

Safety and Enforcement Division



Monthly Performance Report

June 2019

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NOTE: AS OF JULY 1, 2019, THE OFFICE OF RAIL SAFETY HAS BECOME THE RAIL SAFETY DIVISION. THE RAIL SAFETY DIVISION WILL BE PUBLISHING AN INDEPENDENT MONTHLY METRICS REPORT FROM HERE ON OUT. 21

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Disclaimer

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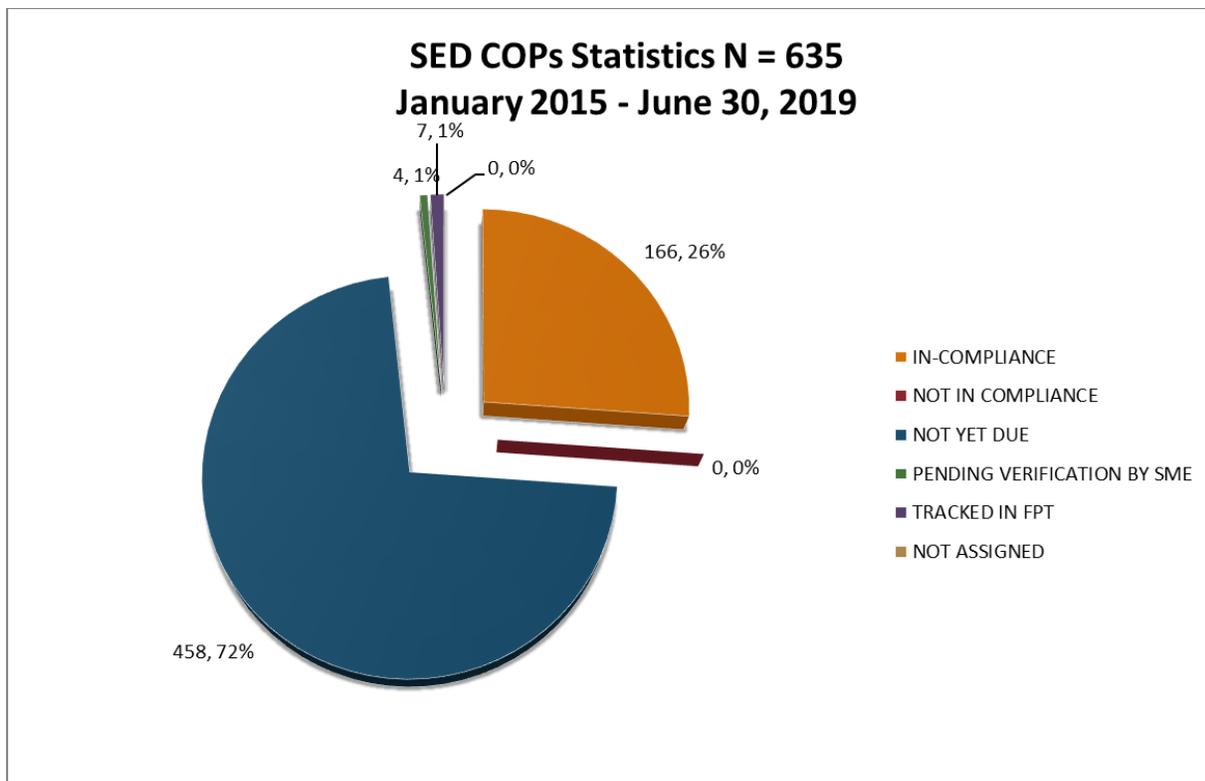
This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through June 30, 2019, SED shows 635 total entries in the COPS system; with 166 reaching compliance (26%), 458 (72%) not yet due for compliance, and 0 (0%) out of compliance. 4 (1%) are pending verification. 634 (100%) of all Ordering Paragraphs are assigned to members of staff.

During June 2019, there were 0 new OPs recorded to the COPS database for the Safety & Enforcement Division.

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



NATURAL GAS SAFETY PROGRAM

STAFF CITATION PROGRAM

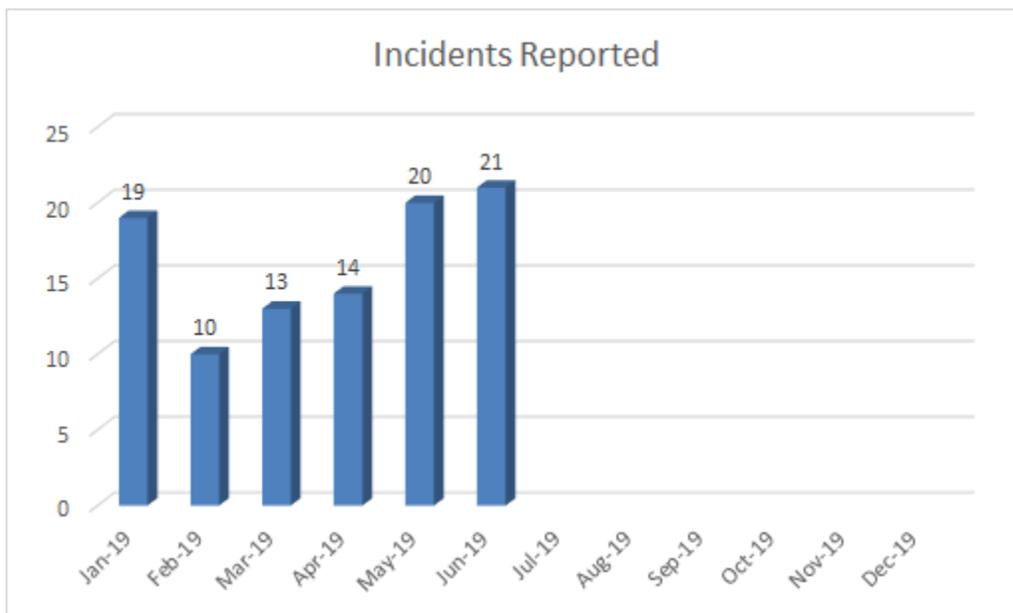
Citation Number	Utility	Amount	Violations	Date Cited	Appealed	Status
D.16-09-055 G.19-02-001	SoCalGas	\$ 3,300,000	192.13 (c), PU Code 451 & 702	2/1/2019		Active
Total Cited 2019		\$ 3,300,000				

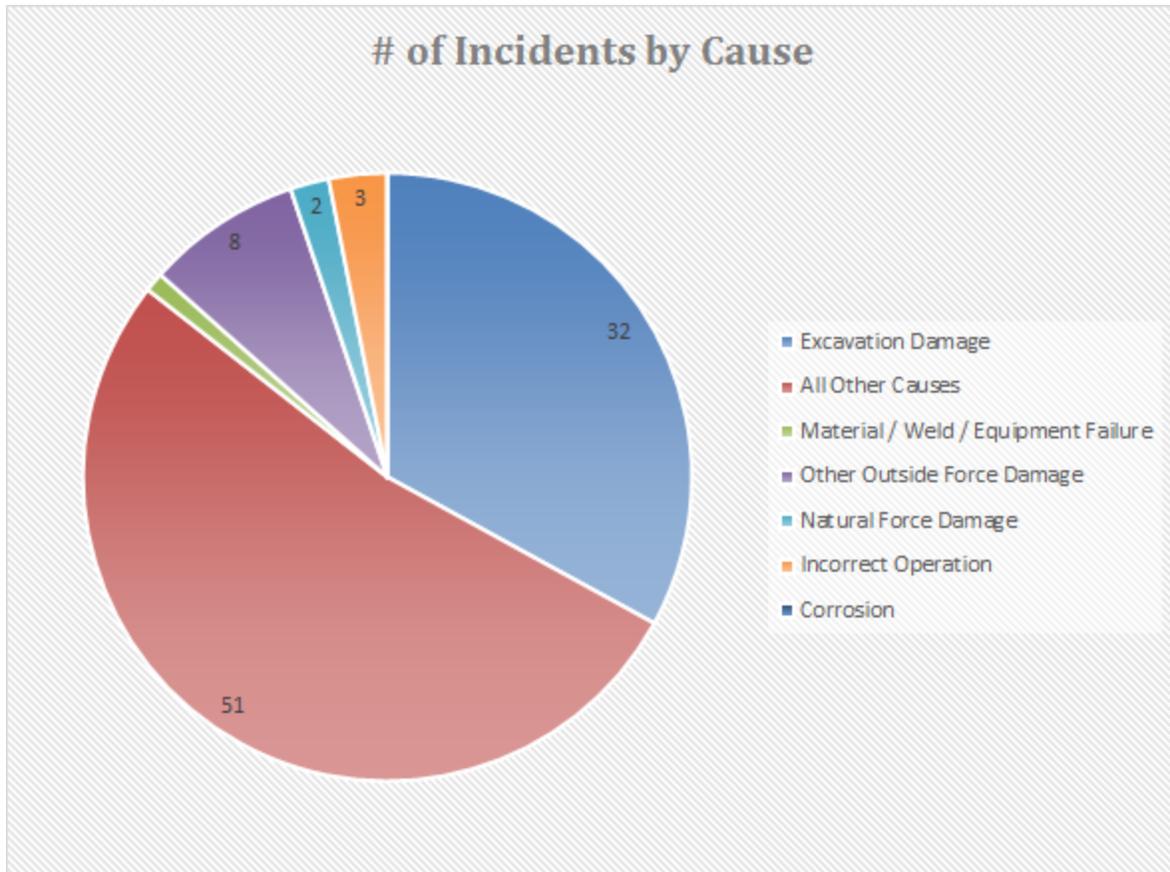
INSPECTIONS

	2018	2019
Conducted	39	24
Final Report Completed	34	15

INCIDENT INVESTIGATIONS

As of June 30, 2019, GSRB Staff received 97 incidents year to date.





The CY 2019 incidents¹ are categorized as follows:

	Level 1	Level 2	Level 3	Level 4	TOTAL
Open	29	38	2	2	71
Closed	15	10	1	0	26
TOTAL	44	48	3	2	97

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 was one self-identified violation reported in June.

NATURAL GAS RELATED PROCEEDINGS

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

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

- **PG&E Locate and Mark Practices OII (I.18-12-007) (Commissioner Rechtschaffen/ALJ Allen) (SED Advocacy):** The Order Instituting Investigation and Order to Show Cause on the Commission's Own Motion into the Operations and Practices of Pacific Gas and Electric Company with Respect to Locate and Mark Practices and Related Matters was issued on December 13, 2018. CPUC institutes this formal investigation to determine whether PG&E has violated legal requirements for the utility to timely locate and mark natural gas pipelines to ensure that third party construction excavation does not damage pipes and other components and thus diminish safety. This OII also directs PG&E to show cause as to why the Commission should not find violations in this matter, and why the Commission should not impose penalties, and/or any other forms of relief, if any violations are found. PG&E is directed in this order to provide a report on these matters, provide answers to certain questions, and to provide other specified information to the Commission. On 2/5/2019, a Law and Motion Hearing was held. A Prehearing Conference is scheduled for 4/4/2019. Scoping memo was issued on 5/7/19 and a second PHC was held on 5/29/19.
- **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 June 2019, Electric Safety and Reliability Branch:

- Received 13 electric facilities incident reports and closed four previously reported electric facilities incident investigations;
- Investigated 32 customer safety and reliability complaints;
- Issued seven Notice of Violation letters/audit reports;
- Performed two Electric Distribution audits;
- Monitored five planned outages and nine forced outages reported by natural gas and renewable energy power plants.

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

ESRB		Level 1	Level 2	Level 3	Level 4	Total ²
Total open incidents	Electric Facilities	7	12	44	61	124
	Generation	0	1	1	2	4
Total incidents reported in 2019	Electric Facilities	4	11	17	18	50
	Generation	0	1	0	0	1
Total incidents closed in 2019	Electric Facilities	0	7	14	20	41
	Generation	0	0	0	0	0
Total open 2019 incidents	Electric Facilities	4	11	15	17	47
	Generation	0	1	0	1	2
Incidents reported June 2019	Electric Facilities	0	5	2	6	13
	Generation	0	1	0	0	1
Incidents closed in June 2019	Electric Facilities	0	0	2	2	4
	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. Phase 1 of the proceeding concluded with the Commission's issuance of six (6) decisions that collectively approved the IOUs and ITOs WMPs and gave guidance on the legal meaning of SB 901. On June 14, 2019, the Assigned Commissioner and ALJ issued a Ruling initiating Phase 2 (i.e. Phase 2 Ruling) of the Wildfire Mitigation Plan (WMP) proceeding (i.e. R.18-10-007). The Phase 2 Ruling intends to develop: (1) metrics to evaluate the WMPs, (2) templates for consistent data reporting, and (3) a process for next year's WMP reviews that provides more time for intervenors and the Commission to review. The Phase 2 Ruling instructs electrical corporation respondents to file a report on July 30, 2019 that details existing and proposed data collection and analysis efforts and it establishes dates for a prehearing conference (PHC) and workshops for Phase 2. Additionally, the Phase 2 Ruling sets forth a process for parties and intervenors to formally respond to and provide comments on PG&E's 2nd WMP Amendment filed on April 25, 2019. Finally, the Phase 2 Ruling kicks off the process contemplated in Senate Bill (SB) 901 for evaluation of effectiveness of current WMPs and programs. Pending.

- **Rulemaking to Examine Electric Utility De-Energization of Power Lines in Dangerous Conditions (R.18-12-005) (Commissioner Picker/ALJ Semcer) (Advisory):** On December 13, 2018, the Commission opened an Order Instituting Rulemaking (R.)18-12-005 to examine its rules allowing electric utilities under the Commission's jurisdiction to de-energize power lines in case of dangerous conditions that threaten life or property in California. Among other things, this proceeding will focus on developing best practices and evaluation criteria, ensuring coordination with first responders, mitigating impact on vulnerable populations, ensuring consistency in noticing and reporting of events, and examining ways to reduce the need for de-energization. On April 3, the parties filed reply comments to the opening comments initially filed by the parties on March 25. On April 26, a proposed decision (PD) was issued by Commissioner Picker. The PD adopts communication and notification guidelines, expands the requirements in resolution ESRB-8, and presents a preliminary list of issues to be explored in Phase 2. On May 16, the parties filed comments on the proposed decision adopting de-energization (public safety power shut-off) guidelines for phase 1. On May 21, the parties filed their reply comments. Pending.
- **Rulemaking to Evaluate the Mobilehome Park Pilot Program and to Adopt Programmatic Modifications (R.18-04-018) (Commissioner Rechtschaffen /ALJ Semcer) (Advisory):** D.14-03-021 established a three-year pilot program authorizing each California investor-owned utility (IOU) to convert 10 percent of master-metered gas and/or electric Mobile Home Park (MHP) spaces within its operating territory to direct utility service. On February 1, 2019, the utilities filed Annual Report Response. Parties have been invited to file comments on those responses and on the annual reporting process. In April 2019, the ALJ issued ruling entering workshop presentations into the record. Parties were invited to provide comment on Scoping Memo questions and next steps. In May 2019, parties filed comments on workshop and the questions in the scoping memo and in June 2019, parties filed reply comments. Next step is a Proposed Decision (PD). Pending.

