

Safety and Enforcement Division



Monthly Performance Report

May 2019

TABLE OF CONTENTS

| | |
|---|----|
| COMPLIANCE WITH ORDERING PARAGRAPHS (COPS) | 3 |
| NATURAL GAS SAFETY PROGRAM | 4 |
| STAFF CITATION PROGRAM | 4 |
| INSPECTIONS | 4 |
| INCIDENT INVESTIGATIONS | 4 |
| UTILITY SELF-IDENTIFIED VIOLATION (SIV) INVESTIGATIONS | 6 |
| NATURAL GAS RELATED PROCEEDINGS | 6 |
| ELECTRIC SAFETY AND RELIABILITY PROGRAMS | 8 |
| ELECTRIC AND COMMUNICATIONS FACILITY SAFETY: PROCEEDINGS | 9 |
| OTHER ACTIVITIES | 12 |
| UTILITY RISK ASSESSMENT AND SAFETY ADVISORY | 14 |
| SUMMARY OF RECENT ACTIVITIES: | 14 |
| PROCEEDINGS | 15 |
| MONITORING THE WHISTLEBLOWER WEBSITE | 20 |
| <i>Statistics - 1/01/19 – 5/31/2019</i> | 20 |
| OFFICE OF RAIL SAFETY | 21 |
| RAILROAD OPERATIONS SAFETY BRANCH – ROSB | 21 |
| <i>ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES</i> | 21 |
| <i>Rail Crossings and Engineering Branch - RCEB</i> | 31 |
| <i>SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS</i> | 34 |
| <i>PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS</i> | 35 |
| <i>OPERATION LIFESAVER INC.</i> | 39 |
| RAIL TRANSIT SAFETY BRANCH - RTSB | 40 |
| <i>CORRECTIVE ACTIONS PLANS</i> | 41 |
| <i>INCIDENT INVESTIGATIONS</i> | 41 |
| <i>MAJOR AUDITS</i> | 41 |
| <i>ADMINISTRATIVE ACCOMPLISHMENTS</i> | 42 |
| <i>SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS</i> | 43 |
| <i>STATISTICS SUMMARY</i> | 49 |
| <i>ONGOING DATA / TRENDS</i> | 50 |

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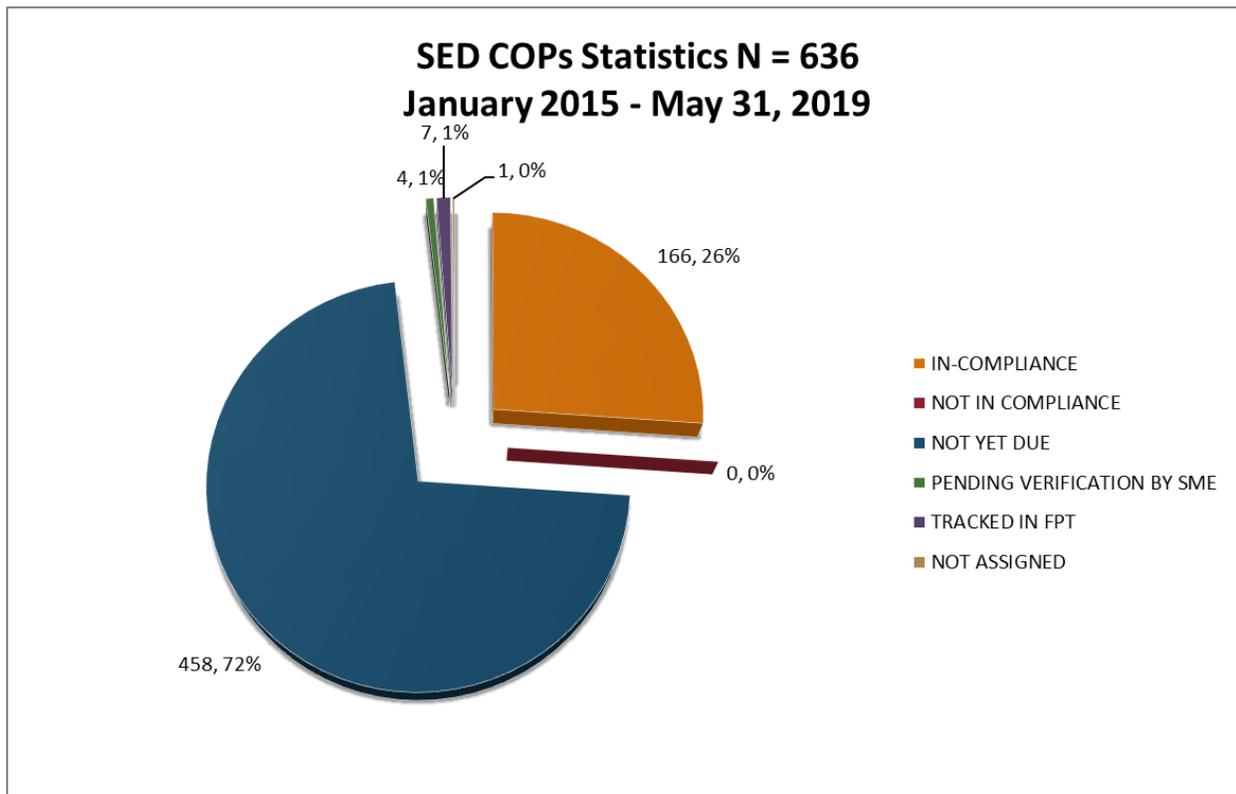
COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through May 31, 2019, SED shows 636 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.

