, was contacted; they also stated their facility does not handle crude oil. Staff was reminded that the placard color and class number does not denote the product inside; the key is the UN number inside the white box.

Five (5) crude oil unit trains entered California in January 2018, with none of them containing Bakken crude oil.

###