- **Creation of a Shared Database or Statewide Census of Utility Poles and Conduit (R.17-06-028); Communications Provider Access to Poles (I.17-06-027) (Commissioner Picker/ALJ Mason) (Advocacy):** On January 22 and 23, 2018, industry group of pole-owners and pole-tenants hosted an informal workshop to discuss a phased approach and path forward regarding access to pole data, attachment data, and conduit data, ESRB attended and participated in the workshop. The industry group issued a workshop report on February 28, 2019. On May 10, 2019, ALJ Mason issued a ruling requesting parties to file comments by June 24, 2019 on Right of Way Rules. On June 4, 2019, ALJ Mason issued a ruling approving parties' recommendation to create working groups to develop requirements for Tracks 1, 2, and 3. On June 10, 2019, parties filed comments in response to the ALJ's ruling requesting comments on ROW rules. On June 13, 2019 and June 24, 2019, parties met via teleconference to discuss scheduling for development of Tracks 1, 2, and 3. Pending.
- **Proceeding to Consider Amendments to GO 95 (R.17-10-010) (Commissioner Picker/ALJ Mason/ALJ Goldberg) (Advocacy):** As directed in D.16-01-046, SED filed P.17-03-004 to adopt, amend, or repeal rules in GO 95. In response to SED's petition, the Commission opened R.17-10-010 in October 2017, to consider the amendments discussed in SED's petition. On July 31, 2018, the ALJ issued a scoping memo and ruling setting the schedule for this proceeding and directing SED to convene a workshop to discuss the scoped issues. SED and parties held three workshops in August 2018 and September 2018 and addressed amendments to GO 95 rules regarding climbing space, fall protection, pole strength, and pole steps. Parties reached consensus on all of the rule change proposals and on October 31, 2018, SED filed a Joint Parties' Workshop Report to the Commission. In November 2018, Parties filed comments on the Workshop Report and in December 2018 parties filed reply comments. The comments and reply comments focused on implementation dates and cost considerations. Pending issuance of a Proposed Decision.
- **PG&E Locate and Mark Practices OII (I.18-12-007) (Commissioner Rechtschaffen/ALJ Allen) (Advocacy):** On December 6, 2018, the Commission's SED issued an Investigative Report, which found that PG&E falsified safety records related to locating and marking its underground natural gas facilities and violated federal and state regulations. On December

13, 2018, the Commission initiated this formal proceeding to investigate PG&E's Damage Prevention and Locate and Mark programs and practices. On March 6, 2019, SED conducted deposition of a PG&E employee to determine whether the PG&E Locate and Mark involved PG&E's electric distribution safety as well as PG&E's gas safety. On March 22, SED filed a motion to include electric distribution in the scope of this proceeding. SED staff is reviewing PG&E's show cause report. On June 19 and 26, 2019, parties had two settlement conferences, which did not reach consensus. On June 28, 2019, the Commission set the schedule for the proceeding. Pending.

- **Physical Security of the Electric System and Disaster and Emergency Preparedness (R.15-06-009) (Commissioner Rechtschaffen/ALJ Kelly) (Advocacy):** Phase I addressed physical security for electric supply systems and was resolved by D.19-01-018. Phase II addresses disaster and emergency preparedness plans for electrical corporations and regulated water companies. On April 3, 2019, ALJ Kelly issued a ruling requesting parties respond to two questions related to changes in GO 166 and standardization of emergency preparedness plans. On May 1, 2019, SED and parties filed comments in response to the ruling. Pending.
- **Distributed Energy Resources (R.14-08-013) (President Picker/ALJ Mason/ALJ Allen) (Advisory):** On September 28, 2017, the Commission adopted a Decision that addressed Track 1 Demonstration Projects A (Integration Capacity Analysis) and B (Locational Net Benefits Analysis). ESRB will continue to review the **issues** and provide advisory support when needed.
- **SCE Appeal of Twentynine Palms Citation (K.18-03-008) (ALJ Kim) (Advocacy):** ESRB investigated an incident that occurred on August 1, 2015 in Twentynine Palms, involving the failure of a crossarm and a resulting overhead conductor clearance problem that caused injury to 3 individuals. On February 12, 2018, SED issued a \$300,000 citation to SCE for violations related to the incident. SCE appealed the citation on March 14, 2018. On October 3, 2018, SED issued an \$8,000,000 amended citation that replaced the \$300,000 citation that was issued to SCE on February 12, 2018. The amended citation was the result of new violations of GO 95 that SED had discovered. A hearing was held in December 2018, in February 2019, and March 2019. Briefs and reply briefs were filed in April 2019. Pending.

OTHER ACTIVITIES

- **2017 and 2018 Wildfires:** In 2017 and 2018, California has experienced devastating wildfires. In Northern California, the Camp Fire burned about 153,000 acres in November 2018, destroyed an estimated 18,000 structures, injured three firefighters, and unfortunately resulted in 86 civilian fatalities. In Southern California, the Woolsey Fire burned about 100,000 acres in November 2018, destroyed an estimated 1,800 structures, injured three firefighters, and unfortunately resulted in three civilian fatalities. SED investigatory teams have been assigned and have visited the sites of areas affected by the 2017 and 2018 wildfires to examine evidence related to utilities' facilities. SED is currently working closely with CAL FIRE and other agencies to investigate PG&E, SCE, and communications companies' compliance with the Commission's safety rules.
- **Compliance with D.17-09-024 regarding Long Beach Incident:** D.17-09-024 adopted a Settlement Agreement between Southern California Edison and SED. Under the settlement, SCE paid a \$4 million penalty and will spend \$11 million on various system enhancement projects in Long Beach intended to reduce the chance of public injury, reduce the risk of future system failures, and improve the utility's operational awareness and network maintenance. ESRB is monitoring SCE's work to ensure compliance with the settlement agreement.
- **Transmission Maintenance Coordination Committee (TMCC):** TMCC is an advisory committee to help the CAISO develop, review, and revise Transmission Maintenance Standards. TMCC holds quarterly meetings to discuss recent improvements in construction and maintenance processes and techniques, and industry best practices. ESRB is a member of TMCC and attends quarterly meetings.

UTILITY RISK ASSESSMENT AND SAFETY ADVISORY

SUMMARY OF RECENT ACTIVITIES:

Investigation of PG&E Safety Culture RASA staff are preparing a \$3MM contract/amendment for NorthStar to conduct addition analysis for Phase 2 of the proceeding. The contract amendment is awaiting approval at the Department of General Services. Staff are working with Advisors to refine the scope of work and contract amendment for the NorthStar Contract to ensure that resources and the expected analyses can be conducted.

Gas Leak Abatement OIR – RASA staff are working with California Air Resources Board staff and have tentatively scheduled a meeting for August on potential changes to the reporting requirements on Lost and Un-Accounted For (LUAF) gas and actual methane emissions based on the expected PD that will be published in August. The ALJ is drafting the Proposed Decision based on SED/RASA recommendations.

SCE, Sempra, and PG&E RAMPs - Comments on staff's Review of SCE's RAMP, and comments on the SCE RAMP were submitted on June 14th. Written comments were generally consistent with public comments RASA staff received at the public workshop. RASA staff also met with Sempra in preparation of Sempra's submission of their next RAMP. RASA staff also submitted a recommendation to the ALJ to close the PG&E RAMP proceeding.

Utility Pole OII – RASA, Energy, and Communications Division staff are participating in working group meetings with the IOU's and communication utilities to achieve the goals of OII. A two day in-person workshop has been scheduled for August to present the current pole databases and discuss the criteria and elements that should be included in all pole databases.

S-MAP Technical Working Group – RASA staff reconvened a second Safety Model Assessment Proceeding Technical Working Group (TWG) meeting. The purpose of the TWG is to develop Safety Management System metrics and an updated Electric Overhead Conductor Index and metrics to the extent feasible, as discussed in the decision. The meeting agenda included the electric utilities (PG&E, SCE, and SDG&E) responding to comments on their proposals on how to modify the proposed "Electric Overhead Conductor" Index and associated metrics.

Mobile Home Park Conversion - RASA staff have provided recommendations to the ALJ on the MHP rulemaking including how to evaluate project priority and how the permanent program should be structured. The ALJ is drafting the Proposed Decision based on SED/RASA recommendations.

EV Charging Infrastructure Installation – Utilities have begun submitting Advice Letters seeking approval to install EV charging infrastructure based on the installation safety checklist RASA staff developed in collaboration with Energy Division Staff. ED staff will be lead in reviewing the Advice Letters to ensure the safety checklist has been followed.

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 (S-MAP, A.15-05-002, et al) (Commissioner Rechtschaffen/ALJs Kersten & Fogel) (Advisory):** With the adoption of the final decision, D.19-04-020, the first S-MAP proceeding has been brought to a close. As D.18-12-014 directed, the next S-MAP proceeding has been held in abeyance while Commission staff are taking steps to promote an Order Instituting Rulemaking (OIR) to identify lessons learned from the first S-MAP, further consider and refine a "Long-Term Road Map," and develop a scope and timeline for future S-MAP applications. SED staff has also reconvened the safety metrics technical working group, as authorized by D.19-04-020, to continue to refine the safety metrics list and to work on developing Safety Management System safety metrics.
- **Sempra Utilities 2019 General Rate Case (A.17-10-007/008 consolidated) (President Picker/ALJ Lirag):** Hearings were completed in August. The proceeding has been submitted for decision.
- **Pacific Gas & Electric RAMP (I.17-11-003) (Commissioner Rechtschaffen/ALJ Roscow):** Pacific Gas & Electric's TY2020 General Rate Case was filed in December. RASA staff reviewed the utility documentation that mapped the RAMP report to the GRC as well as how the SED evaluation Report recommendations were incorporated into GRC. PG&E complied with the Staff data request for spreadsheets and a compilation of RAMP-related GRC testimony. In January PG&E conducted a workshop that walked through how they incorporate the RAMP in the GRC. The ALJ over the GRC proceeding determined that PG&E should file a motion to close the RAMP, with RASA making a final review for any

outstanding issues. Staff issued its comments and findings to PG&E on March 19, 2019, signifying that a motion to close the RAMP proceeding is appropriate at this time. The motion to close the RAMP is pending PG&E's filing of such.

- **Pacific Gas & Electric Gas Transmission & Storage (GT&S) rate case (A.17-11-009) (Commissioner Rechtschaffen/ALJ Roscow):** PG&E included GT&S related risks in its 2017 RAMP filing, which were reviewed and analyzed by RASA staff. A separate report containing the six RAMP chapters was circulated to parties in April, and staff conducted a workshop on April 16. Hearings on the rate case were completed in early October; and opening briefs were served November 14.
- **SCE 2018 General Rate Case (A.16-09-001) (President Picker/ALJs Roscow & Wildgrube):** Oral arguments on select issues, including SCE's Grid Modernization proposals, were held June 20. An Order Extending Statutory Deadline was issued to June 3, 2019. A Proposed Decision is currently being drafted.
- **Southern California Edison RAMP (I.18-11-006) (Commissioner Picker/ALJ Wildgrube):** RASA staff is reviewing the RAMP report with the goal of producing an evaluation in May and associated workshop in Los Angeles. With the recent submittal of their Wildfire Mitigation Plan (WMP), SCE has submitted a RAMP amendment to update it and make consistent with WMP.
- **Physical Security of Electric Infrastructure (R.15-06-009 Phase 1) (Commissioner Rechtschaffen/ALJ Kelly):** Decision 19-01-018 in Phase 1 was passed at the January 10, 2019 Commission Meeting.
- **Utility Disaster Planning & Emergency Preparedness (R.15-06-009 Phase 2) (Commissioner Rechtschaffen/ALJ Kelly):** ALJ Kelly issued an e-mail ruling on April 3, 2019 seeking responses to two questions related to General Order 166, and the extent of standardization across electrical and water utilities. Response were received May 1, 2019.
- **Utility Poles and Conduit (I.17-06-027/R.17-06-028) (Commissioner Picker/ALJs Mason and Kenney):** The Investigation and Rulemaking into possible creation of a shared database or statewide census of utility poles and conduit was initiated on June 29, 2017. This proceeding is consolidated with R.17-03-009 that considers whether and how our existing

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

- **Undergrounding Rule 20A (R.17-05-010) (Commissioner Picker/ALJs Hecht & Wildgrube):** This rulemaking was launched May 11 to review policies and funding mechanisms for the overhead to underground conversion program administered by electric utilities for cities and other jurisdictions. A PHC was held September 11, 2017, and a scoping memo is pending. SED will monitor the proceeding with an interest in adding safety as one of the program eligibility criteria. Energy Division has scheduled two Phase I workshops for April 22 and 23 in the CPUC Auditorium. Phase I of the Rule 20 Proceeding is focused on identifying and evaluating various potential near-term improvements to the Program and associated tariffs.
- **Mobile Home Park Pilot Expansion (R.18-04-018) (Commissioner Rechtschaffen/ALJ Kersten):** RASA is summarizing parties’ Comments in support of the MHP Conversion proceeding (R.018-04-018) to help the ALJ draft the proposed decision. The Rulemaking includes an evaluation of the conversion pilot program, and a proposal for how a permanent program should be structured. The Final Decision is scheduled for Q2 2019.
- **SCE Grid Safety & Resiliency Program (A.18-09-002) (Commissioner Picker/ALJ Haga):** This application includes SCE’s request for approval to record and recover the costs of many RAMP proposed mitigations for the 2018-2020 time period. Specifically, SCE asserts that the GS&RP incorporates mitigation measures that will help enhance the safety of the electrical system and make it more resilient during wildfires. D.19-01-019 approved an

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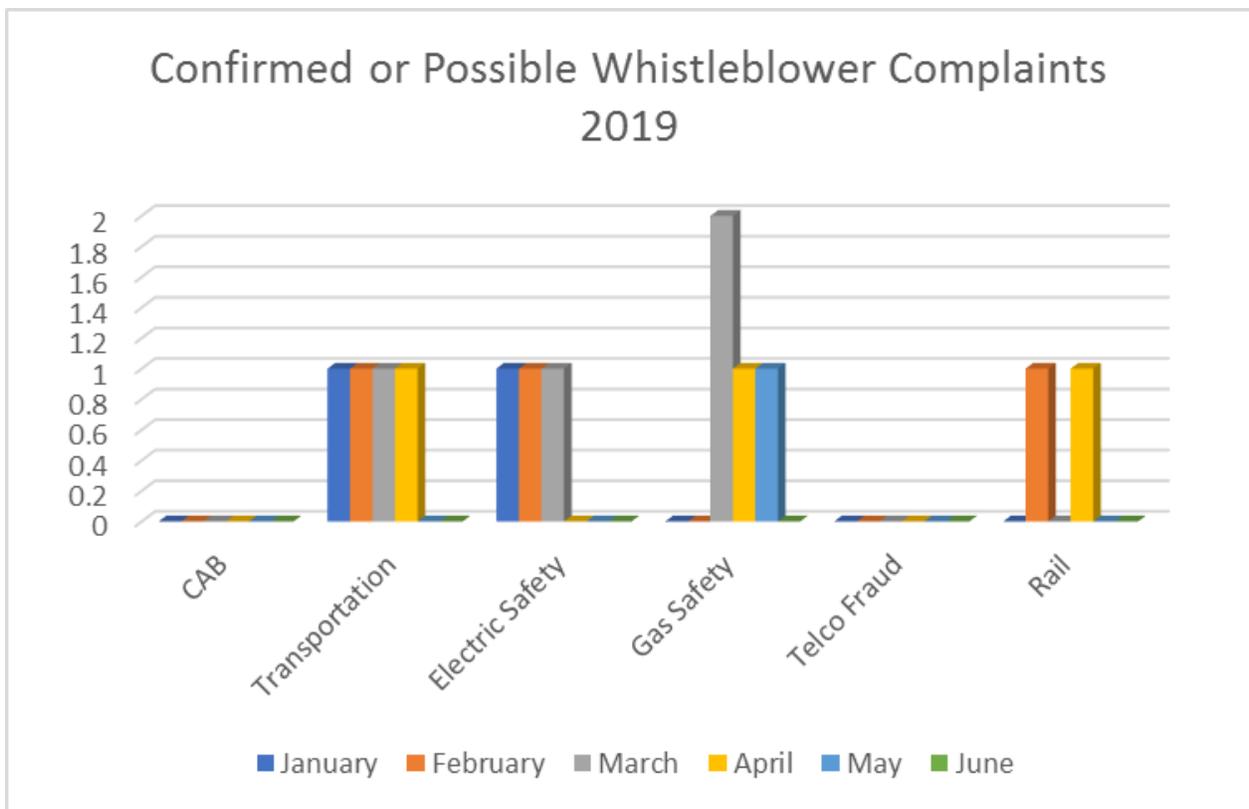
effective date for an interim memo account. ALJ Haga's Ruling of 3/27/2019 reset intervenor testimony to be due by 4/23/2019 and rebuttal testimony to be due 5/31/2019. The Ruling also scheduled evidentiary hearings for July 1-3, 2019 and July 8-10, 2019.