The significant change in data from April 2019 to May 2019 is due to Division restructuring of Safety Enforcement Division and Rail Division. To reflect this change, the COP's database was updated to separate out SED and Rail Ordering Paragraphs.

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

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



NATURAL GAS SAFETY PROGRAM

STAFF CITATION PROGRAM

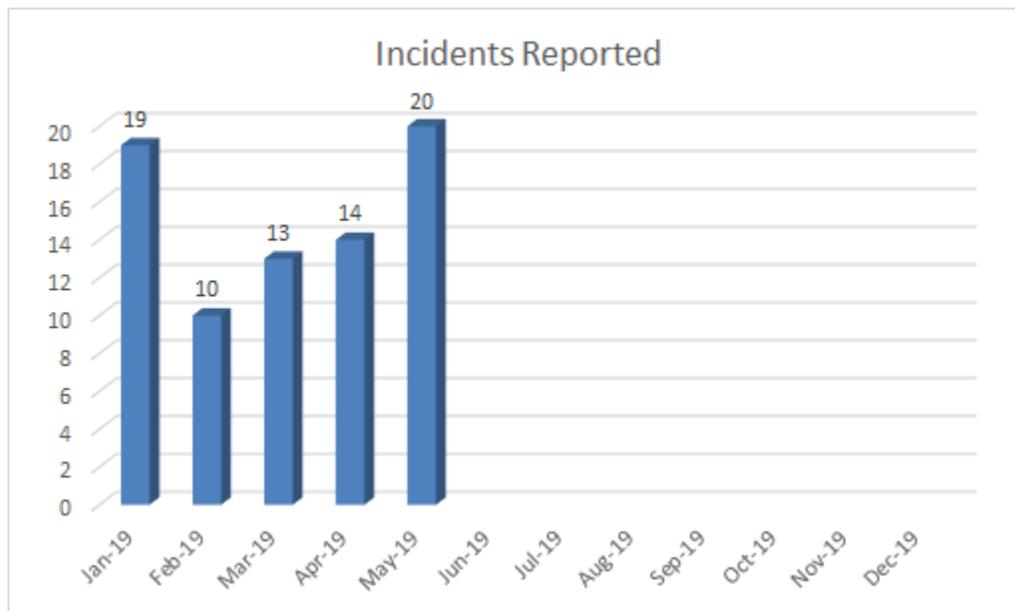
| Citation Number | Utility | Amount | Violations | Date Cited | Appealed | Status |
|-------------------------|----------|---------------------|-------------------------------|------------|----------|--------|
| D.16-09-055 G.19-02-001 | SoCalGas | \$ 3,300,000 | 192.13 (c), PU Code 451 & 702 | 2/1/2019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