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 – 6/30/2019

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



California Public Utilities Commission | Safety and Enforcement Division

NOTE: AS OF JULY 1, 2019, THE OFFICE OF RAIL SAFETY HAS BECOME THE RAIL SAFETY DIVISION. THE RAIL SAFETY DIVISION WILL BE PUBLISHING AN INDEPENDENT MONTHLY METRICS REPORT FROM HERE ON OUT.

OFFICE OF RAIL SAFETY

RAILROAD OPERATIONS SAFETY BRANCH – ROSB

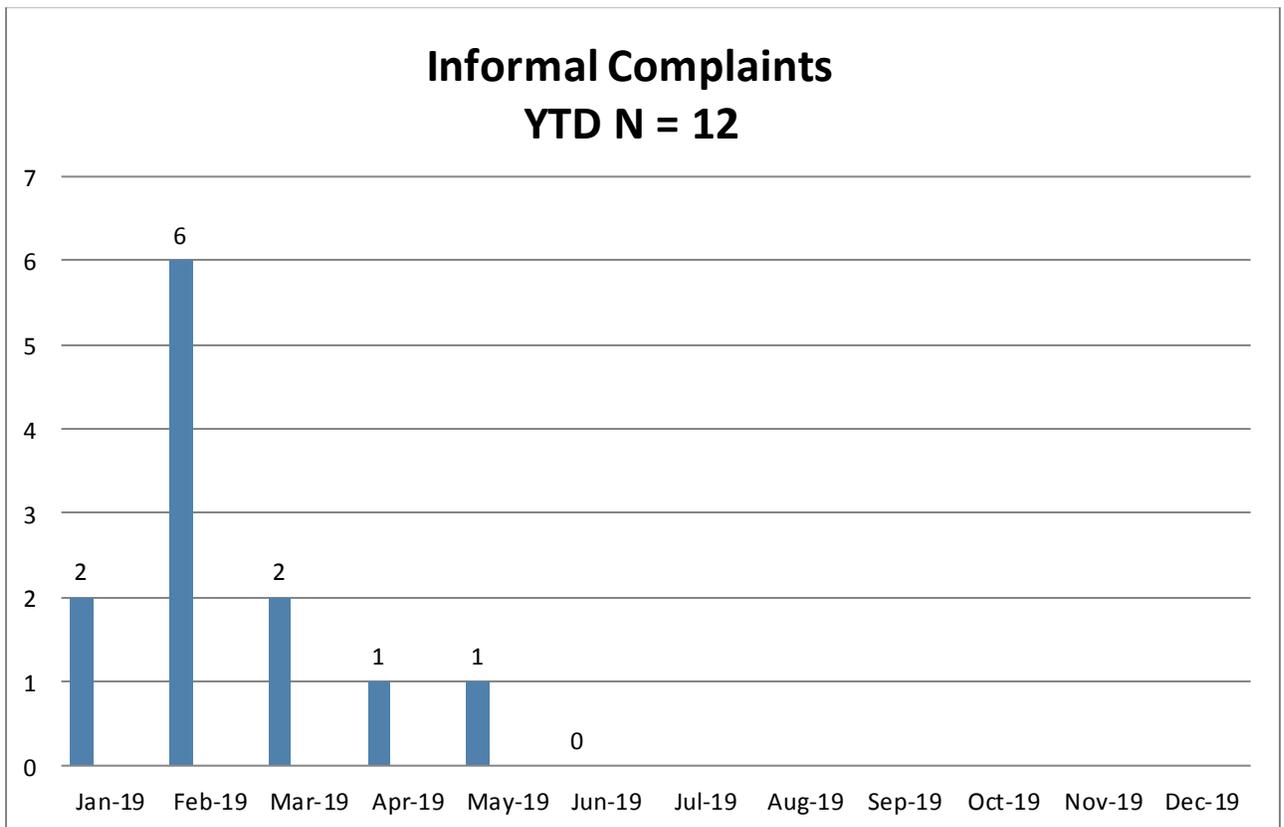
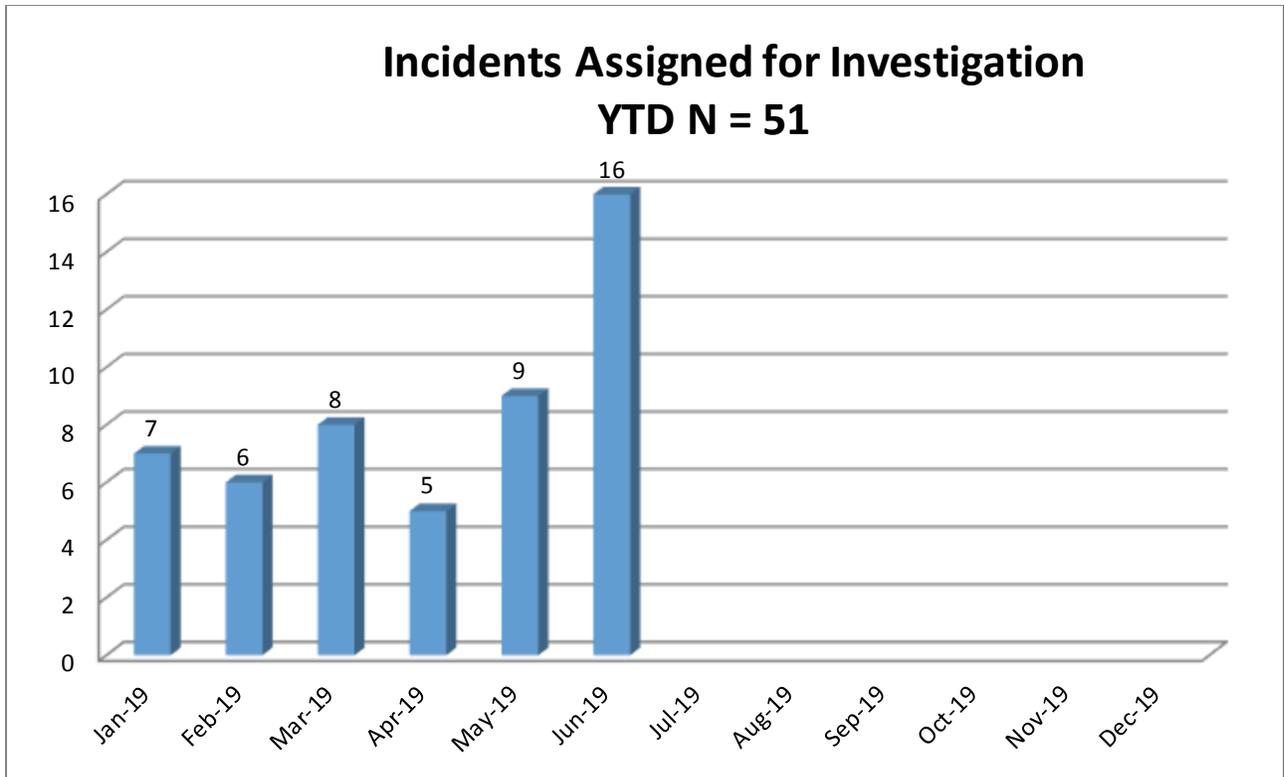
In the month of June 2019, SED Staff's Railroad Operations group completed the following:

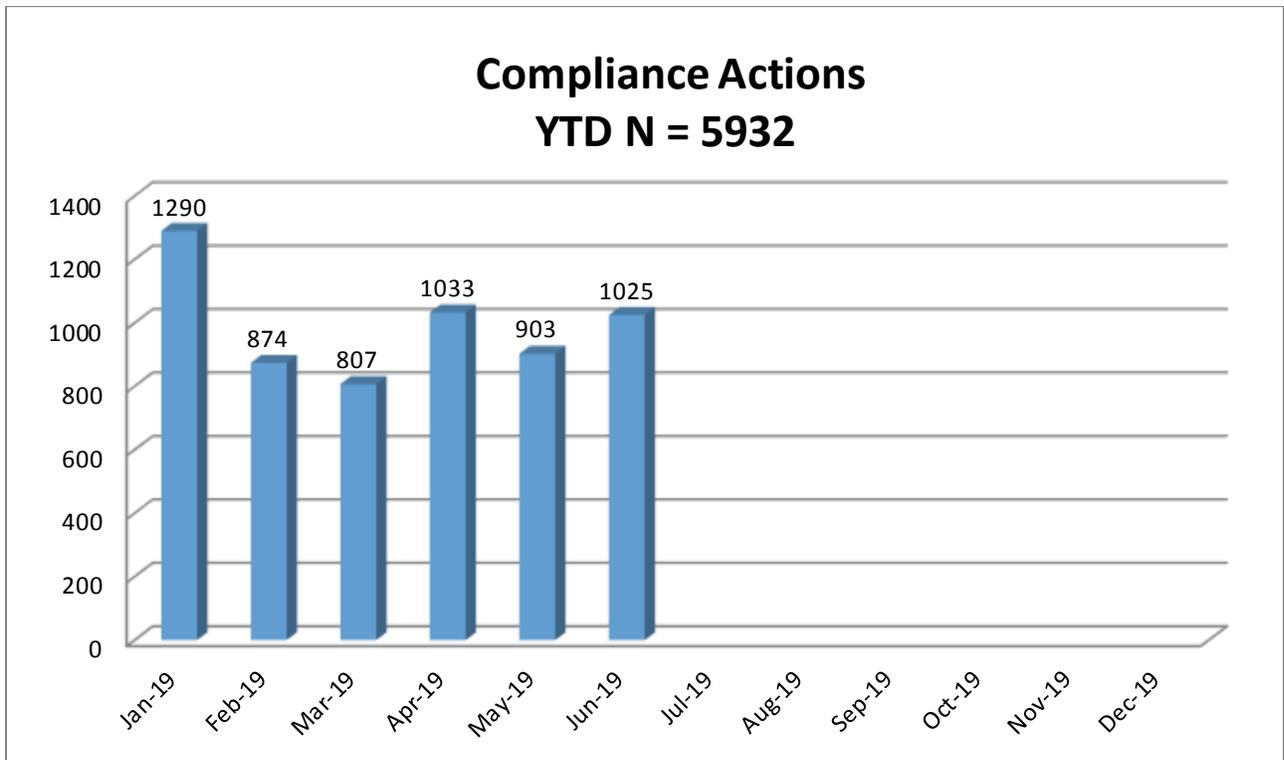
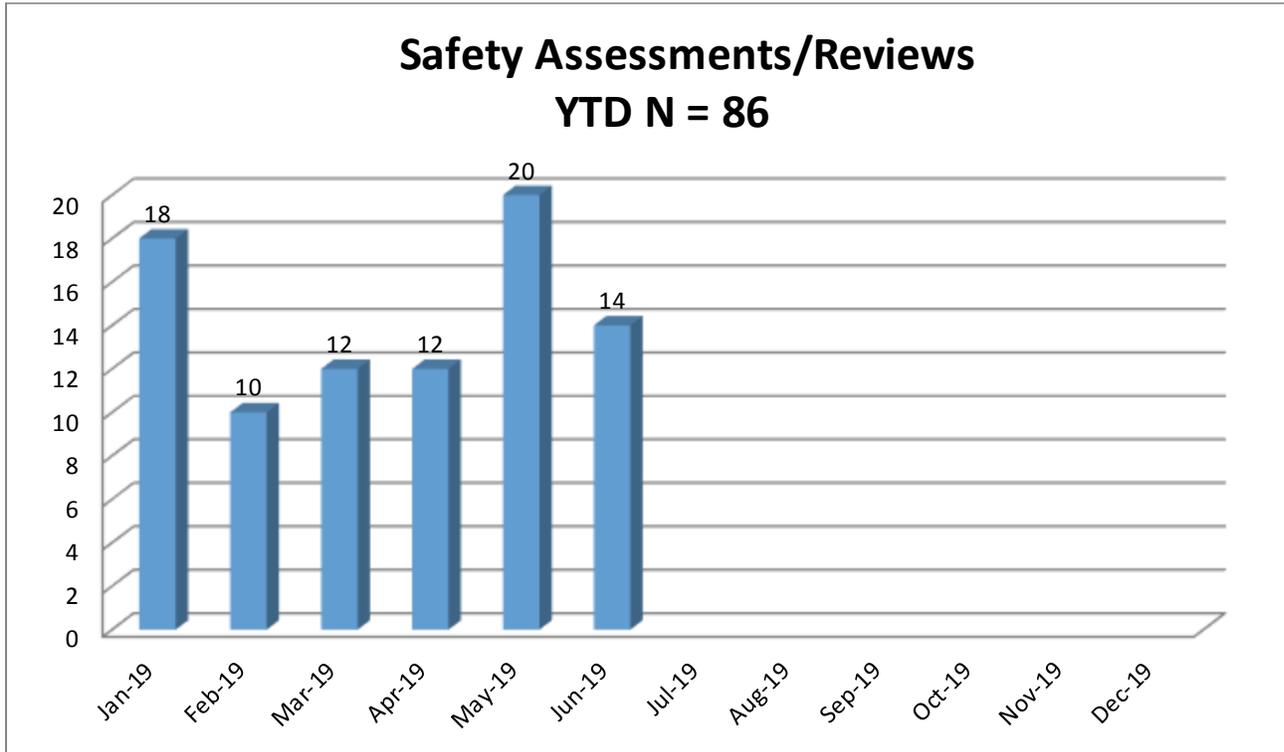
Railroad Operations Safety Branch	Jun-19	YTD 2019
New Incidents Investigated	16	51
Informal Complaints Investigated	0	12
Safety Assessments/Reviews	14	86
Compliance Actions	1025	5932
Major Inspections Completed	3	20
Operation Lifesaver Presentations	6	55

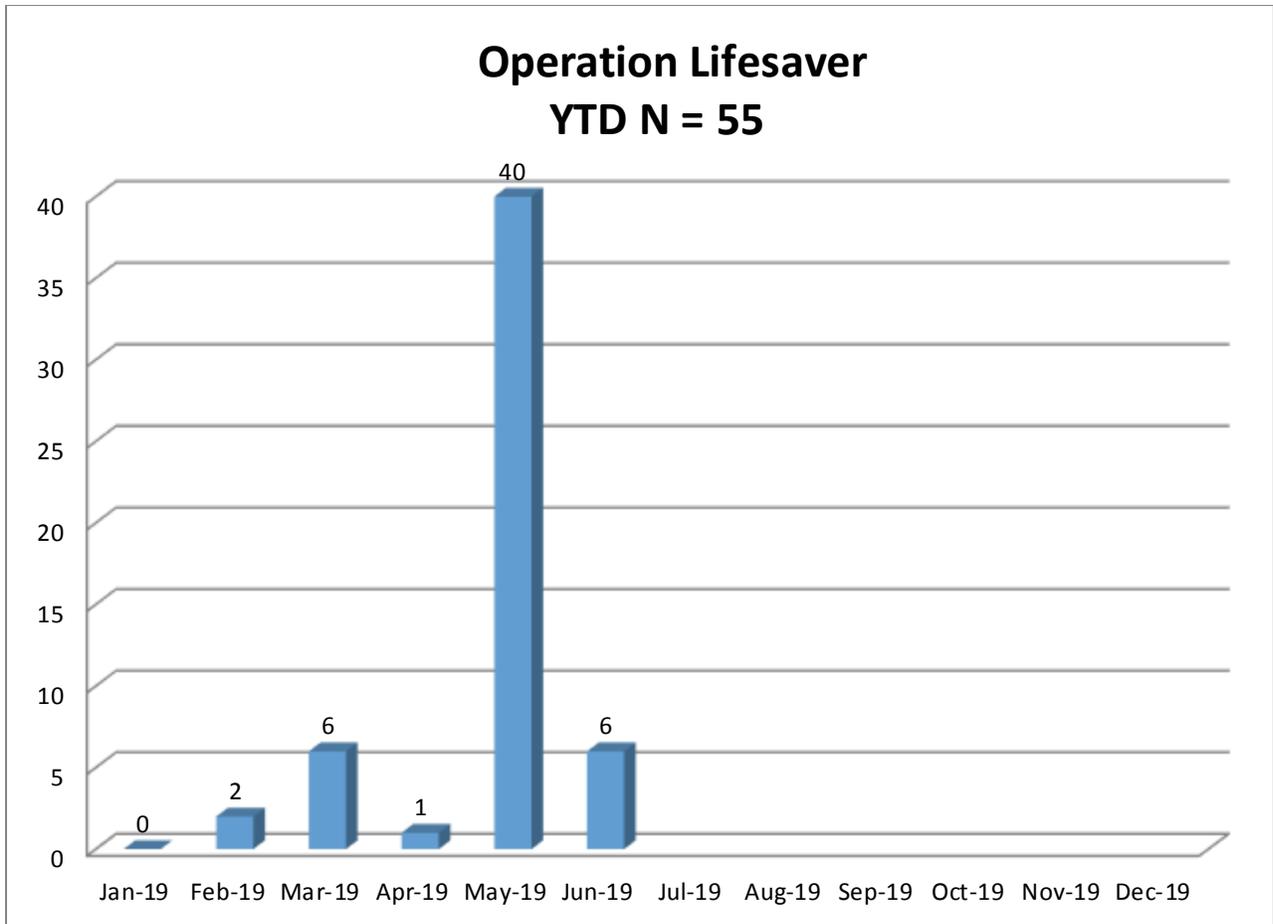
ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

June 1, 2019: A group of CPUC rail safety inspectors attended the Pacific Harbor Line Family Day and Health Fair to make an Operation Lifesaver presentation. 120 people participated in the presentation on grade crossing safety that included the use of charts, interactive games and rail safety literature.

June 21, 2019: A group of CPUC rail safety inspectors took part in an Operation Lifesaver presentation at the OCTA/Amtrak/Metrolink train station in San Juan Capistrano. The station hosts 36 passenger trains and 6 freight trains a day at the busy station. The station is also located in a historic part of the city and many of the visitors frequent the station as both passengers and tourists. Over 100 people took part in the presentation that included distribution of rail safety literature on train and track hazards.







RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

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

	June New	Received YTD	June Closed	Closed YTD
Crossing Incident Reviews	12	104	34	106
Safety Assessments/Quiet Zones/Reviews/Training	28	215	28	215
Proceedings, Resolutions and G.O. 88-B Reviews	4	61	9	91
Operation LifeSaver Presentations	0	18	0	18

RAIL CROSSING INCIDENT INVESTIGATIONS

In June 2019, the Rail Crossings and Engineering Branch (RCEB) assigned 11 new incidents at highway-rail crossings, and one incident at highway-LRT crossings. These 12 collisions resulted in four fatalities and two injuries. RCEB completed 27 crossing incident reviews at highway-rail at-grade crossings, three incident reviews at highway-LRT at-grade crossings, and four along the rail right of way. These 34 collisions resulted in 13 fatalities and 14 injuries.

- **INCR 2017070072-INCX 2017080008** - On July 24, 2017 at 15:04 hours, an AMTRAK train struck a vehicle at the Main Street crossing, in Guadalupe, Santa Barbara County, resulting in a fatality. The review found that the roadway user went through the lowered gate and the train struck the vehicle resulting in the fatality of the driver. The coroner determined the fatality to be accidental.
- **INCR 2017090041 -INCX 2017090007** - On September 12, 2017, at 00:55 hours, a UP train struck a pedestrian at the Placer Street crossing in Redding, Shasta County, resulting in a fatality. The review found that the pedestrian fell off a wheelchair and was unable to clear the tracks prior to the collision.
- **INCR 2018020048-INCX 2018020013** – On February 21, 2018 at 19:32 hours, a northbound UP train struck a bicyclist at the Rose Avenue crossing in Oxnard, Ventura County, resulting in a fatality. The review found that the bicyclist crossed over the main track on Rose Avenue

taking a short cut through the Oxnard yard. The incident occurred between the Rose Avenue and Pacific Avenue crossings.

- **INCR 2018020033-INCX 2018020018** - On February 12, 2018, at 15:21 hours, a UP train struck a vehicle at the Bear Street crossing, in Santa Ana, Orange County, resulting in injuries. The review found that the roadway user did not stop at the crossing and struck the side of the lead locomotive. ROSB reported a "Late Activation" of the warning devices where the crossing gates closed after the vehicle impacted the locomotive. Staff refers to the ROSB investigation for details and conclusion.
- **INCR 2018030023-INCX 2018030007** - On March 04, 2018, at 17:15 hours, an Amtrak train struck an unoccupied vehicle at the 10th Street crossing, in Hanford, Kings County, that resulted in property damage only. The review found that the roadway user stopped at the Kansas Avenue crossing, decided not to wait for the train to clear the crossing, drove along a parallel road to the tracks, then turned towards 10th Street crossing where the vehicle got stuck. The driver and passenger exited the vehicle prior to the train collision.
- **INCR 2018030041-INCX 2018030009** - On March 13, 2018, at 08:10 hours, a westbound AMTRAK train was struck by a vehicle at the Hawkins Road crossing, in Elmira, Solano County, resulting in property damage only. The review found that the driver could not see the crossing due to poor weather. By the time the driver reached the crossing, the driver did not have enough time to stop, drove around the lowered gate arm, and collided with the side of the train already occupying the crossing.
- **INCR 2018030047-INCX 2018030013** - On March 16, 2018, at 11:59 hours, a UP train struck an unoccupied vehicle at the Shaffer Road crossing, in Atwater, Merced County, that resulted in property damage only. The review found that insufficient information is known about the chain of events that led to the collision. The FRA report states that the unoccupied vehicle was on the tracks.
- **INCR 2018040017-INCX 2018040003** - On Sunday, April 8, 2018, at 09:45 hours, a northbound Amtrak train struck a pedestrian along the sidewalk at the Coast Boulevard crossing, in Del Mar, San Diego County resulting in a fatality. The review found that the pedestrian walking slowly, was not aware of the approaching train. The locomotive

engineer sounded the locomotive horn and made an emergency train air brake application but was not able to avoid the collision.

- **INCR 2018050005-INCX 2018050009** - On May 2, 2018, at 08:47 hours, an AMTRAK train struck a pedestrian at the H Street crossing in Union City, Alameda County, that resulted in injuries. The review found that the pedestrian ignored the warning devices, the train horn, the other pedestrian and entered the crossing prior to being struck by the train. The coroner determined the fatality to be accidental.
- **INCR 2018050034-INCX 2018060001** - On May 16, 2018, at 12:07 hours, a UP train struck a vehicle at the High Street crossing in Oakland, Alameda County, that resulted in property damage only. The review found that insufficient information exists regarding the events that led to the collision. The FRA report confirmed the incident and indicates that the roadway user stopped on the tracks prior to gates descending.
- **INCR 2018050054-INCX 2018060006** - On May 23, 2018, at 18:52 hours, a North County Transit District-Coaster struck a pedestrian at the Surfrider Way crossing in Oceanside, San Diego County, resulting in a fatality. The review determined the incident to be a suicide.
- **INCR 2018040039-INCX 2018060009** - On April 10, 2018, at 15:50 hours, a Metrolink train struck a pedestrian at the Mountain Avenue crossing in Upland, San Bernardino County, resulting in a fatality. The review found that the pedestrian's actions resulted in a suicide.
- **INCR 2018060058-INCX 2018060025** - On June 20, 2018, at 07:36 hours, a southbound North County Transit District – Coaster train struck an eastbound pedestrian on a wheelchair at the Washington Street crossing, in San Diego, San Diego County, resulting in injuries. The review found that the pedestrian's wheelchair got stuck on the tracks and the pedestrian was unable to clear the track area prior to the collision.
- **INCR 2018060059-INCX 2018060028** - On June 20, 2018, at 05:18 hours, a Metrolink train struck a vehicle at the Vineyard Avenue crossing, in Ontario, San Bernardino County, resulting in property damage only. The review found that the vehicle collided with the side of the train at the Vineyard Ave at grade crossing and the driver fled the scene.
- **INCR 2018070010-INCX 2018070003** - On June 28, 2018, at 01:57 hours, an eastbound UP train struck a vehicle at the Bonview Avenue crossing, in Ontario, San Bernardino County,

that resulted in injuries. The review found that the increased grade at the crossing contributed to a northbound semi-tractor trailer getting stuck, and trailer truck was not able to dislodge before impact with the oncoming train.

- **INCR 2018070043-INCX 2018070013** - On July 5, 2018, at 06:55 hours, a Metrolink train struck a pedestrian at the Market Street crossing, in Santa Clarita, Los Angeles County, resulting in fatality. The review found that the pedestrian crossed the tracks with a cart and some contents fell onto the tracks. The pedestrian returned to pick up items on the track as the train approached and activated the warning devices. The pedestrian did not clear the track area and the collision resulted in the fatality.
- **INCR 2018070047-INCX 2018070016** - On July 15, 2018, at 08:53 hours, a southbound AMTRAK train struck a vehicle at the Cedar Boulevard crossing, in Newark, Alameda County, resulting in injuries. The review found that the motorist drove around the gates and was struck by the train.
- **INCR 2018070071-INCX 2018070018** - On July 26, 2018, at 11:48 hours, a southbound Amtrak struck a pedestrian within the roadway at the Hawthorn Street crossing in San Diego, San Diego County, resulting in a fatality. The review found that the person was pushing a cart, walking southbound along or adjacent to the western track, and moving across the vehicular lanes of Hawthorn Street. The person was struck by the train at the south curb line.
- **INCR 2018090048-INCX 2018090008** - On September 14, 2018, at 17:01 hours, a Metrolink train struck a vehicle at the Citrus Avenue crossing, in Fontana, San Bernardino County, that resulted in property damage only. The review found that the driver stopped on the tracks before the gate arms came down. Traffic did not allow the driver to move forward past the tracks and found to be in violation of C.V.C 22451 (a); "The driver of any vehicle or pedestrian approaching a railroad or rail transit grade crossing shall stop not less than 15 feet from the nearest rail and shall not proceed until he or she can do so safely."
- **INCR 2018100086-INCX 2018100021** - On October 29, 2018, at 18:40 hours, a Metrolink train struck an unoccupied Omnitrans bus at the Rancho Avenue crossing, in San Bernardino, San Bernardino County, that resulted in injuries. The review found that the bus

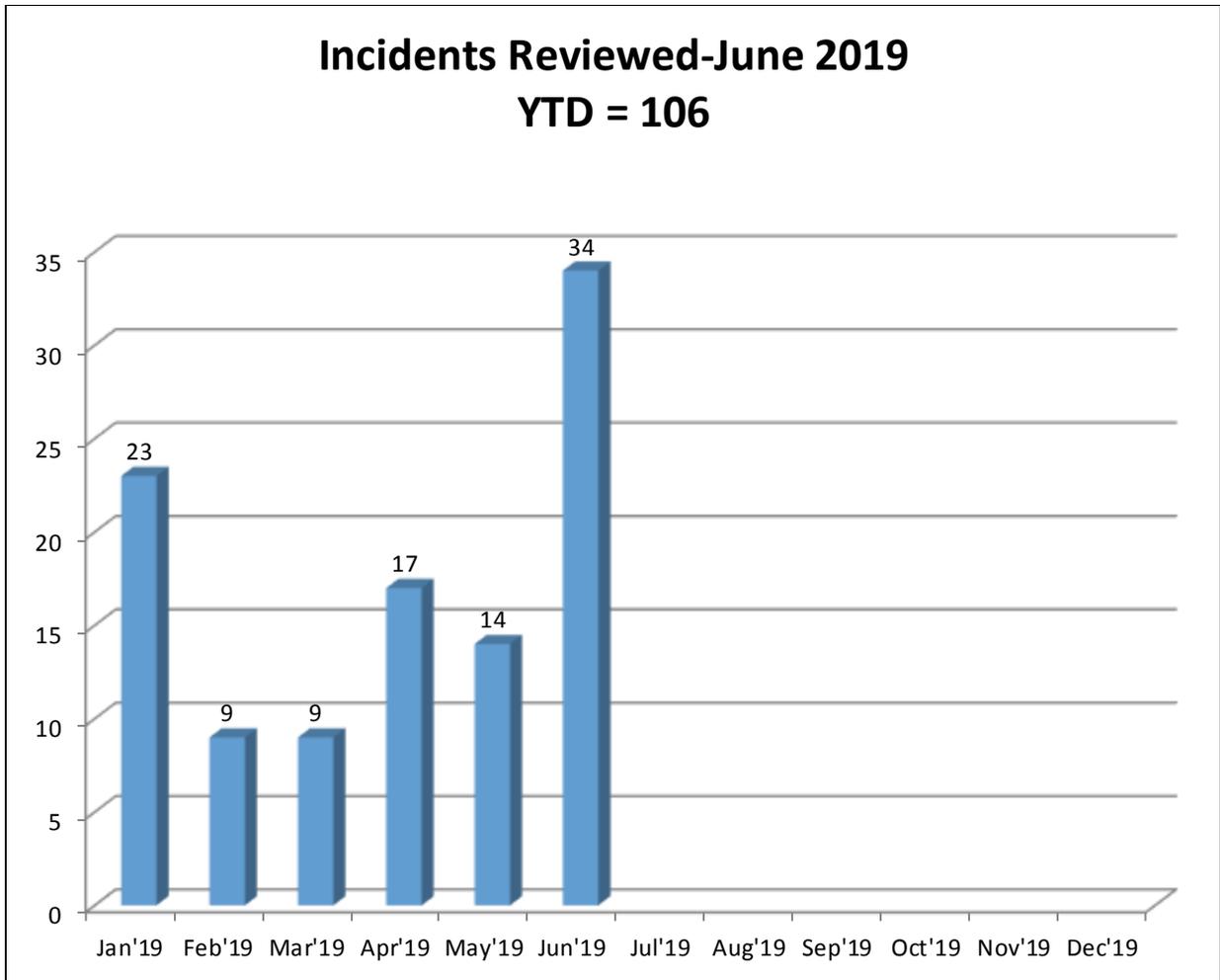
stalled because of mechanical failures and the bus could not be moved off the tracks prior to the collision. The collision resulted in injuries to train crews and passengers.