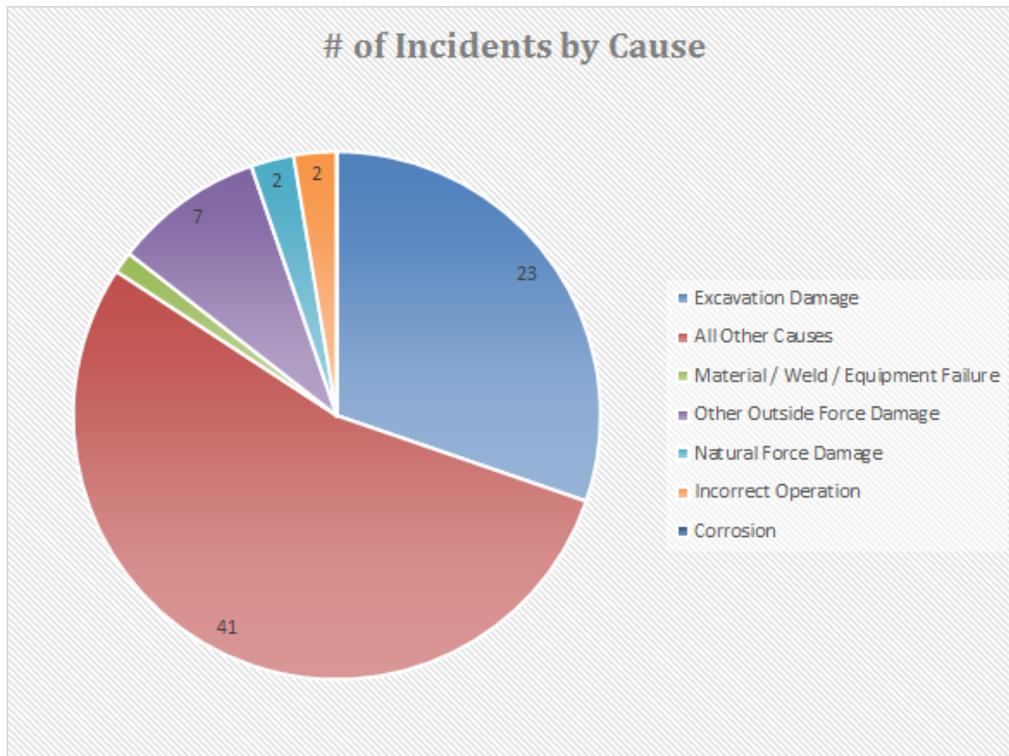
INSPECTIONS

| | 2018 | 2019 |
|------------------------|------|------|
| Conducted | 41 | 19 |
| Final Report Completed | 33 | 13 |

INCIDENT INVESTIGATIONS

As of May 31, 2019, GSRB Staff received 76 incidents year to date.





The CY 2019 incidents¹ are categorized as follows:

| | Level 1 | Level 2 | Level 3 | Level 4 | TOTAL |
|---------------|---------|---------|---------|---------|-------|
| Open | 31 | 32 | 3 | 2 | 68 |
| Closed | 3 | 5 | 0 | 0 | 8 |
| TOTAL | 34 | 37 | 3 | 2 | 76 |

¹ Level 1: The incident did not result in injury, fatality, fire or explosion. Level 2: The incident did not result in injury, fatality, fire or explosion. The incident may have been reported due to Operator judgment. Level 3: The incident resulted in a release of gas, but the incident did not result in injury, fatality, fire or explosion. Level 4: The incident resulted in injury, fatality, fire or explosion caused by release of natural gas from the Operator’s facilities.

UTILITY SELF-IDENTIFIED VIOLATION (SIV) INVESTIGATIONS

At the end of each year, the SIV process owner will conduct an annual review, which includes a trend analysis of systemic issues, determination of investigation effectiveness, and possible revision of investigation criteria. There were no self-identified violations reported in May.

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 May 2019, Electric Safety and Reliability Branch:

- Received 10 electric facilities incident reports and closed 7 previously reported electric facilities incident investigations;
- Investigated 26 customer safety and reliability complaints;
- Issued five Notice of Violation letters/audit reports;
- Performed one Electric Transmission audit;
- Performed two Substation audits;
- Performed one Generation (Power Plant) audit
- Monitored 10 planned outages and 5 forced outages reported by natural gas and renewable energy power plants.

Electric Facilities and Generation Incident Investigations as of May 31, 2019

| ESRB | | Level 1 | Level 2 | Level 3 | Level 4 | Total ² |
|---|---------------------|---------|---------|---------|---------|--------------------|
| Total open incidents | Electric Facilities | 6 | 8 | 43 | 57 | 114 |
| | Generation | 0 | 1 | 1 | 2 | 4 |
| Total incidents reported in 2019 | Electric Facilities | 3 | 7 | 14 | 12 | 36 |
| | Generation | 0 | 1 | 0 | 0 | 1 |
| Total incidents closed in 2019 | Electric Facilities | 0 | 7 | 13 | 18 | 38 |
| | Generation | 0 | 0 | 0 | 0 | 0 |
| Total open 2019 incidents | Electric Facilities | 3 | 7 | 14 | 11 | 35 |
| | Generation | 0 | 1 | 0 | 1 | 2 |
| Incidents reported May 2019 | Electric Facilities | 1 | 3 | 3 | 3 | 10 |
| | Generation | 0 | 1 | 0 | 0 | 1 |
| Incidents closed in May 2019 | Electric Facilities | 0 | 0 | 3 | 4 | 7 |

² Level 1: A safety incident that doesn't meet Level 2, 3, or 4 criteria. Level 2: Incident involved a power interruption not due solely to outside forces (Level 2 for Generation: Incident that occurred during an Electric Alert, Warning or Emergency. Level 3: Incident involved damage estimated to exceed \$50,000 and caused, at least in part, by the utility or its facilities (Level 3 for Generation: Incident resulted in a significant outage that was due, at least in part, to plant equipment and/or operations). Level 4: Incident resulted in a fatality or injury requiring hospitalization and that was caused, at least in part, by the utility or its facilities or by equipment and/or operations (for Power Plants).

ELECTRIC AND COMMUNICATIONS FACILITY SAFETY: PROCEEDINGS

- **Rulemaking to Implement Electric Utility Wildfire Mitigation Plans pursuant to Senate Bill 901 (2018) (R.18-10-007) (Commissioner Picker/ALJ Allen/ALJ Thomas) (Advisory):** This rulemaking was opened to implement the provisions of Senate Bill 901 related to electric utility wildfire mitigation plans (WMPs) and will provide a venue for review of the initial plans, and will develop the process for review and implementation of wildfire mitigation plans to be filed in future years. In early February, Investor Owned Utilities (IOUs) filed their Wildfire Mitigation Plans (WMPs), starting a three-month statutory deadline for the Commission to review and approve the plans. The Commission held a series of informational and technical workshops where utilities presented their WMPs, parties asked questions about the plans, and several technical panels were arranged to discuss a variety of issues ranging from interpretation of the SB 901 statutes to the function, use, and implementation of covered conductors. On April 29, 2019, the assigned ALJs issued a series of proposed decisions (PDs) approving IOUs' wildfire mitigation plans (WMPs) that were filed in early February 2019. In May 2019, parties filed opening and reply comments on the five (5) proposed decisions (PDs) issued in late April. In response to party comments, the Commission issued several revisions to the previously issued PDs. On May 30th the Commission unanimously voted to approve all five (5) PDs, thus approving all the Wildfire Mitigation Plans filed on February 6, 2019 and providing additional instructions and guidance to facilitate improvements in the filings in 2020 and beyond. 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. Pending.
- **Creation of a Shared Database or Statewide Census of Utility Poles and Conduit (R.17-06-028); Communications Provider Access to Poles (I.17-06-027) (Commissioner Picker/ALJ Mason) (Advocacy):** On January 22 and 23, 2018, industry group of pole-owners and pole-tenants hosted an informal workshop to discuss a phased approach and path forward regarding access to pole data, attachment data, and conduit data, ESRB attended and participated in the workshop. The industry group issued a workshop report on February 28, 2019. On March 29, 2019, parties filed comments in response to the post-workshop report. On April 19, 2019, parties filed reply comments in response to the post-workshop report. On May 10, 2019, ALJ Mason issued a ruling requesting parties to file comments by June 24, 2019 on Right of Way Rules. 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 May 29, 2019, the Commission held a second Prehearing Conference to discuss the proceeding schedule and settlement progress 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. 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 and GSRB staff have been working with the ALJ and Commissioner Advisors on potential changes to the reporting requirements on Lost and Un-Accounted For (LUAF) gas and actual methane emissions to facilitate the ability to reduce reimbursement rates to utilities that are required to meet GHG reduction goals.