- **INCR 2018120041-INCX 2019010005** - On December 16, 2018, at 19:18 hours, a Modesto Empire and Traction Company was struck on the side by a vehicle at the Empire Avenue crossing, in Modesto, Stanislaus County, that resulted in property damage only. The review found that the driver dropped a cell phone and was reaching for it. The driver then realized that it was too late to avoid a collision with the train occupying the crossing.
- **INCR 2019020020-INCX 2019020005** - On February 9, 2019, at 20:28 hours, a westbound UP train struck a vehicle at the C Road crossing, in Portola, Plumas County, that resulted in property damage only. The review found that the incident occurred under heavy snow conditions when the driver accidentally went off the road and became stuck in the snow within the dynamic envelope of the train at the crossing. The impact was between the front left corner of the train and the right side of the vehicle.
- **INCR 2019020043-INCX 2019020016** - On February 24, 2019, at 10:17 hours, a northbound Caltrain struck a pedestrian at the Oak Grove crossing, in Menlo Park, San Mateo County, resulting in injuries. The review found that a westbound pedestrian entered the crossing area, proceeded to cross the crossing, then turned back, prior to being struck by the train, resulting in an injury.
- **INCR 2019030052-INCX 2019030013** - On March 26, 2019, at 04:56 hours, a northwest UP train struck an unoccupied panel van on the tracks near the town of Niland, Imperial County, resulting in property damage only. The incident occurred approximately 50 feet from a crossing. The review found that insufficient information is known about the circumstances leading to the collision.
- **INCR 2019030039-INCX 2019040003** - On March 19, 2019, at 14:25 hours, a UP train struck a trespasser at the Power Inn Road crossing in Sacramento, Sacramento County, resulting in a fatality. The review found that a pedestrian was pushing a bicycle and attached cart over the tracks on the west side of the crossing. A witness said that it looked like the cart was stuck in the tracks and the pedestrian was trying to get it free prior to the collision.

- **INCR 2019030049-INCX 2019040005** -On March 24, 2019, at 22:15 hours, an Amtrak train struck a pedestrian at the South Lincoln Street crossing in Stockton, San Joaquin County, resulting in a fatality. The review found that the pedestrian was walking toward the crossing and turned to cross the roadway at the tracks. The flashing lights and the gates were down at time the person left the sidewalk. The person walked alongside the track across the street and was hit by the train. The engineer stated that he was blowing the train horn and the pedestrian did not respond to the warnings.
- **INCR 2019040042-INCX 2019040012**- On April 9, 2019, at 15:16 hours, an eastbound BNSF train struck a northbound vehicle stopped in traffic at the 28th Street crossing in San Diego, San Diego County, resulting in property damage only. The review found that the motorist had just made a right turn from northwest-bound Harbor Drive. The train engineer noticed that the motorist accelerated to get past the descending gate arm but was unable to clear the track area prior to the collision. The location has simultaneous preemption of the traffic signals, but right turns toward the tracks are not currently prohibited during railroad preemption. There is approximately 50 feet between the track and the adjacent roadway parallel to the track, but there are no supplemental flashing light signals facing traffic along Harbor Blvd.
- **INCR 2018060058-INCX 2018060025** - On June 20, 2018 at approximately 07:36 hours a southbound North County Transit District - Coaster train struck an eastbound pedestrian (wheelchair) along the south sidewalk at the Washington Street crossing, resulting in critical injuries, in San Diego, San Diego County. The San Diego County Sheriff determined the incident to be an accident.
- **INCT 2018060008-INCX 2018060012** - On June 5, 2018, at 13:11 hours, an eastbound light rail vehicle struck an auto at G Street crossing in San Diego, San Diego County. The review found that the vehicle made a prohibited left turn in front of the LRV resulting in two injuries to patrons.
- **INCT 2018070001-INCX 2018070001**- On Friday, June 29, 2018, a northbound auto struck a westbound San Diego Trolley light rail vehicle at the intersection of First Street and C Street

in San Diego, San Diego County. The review found that the motorist violated a red traffic signal. The collision resulted in property damage only.

- **INCT 2018040019-INCX 2018070008** - On Saturday, April 28, 2018, at 07:28 hours, a southbound light rail vehicle struck a pedestrian at the SDTI Middletown Station, located in San Diego, San Diego County. The review found that the pedestrian moved from the east platform and climbed between the light rail vehicles on the west track while the train was stopped within the station. The pedestrian fell as the train departed southbound resulting in injuries.
- **INCR2017040057-INCX2017050002**- On April 25, 2017, at 03:55 hours, a westbound AMTRAK train struck a trespasser, resulting in a fatality, near milepost 905.08 of the Bakersfield subdivision in Shafter, Kern County. The review found that the incident did not occur at a highway-rail at-grade crossing.
- **INCR2018060007-INCX2018060011**- On June 4, 2018, at 19:15 hours a westbound North County Transit District - COASTER train struck a trespasser resulting in fatality near milepost 241.50 of the San Diego Subdivision in Solana Beach, San Diego County. The review found that the incident did not occur at a highway-rail at-grade crossing.
- **INCR 2018060014-INCX2018060014** - On June 1, 2018, at 05:59 hours, a northbound Amtrak train struck a trespasser resulting in fatality near milepost 265.30 of the NCTC San Diego Subdivision in San Diego, San Diego County. The review found that the incident did not occur at a highway-rail at-grade crossing.
- **INCR 2019050062-INCX 2019050011** - On May 29, 2019, at 18:32 hours, a northbound North County Transit District - Coaster train struck a pedestrian 1,500 feet from the Washington Street crossing in San Diego, San Diego County, resulting in injuries. The review found that the incident did not occur at a highway-rail at-grade crossing.

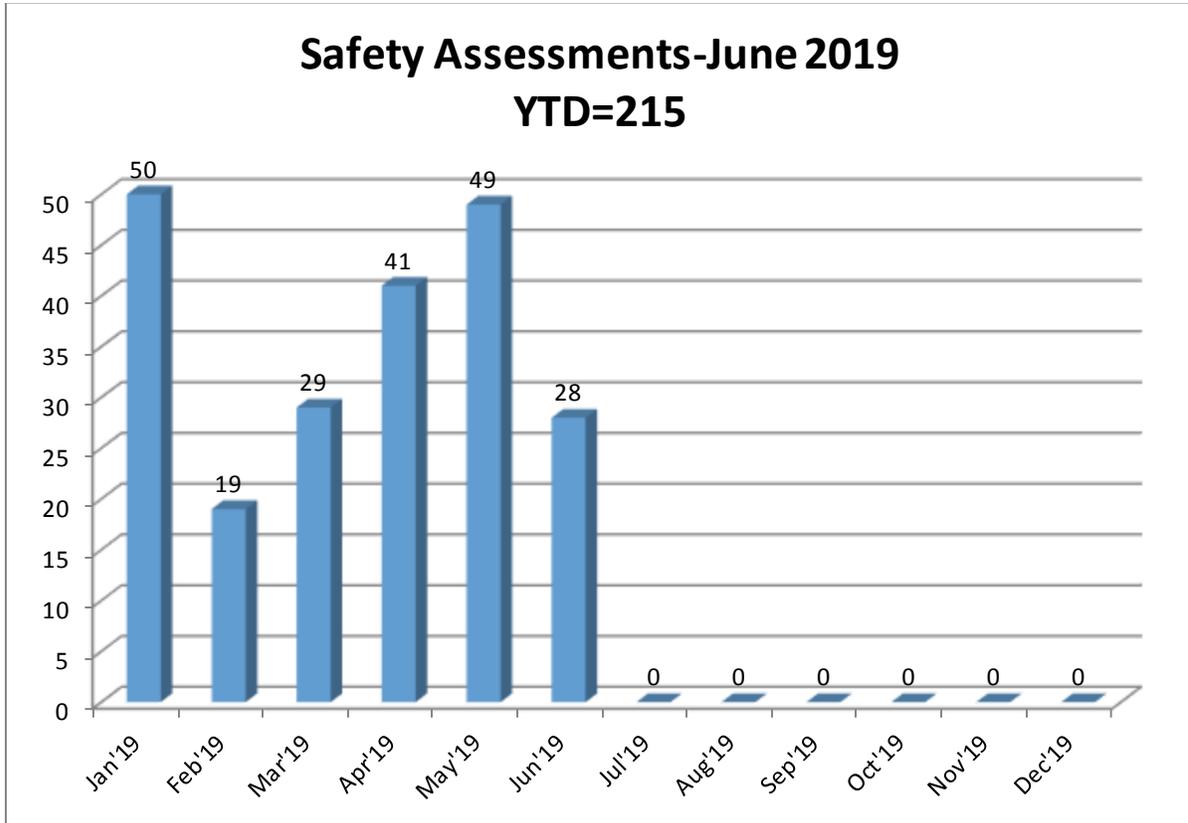


SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In June 2019, RCEB completed 28 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, and diagnostic reviews with railroads and local agencies. These activities review existing crossings and proposed changes to crossing warning devices. Staff continues to work with Caltrans and the Federal Highway Administration (FHWA) regarding the experimental pavement markings project.

- Experimental Project Dynamic Envelope Marking** – Caltrans and Rail Safety Division (RSD) continue working on the project with FHWA. The RSD Director scheduled meetings with a US Senator in July for support of the pavement markings project. CPUC and Caltrans staff continue working on the next step.

- **QTZN 2019060002** – On June 19, 2019, staff added the Notice of Intent for the Buena Vista Street Quiet Zone in Burbank, Los Angeles County. Metrolink operates trains at this crossing. The notice is for consideration of a new Quiet Zone.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

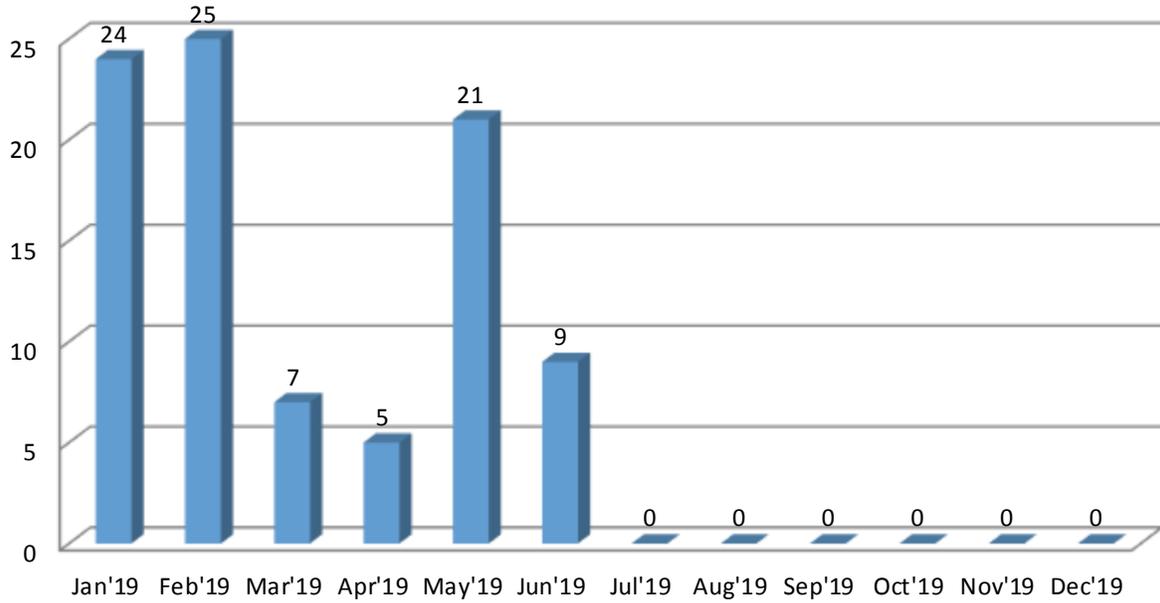
In June 2019, RCEB staff assigned two new formal proceedings with the Administrative Law Judge Division, and two new General Order 88-B applications for changes to existing crossings. This month RCEB staff completed four ALJ proceedings and closed five General Order 88-B applications for a total of nine assignments.