SCE RAMP - Staff completed their Review of the SCE RAMP report and held a public workshop in Los Angeles on the results of the Review. Staff identified a number of shortcomings including lack of supporting information to justify proposed utility expenditures and that no expenditures for wildfire response and recovery was included in their RAMP. Comments on staff's Review are expected by June 14th.

Utility Pole OII – Staff's recommendations on next steps in the Pole OII were accepted and published as a ruling for the OII. RASA, Energy, and Communications Division staff will participate in a working group with the IOU's and communication utilities to achieve the goals of OII.

S-MAP Technical Working Group – RASA staff are working to reconvene the Safety Model Assessment Proceeding Technical Working Group (TWG) as a result of the SMAP decision. 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 include the electric utilities (PG&E, SCE, and SDG&E) presenting a proposal on how to modify the proposed "Electric Overhead Conductor" Index and associated metrics.

Mobile Home Park Conversion - RASA is summarizing parties' Comments in support of the MHP Conversion proceeding (R.018-04-018) to help the ALJ Draft the proposed decision. The

Rulemaking includes an evaluation of the conversion pilot program, and a proposal for how a permanent program should be structured.

PROCEEDINGS

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

respondent gas companies for the 2019 Annual Data Reports that are due June 17, 2019.
Draft Joint Report for 2019 leak survey due Nov. 15, 2019 with final due by Dec. 31, 2019.

- **Safety Model Assessment Proceeding (A.15-05-002, et al) (Commissioner Rechtschaffen/ALJs Kersten & Fogel) (Advisory):** Decision D.18-12-014, adopting the Joint Settlement Agreement with minor modifications was approved at the December 13, 2018, business meeting. The first utilities to use the methodology derived from the Settlement Agreement will be San Diego Gas & Electric and Southern California Gas (Sempra Utilities), for their 2019 RAMP filings. A new element of the RAMP process will include a preliminary workshop by the utilities in 1 Quarter 2019 to review their risk registers and expected results of risk ranking. In accordance with this requirement Sempra Utilities held its Pre-RAMP workshop on March 5, 2019. The decision also clarified that utilities would not file new S-MAP applications in May 2019, but instead the Commission should launch a rulemaking to address continuing refinements in the S-MAP process. A second decision, D.19-04-020, adopting risk spending accountability report requirement, safety performance metrics for the four large energy utilities, and safety model approach for small and multi-jurisdictional utilities was approved by the Commission on April 25, 2019. D.19-04-020 authorizes SED staff to reconvene the safety metrics technical working group to continue to refine the safety metrics list and to work on developing Safety Management System safety metrics.
- **Sempra Utilities 2019 General Rate Case (A.17-10-007/008 consolidated) (President Picker/ALJ Lirag):** Hearings were completed in August. The proceeding has been submitted for decision.
- **Pacific Gas & Electric RAMP (I.17-11-003) (Commissioner Rechtschaffen/ALJ Roscow):** Pacific Gas & Electric's TY2020 General Rate Case was filed in December. RASA staff reviewed the utility documentation that mapped the RAMP report to the GRC as well as how the SED evaluation Report recommendations were incorporated into GRC. PG&E complied with the Staff data request for spreadsheets and a compilation of RAMP-related GRC testimony. In January PG&E conducted a workshop that walked through how they 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

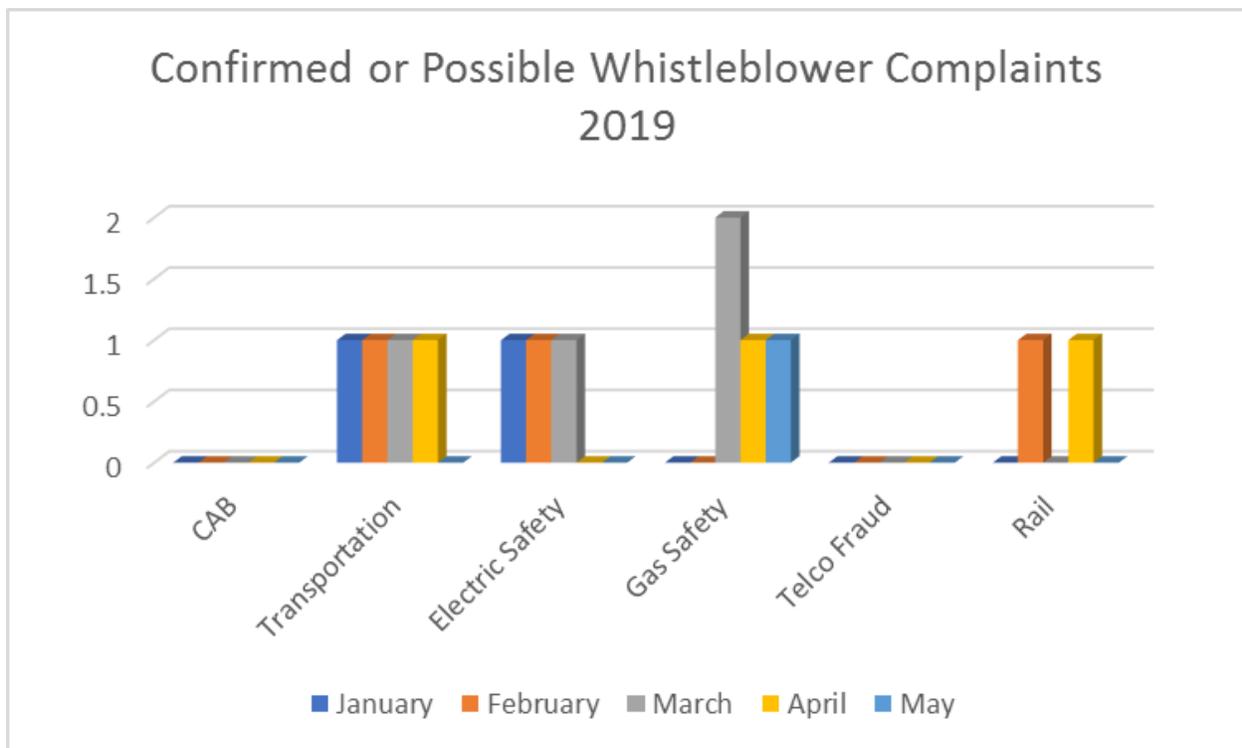
electrical system and make it more resilient during wildfires. D.19-01-019 approved an effective date for an interim memo account. ALJ Haga's Ruling of 3/27/2019 reset intervenor testimony to be due by 4/23/2019 and rebuttal testimony to be due 5/31/2019. The Ruling also scheduled evidentiary hearings 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 – 5/31/2019