- **PROC I1706025** – On June 27, 2019 with D.1906025, the Commission established the California Grade Separation Fund Priority List for fiscal year 2019-2020 as required by California Streets and Highways Code Section 2450 *et seq.* No projects from the FY 2018-2019 Grade Separation Program Priority List adopted by Decision 1806015, have allocations this fiscal year. Therefore, no projects are deleted from the FY 2018-2019 Priority List to create the FY 2019-2020 Priority List. Investigation 17-06-025 is closed.
- **PROC A1805023** – On June 13, 2019, the Commission granted authority to Metro Gold Line Foothill Extension Construction Authority to construct two light rail tracks and one SCRRRA track, at the White Avenue highway-rail at-grade crossing in La Verne in Los Angeles County. The authority expires in five years on June 13, 2024.
- **PROC A1901004** – On June 4, 2019, the Commission issued an order correcting error with D.1905005 regarding the Los Angeles World Airports for an authorization to construct a grade separated structure for the LAX Automated People Mover. The decision added an ordering paragraph to D.1905011 that states “9. Application 1901004 is closed.”
- **PROC A1901005** – On June 4, 2019, the Commission issued an order correcting error with D.1906004 regarding the application of the City of San Luis Obispo for authorization to construct the Railroad Safety Trail Overpass Grade Separated Crossing at mile post 247.80 over the UP railroad tracks in the City and County of San Luis Obispo. D.1905012 is missing an ordering paragraph to close the proceeding. D.1906004, added an ordering paragraph to D.1905012 that states “13. Application 1901005 is closed.”
- **GO 88B – XREQ 2019040022** - On June 3, 2019, staff authorized the Foothill Rail Authority to alter the Fairplex Drive at-grade crossing with CPUC crossing number 101SG-29.97, DOT No. 747328V in La Verne, Los Angeles County. The improvements include installation of

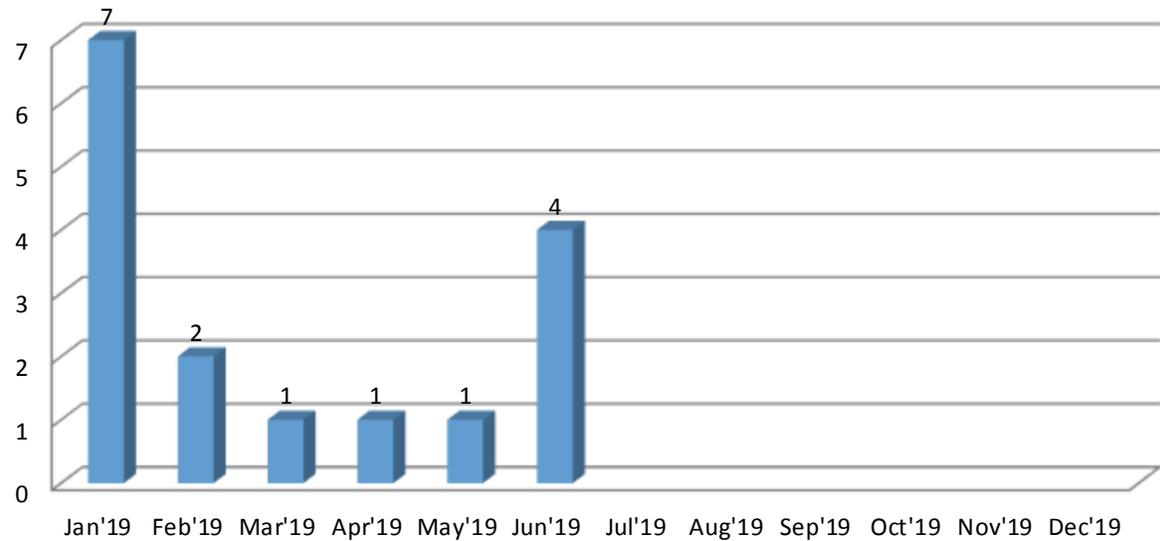
sidewalks, a 100 ft median, a queue cutter signal, and CAMUTCD compliant striping. The authorization expires on June 2, 2022.

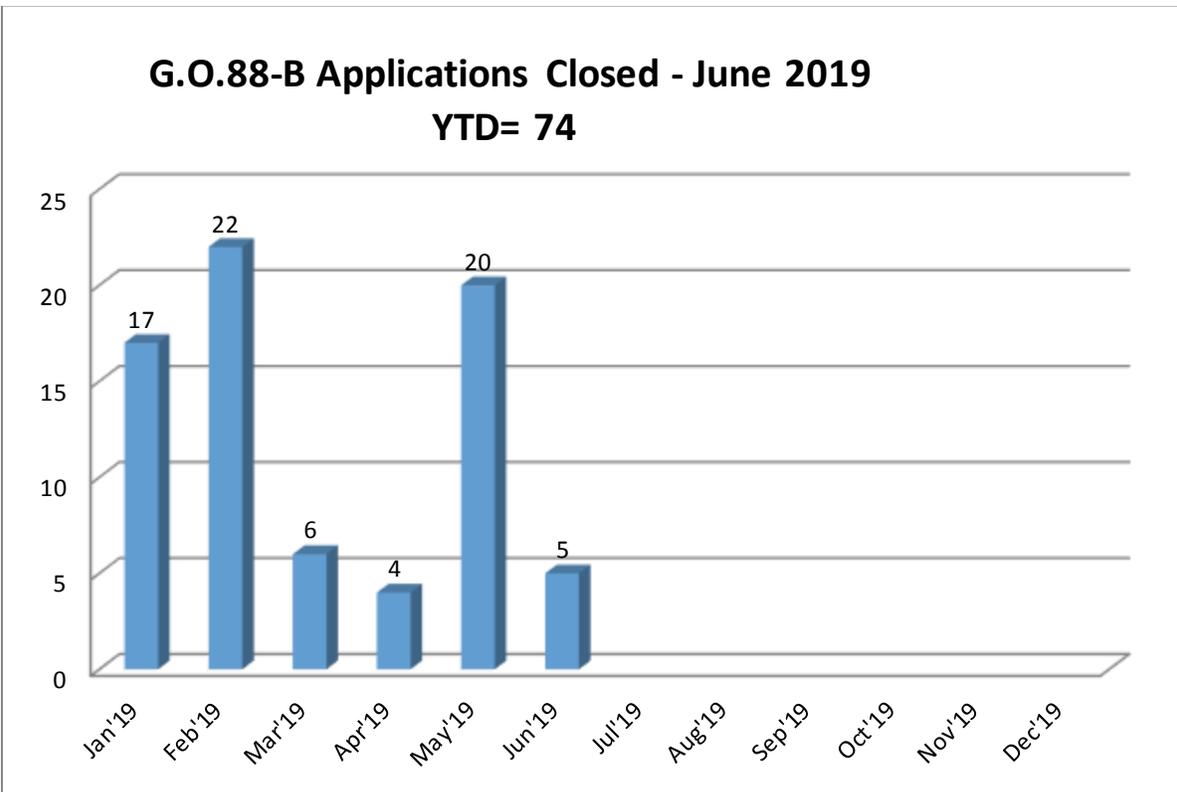
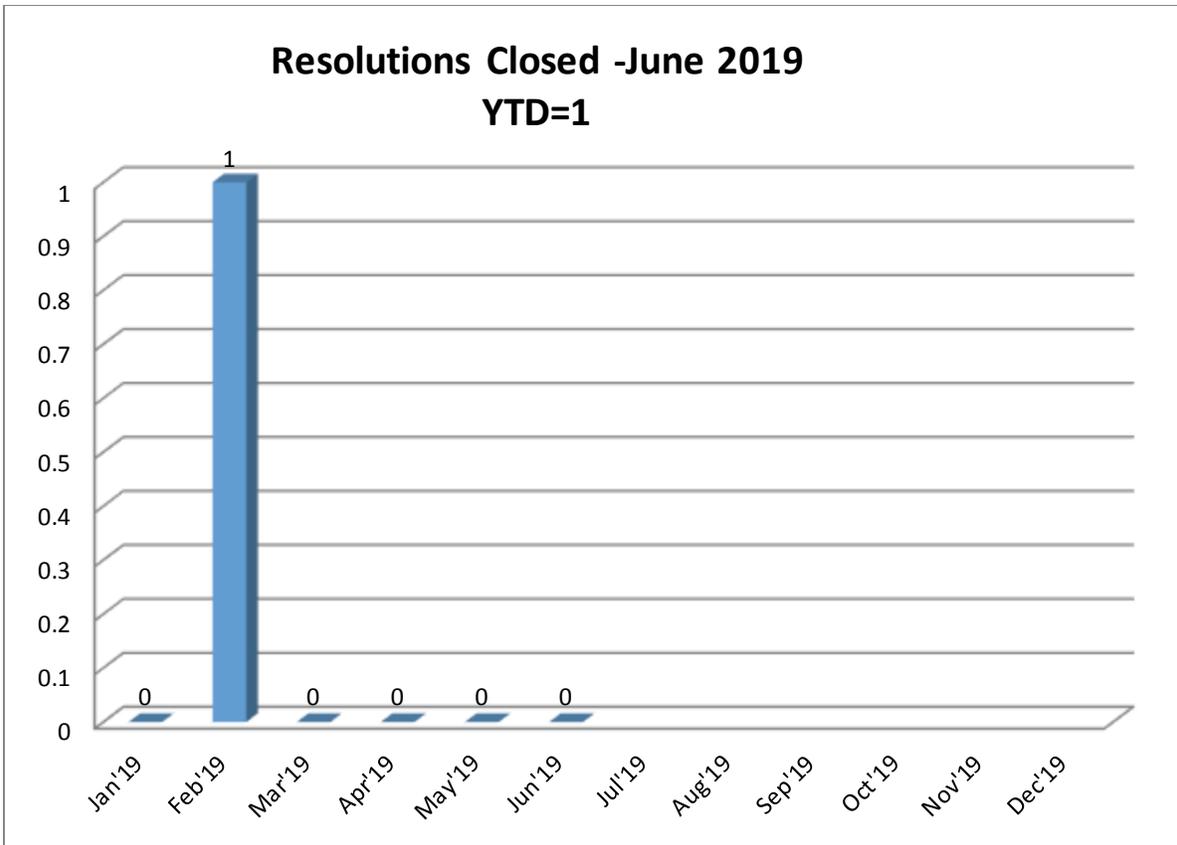
- **GO 88B - XREQ 2019040023**—On June 3, 2019, staff authorized a request by Foothill Rail Authority to alter the Arrow Highway at-grade crossing with CPUC crossing number 101SG-30.15, DOT No. 747329C in La Verne, Los Angeles County. The improvements include, a queue cutter signal, interconnection with new traffic signals at Fairplex Drive and White Avenue intersections, interconnections with the new Metro Gold Line station parking facility signal, tactile strips on sidewalks, and CAMUTCD compliant signage and markings. The authorization expires on June 2, 2022.
- **GO 88B – XREQ 2019050004** – On June 17, 2019, staff authorized a request by the Southern California Regional Rail Authority to alter the Hubbard Avenue At-Grade Highway-Rail Crossing, CPUC Crossing Number 101VY-21.81 and DOT Number 746045U in San Fernando, Los Angeles County. The improvements include installation of new Standard 8 warning devices, tactile strips on all quadrants, and CAMUTCD compliant signage and markings. The authorization expires on June 16, 2022.
- **GO 88B – XREQ 2019060001** – On June 17, 2019, staff authorized a request by the City of Visalia Community Development Department to alter the Burke Street At-Grade Highway-Rail Crossing, CPUC Crossing Number 103AC-253.50 and DOT Number 750663B in Visalia, Tulare County. The improvements include installation of new Standard 9-A and Standard 8 warning devices, raised concrete medians, fencing, tactile strips on all quadrants, and CAMUTCD compliant signage and markings. The authorization expires on June 16, 2022.
- **GO 88B – XREQ 2019060002** - On June 27, 2019, staff authorized a request by the San Francisco Municipal Transportation Agency to alter the Wawona Street and 46th Avenue At-Grade Highway-Light Rail Crossing, CPUC Crossing No. 125L-14.63, in San Francisco, San Francisco County. The improvements include installation of flexible posts delineators and CAMUTCD compliant signage and markings. The authorization expires on June 26, 2022.

**Proceedings, Resolutions, and G.O.88-B Applications
Closed - June 2019
YTD= 91**

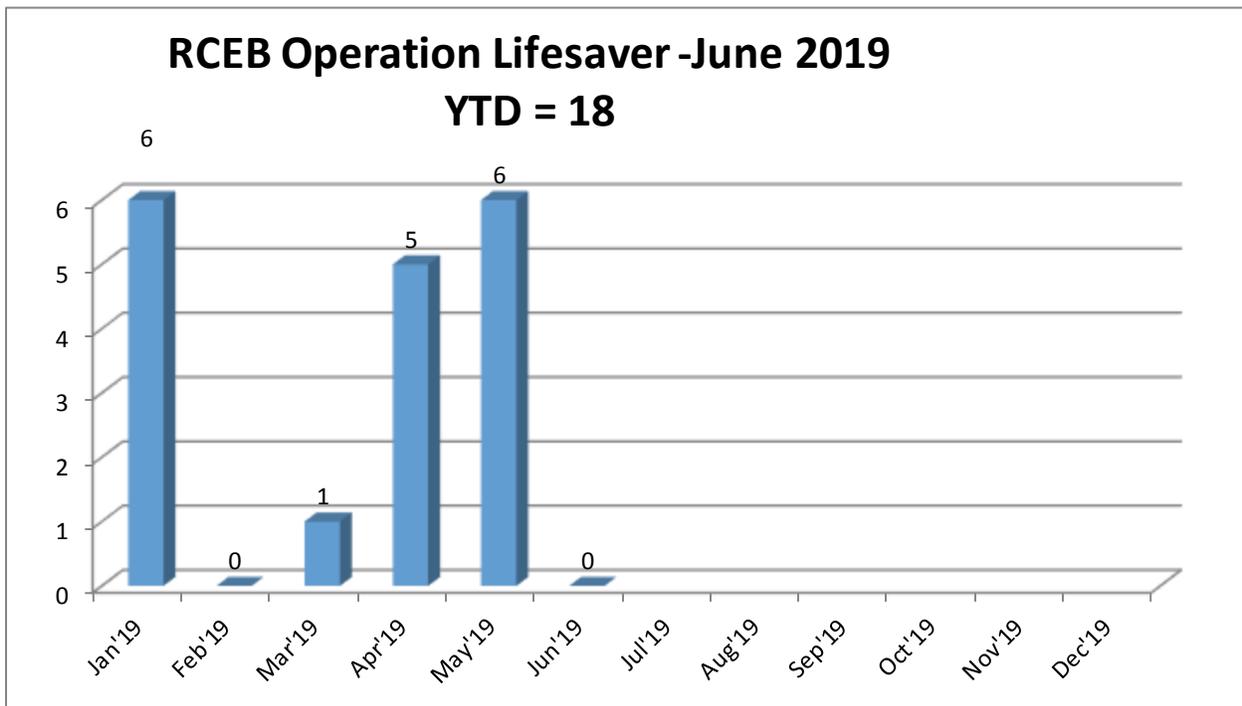


**Proceedings -ALJ Closed -June 2019
YTD= 16**





OPERATION LIFESAVER INC.



RAIL TRANSIT - RTSB

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

CORRECTIVE ACTIONS PLANS

- Sixteen (16) Corrective Action Plans (CAP's) were opened.
- Twelve (12) were closed.

INCIDENT INVESTIGATIONS

- Thirty-seven (37) accidents were reported by Rail Transit Agencies (RTA).³

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

- Thirty-two (32) accident investigations were closed.

MAJOR AUDITS

- A Triennial Safety Review of San Diego Trolley, Inc (SDTI) was conducted in June 2018 and a Triennial Security Review of San Diego Metropolitan Transit System (SDTI's parent organization) was also conducted. Staff has prepared the final reports and placed them on the Commission's August 15 meeting agenda as Resolution ST-224 (safety review) and ST-225 (security review.)
- A Triennial Safety and Security Review of North [San Diego] County Transit District (NCTD) was conducted in August 2018. The review covered the twenty-one (21) System Safety Program Plan elements plus compliance with Commission General Orders (GOs) 172 and 175-A, and five (5) System Security Plan elements required by GO 164-E. RTSB met with NCTD on December 19, 2018 to present Staff's findings and recommendations. Staff is drafting the final report.
- A Triennial Safety and Security Review of San Francisco Municipal Transit Agency (SFMTA) was conducted in October 2018. The review covered the twenty-one (21) System Safety Program Plan elements, plus compliance with GOs 172 and 175-A, and five (5) System Security Plan elements required by GO 164-E. Staff is finalizing the report.
- A Triennial Safety Review of Sacramento County Department of Airports (SCDOA) was conducted May 13-17, 2019. The review covered the twenty-one (21) System Safety Program Plan elements, plus compliance with GOs 172 and 175-A. The Triennial Security Review was conducted on May 21, 2019 and covered the five (5) System Security Plan elements required by GO 164-E. Staff met with SCDOA on June 24, 2019 to present Staff's findings and recommendations. Staff is drafting the final report.
- A Triennial Safety and Security Review of the San Francisco Airport AirTrain (AirTrain) Automated People Mover (APM) was conducted in June 2019. The review covered the twenty-one (21) System Safety Program Plan elements plus compliance with GOs 172 and

175-A, and five (5) System Security Plan elements required by GO 164-E. Staff is compiling the final draft checklists and will have an exit meeting in July 2019 and begin drafting the final report.

- Staff is preparing for the Triennial Safety and Security Review of the Los Angeles Metropolitan Transportation Authority (LACMTA) that is scheduled to commence on September 9. Staff is finalizing the review checklists and working with LACMTA to establish the schedule for the review.

ADMINISTRATIVE ACCOMPLISHMENTS

- **RSSIMS Replacement Project:** The three rail branches (Rail Crossings and Engineering Branch (RCEB), Railroad Operations Safety Branch, and RTSB) share a database called Rail Safety and Security Information Management System (RSSIMS). RTSB is participating in activities to identify upgrades for the next version of the database.
- **SSOR Pilot Project:** Rosa Muñoz and Varoujan Jinbachian are participating in the Federal Transit Administration's (FTA's) pilot project testing of a new on-line platform called "State Safety Oversight Reporting" (SSOR). This platform is intended for use by FTA, State Safety Oversight Agencies (SSOA's) such as CPUC, and RTAs. The goal is to have all these stakeholders share one on-line platform for tracking accidents, corrective action plans (CAPs), hazards, triennial audit reports, and other related matters. SSOR is also intended to make it easier for SSOAs to submit their annual FTA reports. FTA scheduled biweekly meetings with the pilot project participants and plans a full launch of the system in October.
- **Proposed Revision to GO 143-B:**
RTSB management is continuing its work on drafting proposed changes to GO 143-B entitled "Safety Rules and Regulations Governing Light-Rail Transit." On June 18 and 19, an RTSB management team met at the Los Angeles Office to work on finalizing proposed changes to GO 143-B.

- **Training:**

On June 6, James Matus, a Mechanical Equipment Inspector for RTSB, provided training to staff from RTSB and RCEB, at LACMTA's Monrovia Yard, on what to look for when conducting a mechanical inspection. Participants from RTSB included Noel Takahara, Daniel Kwok, Madeline Ocampo, Claudia Lam, Ainsley Kung, Eric Madero, John Madriaga, and Joey Bigornia. Participants from RCEB included Chi Cheung To, Jose Pereyra, Sergio Licon, Matt Cervantes, and Kevin Schumacher.

From June 19 through 21, Matt Ames, Shane Roberson, Yan Solopov and Eric Madero took the "SMS [Safety Management System] Principles for Transit" course held in San Francisco offered by U.S. Department of Transportation's Transportation Safety Institute (TSI).

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

- **AirTrain Extension Project:** On August 10, 2017, Resolution ST-205 approved AirTrain's Extension Safety Certification Plan (SCP). The project expands the existing AirTrain system to include a new Long-term Parking Garage Station and an additional in-line Hotel Station serving a future hotel. Additional planned changes include an upgrade to line-of-sight (LOS) train to wayside signaling and communications, field retrofits of 39 vehicles to LOS technology, an upgrade to the Central Control, a 2000 ft. guideway extension, four additional guideway crossover switches, additional traction power system, and 3 new Innovia APM 100 vehicles. The project will have three Safety and Security Certification Verification Reports (SSCVR) as it has three phases. Project culmination and start of revenue service is anticipated to take place in 2020. CPUC attended a LOS operation demonstration on night of June 13, 2019 and witnessed issues during the activity. The agency is resolving the issues and plans on inviting CPUC to witness again in mid-July. The agency plans to submit the first SSCVR shortly after a successful LOS demonstration.
- **BART Forms Fire Life Safety Department:** Bay Area Rapid Transit (BART) is in the process of forming a new department that is to be known as its Fire Life Safety Department. This department was approved in the 2020 BART budget. BART has hired a consultant, Safety and Security Consulting Services, Inc. Their role is to provide guidance to BART in its

implementation of this newly formed department. Interviews for the new department are underway.

- **BART New Vehicle Procurement:** BART is in the process of procuring 775 new rail vehicles. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator's cab while E-Cars do not. BART submitted its Interim SSCVR on October 30, 2017, and a Request Letter on January 12, 2018 to place 10 new cars into revenue service. RTSB approved this request with a letter dated January 17, 2018. Vehicle production and inspection continues at the car manufacturing facility. Upon submittal by BART, Staff reviews testing and certification documents for each group of cars prepared for service and verifies compliance with the testing and certification plan before authorizing the cars for revenue service. Eighty-five vehicles have been RTSB certified and approved for service through June 30.
- **BART Hayward Maintenance Complex Project:** On November 16, 2018, RTSB approved the first phase of this project, the Component Repair Shop, to commence operations. Work at the North Yard and South Yard apron continues. The Vehicle Lift Area Construction began on March 1, 2019.
- **Silicon Valley Berryessa Extension (SBVX):** BART and Santa Clara Valley Transportation Authority (VTA) are currently in the process of constructing a 10-mile BART system track extension and two new stations – the Milpitas and Berryessa stations. Phase 3, where BART begins systems integration testing on June 3. Phase 3 testing is projected to last approximately three months. Pre-revenue operations testing is also projected to last approximately three months. If all goes as projected, all testing would be concluded by December 1. Revenue service is projected to begin sometime in December 2019 or early 2020.

Staff and FTA continue to seek some clarification on the BART/VTA responsibilities of this extension. Although the final details have not all been completed, a teleconference was hosted by VTA on June 3, with FTA and RTSB attempting to clarify roles and responsibilities. BART will essentially be responsible for everything between the right-of-way fences and VTA will be responsible for all the buildings, parking lots and parking structures.

- **Central Subway Project (CSP):** SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown. SFMTA estimated a start of revenue service on December 10, 2019, however that date has slipped to February 2020 as delays occur in the project. SFMTA recently hired personnel responsible for carrying out the testing and commissioning phase of the project once it is complete later this year. SFMTA will commence rail activation and system integration testing of the CSP near the end of 2019. CSP has been working to complete the construction of all the stations for the project. Staff participated in a June 20th Safety and Security Certification Review Committee Meeting during which Staff conveyed their concerns regarding the long list of remaining certification items. Agreement was reached regarding how the disposition of these outstanding items would be communicated to Staff. In addition, Staff conveyed the expectation that relevant supporting documentation would be provided for certification elements.
- **LACMTA P3010 New Vehicle Procurement Project:** LACMTA is in the process of procuring up to 235 new rail vehicles. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future LAX/Crenshaw line currently under construction. As cars are prepared for service, Staff will recommend official approval to RTSB management after a successful review of the Car History Books (testing documentation) in person. To date, 169 vehicles have been certified for revenue service.
- **LACMTA HR4000 Heavy Rail Vehicle Procurement:** LACMTA is in the process of procuring a base order of 64, with options for up to 282, new heavy rail vehicles (HRV) to provide for the future expansions of Regional Connector and Purple Line Extensions, and to replace the aging HRV fleet operating on the Red Line subway. Resolution ST-185 approved the procurement option. To date, there have been no vehicles delivered.
- **LACMTA Regional Connector Project:** Staff regularly attends LACMTA's monthly Fire Life Safety and Security Meetings, as well as Safety and Security Certification Review Committee (SSCRC) meetings. Staff has approved a temporary shoofly track to allow tunnel boring to

commence. The Regional Connector revenue service date has also slipped, largely due to contractor difficulties in attracting construction labor in a tight construction market, and now is predicted to be completed in mid-2022.

- **LACMTA Purple Line (Westside) Extension Project:** LACMTA is currently extending the Purple Line. The Westside Purple Line Extension, previously named the Westside Subway Extension, extends service from the terminus at Wilshire/Western Station to Westwood (UCLA and Veteran's Administration Hospital). This extension will consist of nearly nine miles of heavy rail subway and seven stations. Tunneling of the first segment commenced on October 11th, 2018. On June 2, 2019, Purple Line Segment 1 Project celebrated its tunnel boring machine (TBM) reaching the half-way point. Purple Line Segment 2 held its TBM unveiling celebration on June 17, 2019. The planned revenue service years for Purple Line Segments 1, 2, and 3 are 2023, 2025, and 2027.
- **LACMTA/MGLFECA Foothill Extension Phase 2B:** LACMTA and Metro Gold Line Foothill Extension Construction Authority (MGLFECA) have submitted the project's SCP. Resolution ST-194 provided approval for the document on January 19, 2017. Phase 2B alignment is from the current terminus of LACMTA Gold Line, Azusa Station, to the City of Montclair. It will traverse six cities with six new stations on 12.3 miles of light rail transit (LRT) at-grade track. Due to funding issues, the current terminus of the alignment will be changed to Pomona Station. MGLFECA is currently working on procuring more funding to complete the alignment, as originally scoped, to the City of Montclair.
- **LACMTA Crenshaw/LAX Corridor Project:** LACMTA is constructing a new LRT line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo and portions of unincorporated Los Angeles County. The project is currently in the construction phase that Staff monitors via regular meetings. The review team has approved the Safety Certification Design Checklists. The next step is the SSCRC's verification of the Safety Certification Construction Checklists. The project is nearly 80% complete. However, the project has experienced significant delays and is an estimated 6 months behind schedule. The substantial completion date was

rescheduled from May 1, 2019 to December 2019. While the forecasted revenue service date has been pushed from October 31, 2019 to May 2020.

- **LACMTA New Blue Project:** LACMTA is making improvements to its Blue Line that runs from Downtown Los Angeles to Long Beach. The construction is being done in 2 phases and requires that the line be taken out of service during the work. The initial phase (southern half of the line) is complete. The second phase (northern half of the line) is expected to be completed by October 2019. Phase 3 will be Blue Line Rail Yard (Division 11) train control upgrade work. That is expected to conclude a few months subsequent to the completion of Phase 2. Bus bridges are in place to deal with the affected areas. Staff is finalizing the verifiable and certifiable items list of the Safety and Security Testing and Certification Plan. Staff expects that list to include yard train control upgrades and relevant mainline automatic train control upgrades.
- **Los Angeles Streetcar:** The Los Angeles Streetcar is a project that is advancing under the Los Angeles County Measure M funding. The preliminary design is proceeding despite the lack of LACMTA's identification for near term funding.
- **LAWA Automatic People Mover Project:** Los Angeles World Airports (LAWA), the governing body of Los Angeles International (LAX) and Van Nuys airports, is developing a multi-billion-dollar upgrade to the ground transportation system at LAX. The Landside Access Modernization Program (LAMP) includes a landside 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 approving LAWA's Safety and Security Certification Plan (SSCP) on October 11, 2018. Staff currently attends the project's Safety and Security Review Committee Meetings and Fire/Life Safety Committee Meetings on a monthly basis.

- **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. On May 20, Staff attended the meeting with SFMTA LRV4 project and system safety staff at the MME rail facility to discuss the sensitive edge and shear bolt issues and observe the demonstration of the interim solutions to these two issues provided by SFMTA personnel. Staff agreed the solution of adding the third “sensitive edge” to the doors was appropriate and SFMTA began implementing the fix. Regarding the coupler issue, SFMTA eliminated the causal factors and identified those couplers that were damaged and needed to be replaced. On June 21, Staff issued a letter authorizing the LRV 4 cars to return to their normal configuration, allowing the use of all doors, and noting the cars could only be coupled together after the coupler had been replaced.
- **San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project:** The San Diego Metropolitan Transit System’s (MTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line, which begins at the Old Town Transit Center in San Diego. The project provides future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego (UC San Diego) and the University City areas. The additional stations will be Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, potential Veterans Administration (VA) Medical Hospital, UC San Diego West (along Voigt Drive), UC San Diego East (along

Voigt Drive), Executive Drive, and University Town Center (UTC) Transit Center.

Construction started in 2016 and revenue service is planned to begin late 2021.

- **San Diego Light Rail Vehicle Procurement:** SDTI is procuring 45 light rail vehicles (LRV) for the Mid-Coast Corridor Project. The procurement process began January 2018 with an expected schedule completion and acceptance of all 45 LRV's by June 2021. Resolution ST-217 formally accepts the SDMTS LRV Procurement SCP and was approved on October 11, 2018. On March 29, 2019 Staff received a formal letter from MTS requesting Commission review and approval of safety certifiable element documentation, tests, and records which supports the SD9 vehicle procurement. MTS also requested CPUC staff to allow the first Cars 5001, 5003, and 5004 to enter revenue service on April 20, 2019. On April 19, 2019 Staff issued an approval letter to MTS. As Siemens delivers cars on-site at the SDTI Yard, they are undergoing commissioning and dynamics tests. Staff is participating in the acceptance testing throughout the procurement process. As of June 30, 10 cars have been approved for revenue service.