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



OFFICE OF RAIL SAFETY

RAILROAD OPERATIONS SAFETY BRANCH – ROSB

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

| Railroad Operations Safety Branch | May 2019 | YTD 2019 |
|-----------------------------------|----------|----------|
| New Incidents Investigated | 9 | 35 |
| Informal Complaints Investigated | 1 | 12 |
| Safety Assessments/Reviews | 20 | 72 |
| Compliance Actions | 903 | 4907 |
| Major Inspections Completed | 4 | 17 |
| Operation Lifesaver Presentations | 40 | 49 |

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

May 1, 2019: CPUC Railroad Safety Inspectors performed a joint hazardous materials compliance inspection at the SSA Terminals in Long Beach, California, with members of the United States Coast Guard. During the inspection, 39 freight containers and one portable tank were observed for compliance. They were inspected for structural integrity, placards, markings, labeling, securement on closures and blocking/bracing.

One container loaded with drums containing flammable liquid was not braced properly, which could allow the load to move during transportation and leak into the environment. The car was placed on hold by the US Coast Guard until the defective condition could be corrected. The shipper of the container was notified and issued a federal defect for non-compliance.

May 7, 2019: On May 2, 2019 CPUC Railroad Safety investigators conducted a routine inspection of BNSF San Bernardino Runaround Track in San Bernardino, California. The inspection was primarily focused State General Order defects that have known to be found in the area. While inspecting all walkways the yard, the Investigators discovered an End of Train device in the walkway of the runaround track. The End of Train device was also directly below

the end steps of a locomotive. This was an immediate danger due to the possibility that any trainman who would dismount from the locomotive could fall if they stepped on the device.

This defect was noted and reported for State General Order 118-A Walkways which states:

The standards of each railroad corporation shall contain provisions for reasonably safe and adequate walkways adjacent to its tracks in all switching areas, and shall provide that all such walkways shall be maintained and kept reasonably free from vegetation as may be appropriate to prevailing conditions, and shall provide for abatement of weeds and brush adjacent to walkways as necessary to prevent the growth of objectionable vegetation encroaching upon such walkways.

A General Order Inspection Report was generated with the defect noted and the information was shared with BNSF's Terminal Superintendent. He immediately corrected the problem by removing the device. The Investigator then closed out the General Order Inspection Report with the compliance noted.

May 8, 2019: On April 10, 2019 a CPUC Railroad Safety Investigator conducted a routine inspection of the Union Pacific LATC Shops Yard in Los Angeles, California. During this inspection, the DeGo Lead was found with railroad ties stored in the walkway. The ties prevented trainmen from walking in the walkway to perform tasks needed to switch out cars in the yard. This was noted as a non-compliant State General Order 118-A defect.

A General Order Inspection Report was generated with the defect noted and the information was shared with Union Pacific's Manager of Track Maintenance and a footing order was in place, as well as a completion date to remove the ties. On May 8, 2019, the investigator conducted a follow up inspection and verified that the railroad ties had been removed. The Investigator then closed out the General Order Inspection Report with the compliance noted.

Week of May 12, 2019: A CPUC Inspectors conducted Quarterly Focus Inspections, focusing on Union Pacific Railroad in the Los Angeles Basin. The affected yards were: West Colton, ICTF, LATC and Commerce yards. MP&E Inspectors inspected 382 pieces of rolling stock, found total

of 45 defects and recommended 3 Civil Penalties. Also, State General Order 118A was identified and reported to Union Pacific at Commerce yard.

May 13, 2019: CPUC Railroad Safety Investigators were performing a hazardous materials inspection at the Union Pacific Railroad manifest yard in Mira Loma, CA when a UPRR freight train approached their location at milepost 45 on the Los Angeles subdivision.

CPUC Inspectors performed a roll-by inspection of the train as it passed them from the ground. During the inspection, a long metal rod protruding from the side of a tank car containing Anhydrous Ammonia, a highly toxic gas, was identified. CPUC inspectors followed the train as it entered the railroad yard and contacted the crew on the train to inform them that they observed a hazardous condition within their train consist.