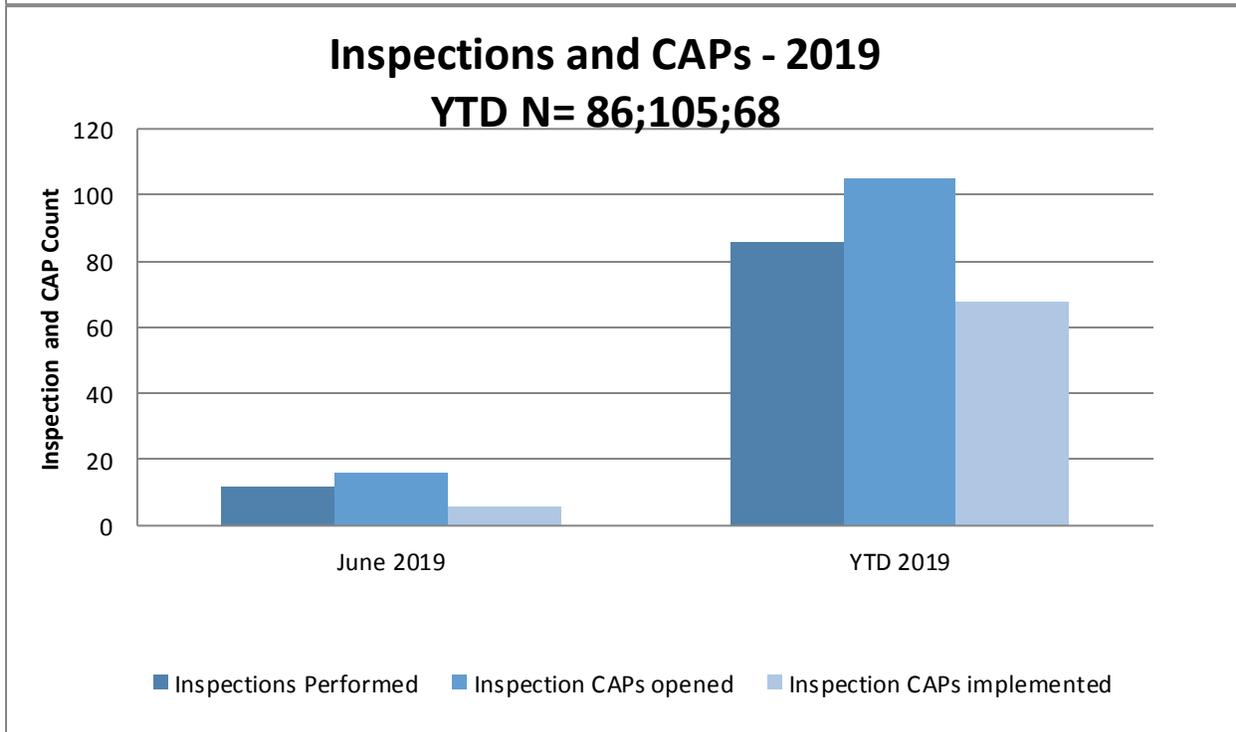
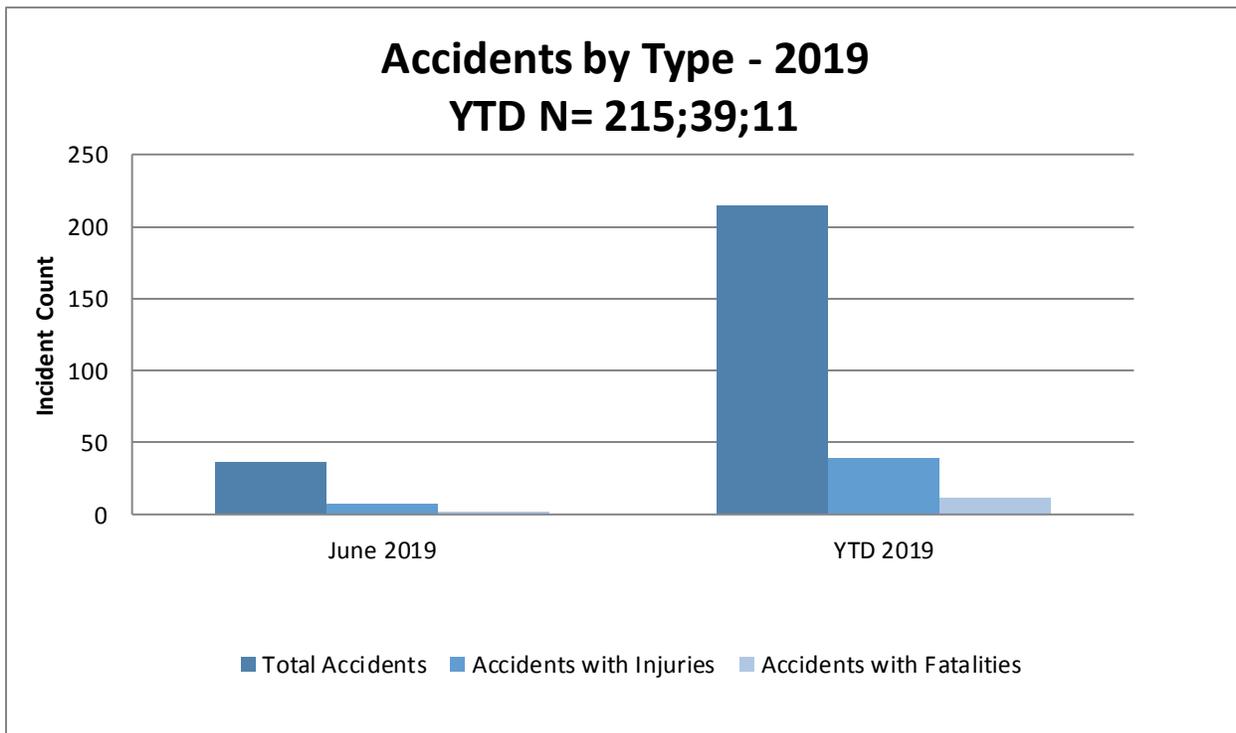
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STATISTICS SUMMARY

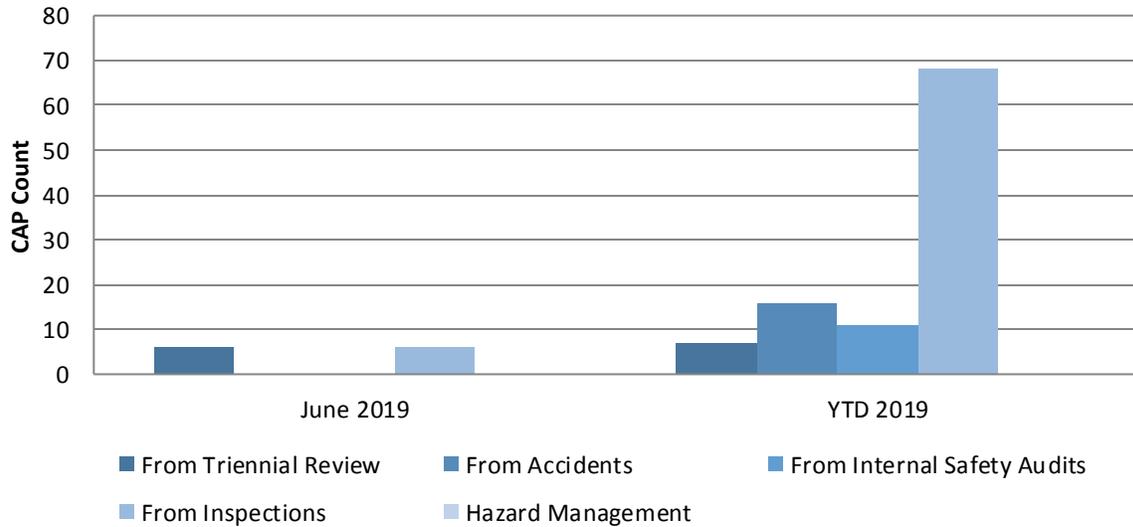
Investigations for Month		YTD 2019
Accidents Reported	37	215
Accident Investigations Closed	32	195
Complaints Investigated	0	3
Rail Transit Inspections	12	86
Triennial Review	1	2

		YTD 2019
New Corrective Action Plans	16	194
From Triennial Review	0	63
From Incidents	0	14
From Internal Safety/Security Audits	0	11
From Rail Transit Inspections	16	105
From Hazard Management	0	1
Closed Corrective Action Plans	12	102
From Triennial Review	6	7
From Incidents	0	16
From Internal Safety/Security Audits	0	11
From Rail Transit Inspections	6	68
From Hazard Management	0	0

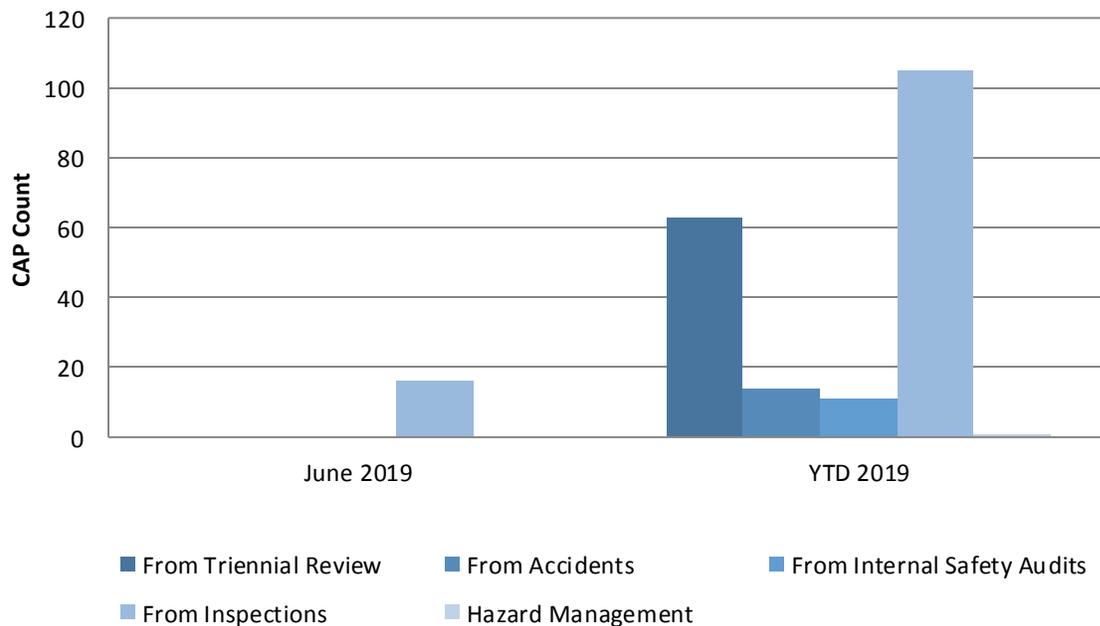
ONGOING DATA / TRENDS



Corrective Action Plans Implemented 2019 YTD N = 102



Corrective Action Plans Opened - 2019 YTD N= 194



CORT MONTHLY REPORT

In California during the month of June:

- The railroads moved 8 trains with 800 crude oil cars via unit train
- Via manifest train to Delta Trading the railroads moved 0 crude oil cars
- The railroads moved 19 trains with 1,640 ethanol cars via unit train

Plains All America in Taft, California received seven (7) crude oil trains. Each train consisted of 100 cars: three (3) were lite and four (4) 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 July, ten (10) crude oil trains are expected; none of these trains will be Bakken crude.

The SJVR also spots unit trains for **Kern Oil** which is a refinery operating in Bakersfield. Kern received one train consisting of 102 cars and expects another on July 16th originating in New Mexico.

Delta Trading is a trans-loading facility located in Bakersfield where California oil cars are moved by manifest train. Their facility is no longer receiving crude by rail and is currently seeking a new customer.

IN OTHER NEWS

Legislation has been approved by the Washington State Legislature that could restrict the movement of crude oil via railroads. Senate Bill 5579 which defines vapor pressure limits for crude by rail, seeks to address the growing volumes of crude oil being transported throughout the state. The bill comes as suppliers grapple with state regulatory hurdles in their efforts to build pipelines. The legislation states that a facility built after January 2019 cannot load or unload crude into or from a tank car unless the crude oil has a vapor pressure less than nine pounds per square inch. This is an attempt to decrease volumes of Bakken crude crossing the

state. Bakken crude is more volatile than other types of crude. This bill may require facilities to pre-treat the crude to lower the vapor pressure prior to transfer. Facilities feel this may become cost-prohibitive and are exploring other possible routes by-passing Washington state.

Ethanol June 2019 Report

Kinder Morgan is a pipeline and off-loading facility located in Wilmington, California adjacent to the Burlington Northern Santa Fe Yard Watson Yard which provides them spot service. The unit trains they receive are either ninety-six (96) or sixty-four (64) cars in length. The trains come from various suppliers and states but travel through California on BNSF lines only on their way to final destination. When the train is ahead of schedule and the facility is not ready the cars are held in the ACTA 1 siding which is two (2) miles away and not held more than forty-eight (48) hours.

During the month of June, they received seventeen (17) ethanol unit trains totaling 1,472 cars and have one train staging in Carson They are projecting another seventeen (17) trains in July.

Nu Star Energy is an energy provider in Selby, California that is currently receiving ethanol via unit-train delivered by the Union Pacific Railroad. Leticia Holbert is our contact at Nu Star Energy and provided our team the following information. Nu Star received two (2) ninety-six (96) car unit trains totaling 192 cars. Nustar is expecting four (4) trains in July.

Storage of Hazardous Material Cars

- **Arizona-California RR** is a short line railroad that was a subdivision of the Atchison, Topeka and Santa Fe Railway. The ARZC began operations on May 9, 1991 and runs between Cadiz, California and Matthie, Arizona. A former branch line from Rice - Blythe - Ripley, CA. has been shortened as a spur for freight car storage. According to the PBF storage manager their lease has been adjusted back to 150 cars since the refinery renovation has been completed. PBF currently has 31 loaded Liquefied Petroleum Gas (LPG) cars and 70 empty LPG cars on site.

Pacific Sun Railroad: The Pacific Sun Railroad (PSRR) began operations October 26, 2008, as Watco's first railroad in California. The 68 miles of track serves freight customers of the Escondido subdivision, Miramar industrial spur and between Stuart Mesa and San Onofre. The manager said they store empty cars for Phillip 66, the total ranges from (20) twenty to (30) and rollover in less than thirty days. Currently Viper Storage has seven (7) empties there.

Santa Maria Railroad: The Santa Maria Valley Railroad, serving the Santa Maria Valley's rail transportation needs since 1911 is located about 250 miles south of San Francisco and 175 miles north of Los Angeles on the Central Coast of California. The Santa Maria Railroad's system consists of 14 miles of main line track interchanging with the Union Pacific Railroad in Guadalupe. They have two customers currently storing cars on various leased tracks. The first Phillip 66 currently has (42) forty-two empty cars, these cars are rotated out on a regular basis. The second is Viper Rail Car Storage a major broker that operates in the United States and Canada. Their contact is Bill Dankers at info@viperstorage.com he coordinates the western United States. They currently store (185) one hundred eighty-five empty cars that have been there more than 30 days. All Viper Storage cars are LPG, and when cars are released the Santa Maria Railroad checks them for compliance prior to release.

Sierra Northern Railway: Sierra Northern Railway operates over 100 miles of track in Mendocino county, Tuolumne, and Stanislaus counties, and Yolo county. Sierra Northern provides rail shipping to all of California through interchanges with the BNSF and UP. Their major customer for storage is Viper Rail Storage they are currently holding fifty-two (52) loaded LPG cars for Chevron.

Northwestern Pacific Railroad is a regional railroad that serves the North Coast of California. Its main line is 271 miles long and runs between Schellville and Eureka. An additional portion of the line runs from the Ignacio Wye to the edge of San Rafael. Currently, only the 62 mi stretch between Schellville and Windsor is in operation with freight and Sonoma–Marin Area Rail Transit (SMART) commuter trains. Bill Dankers of Viper stated that Sierra Northern and North

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Western work together to store their cars if Sierra Northern runs out of track capacity.
Currently Viper has (49) forty-nine loaded LPG holding for Chevron.



CPUC inspector at PBF Rice Storage Tracks