CPUC inspectors performed a thorough inspection of the train including the suspect tank car containing the dangerous condition; the inspection identified the section of metal as a cut lever (uncoupling lever) from a freight car that was most likely removed from a defective freight car and placed on the end of the tank car in error. This steel rod could have potentially injured or killed a bystander or railroad worker standing near the railroad tracks as the train passed by their location.

The incident reinforced the many reasons railroad employees, CPUC employees and the general public must always remain vigilant when working on or near live railroad tracks. A report to the Union Pacific Railroad was sent to local management identifying this dangerous discovery and the importance of proper ground train inspections by qualified railroad personnel prior to departure from the trains initial terminal and including ground inspections performed by passing train crews between railroad terminals.

May 13, 2019: A CPUC inspector conducted an inspection of the Union Pacific City of Industry Yard in Industry, California. The hazmat inspector conducted a compliance inspection consisting of markings, placarding, stenciling, proper handling, and securement of closures on tank cars containing hazardous materials. During the inspection tank car UTLX 650343, described as residue last contained, UN 1170, Ethanol, Class 3, PG II was found with two of eight manway "I" bolts less than tool tight. According to the Code of Federal Regulations (CFR

49) all closures on tank cars containing hazardous materials are required to be in tool-tight condition.

The waybill and electronic tracking information for the tank car was acquired from the Union Pacific to identify the route the car traveled, the shipper, and load status of the car. This information was used to determine if the shipper has been a chronic offender of regulations, which aids the inspector to determine what type of corrective action to take. In this case the shipper had a positive inspection history and was issued a federal defect for the non-compliant condition. The shipper was notified of the pending defect and provided all relevant documentation pertaining to their loading procedures and have made changes to stop this from occurring in the future.

May 14, 2019: A CPUC Railroad Safety Inspector conducted a routine inspection on UP property in the Colton, Ca. area. The inspector identified a condition that presented a potential safety issue. While inspecting outbound train MWCPD-14, loose unsecured wires were observed hanging from the side of a gondola on the adjacent track. I brought this to the attention of a mechanical supervisor whom was accompanying me on my inspection. This condition could cause an injury to a person's face because of the sharp edges of the wire. The supervisor was able to remove the wire before the train departed, preventing a potential injury.

May 15, 2019: CPUC Railroad Safety Investigators who specialize in Operating Practices participated in cross training with the Hazardous Materials staff. Hazardous Materials staff invited Operating Practices staff to Long Beach to perform multi agency inspections in the Port of Long Beach. The inspection teams, led by the United States Coast Guard, consisted of multiple federal (FRA, FDA, BCP, EPA, etc.) and state and local agencies (CHP, CPUC, Long Beach PD, etc.). After a safety briefing by the Coast Guard, operating practices staff traveled to Terminal Island Container Trans loading Facility (TICTF) in Long Beach. At the container facility, operating staff learned about proper loading and bracing of hazardous material shipments. Operating staff was able to open containers shipped into the port of Long Beach and containers destined for overseas travel. While not finding any defects or exceptions Operating Practices staff did learn about hazardous materials shipments.

May 15, 2019: CPUC Railroad Safety Inspectors participated in a Multi-Agency Strike Force Operation commonly referred to as a MASFO at the Port of Long Beach. The event was coordinated by the United States Coast Guard; in attendance were the Federal Railroad Administration, Food and Drug Administration, Homeland Security, Customs and Border Patrol, Long Beach Police Department, Port Police, Pipeline and Hazardous Materials Safety Administration and the California Public Utilities Commission.

The participants were assigned to five teams, which included three roadside check points for the various policing agencies and two container terminals for the hazard materials inspectors. The teams at the terminals inspected portable tanks and freight containers, both hazardous and non-hazardous. The tanks and containers were checked for placarding, marking, labeling, structural integrity, proper securement on closures, inspection dates, undeclared hazmat, and, but not limited to, blocking and bracing.

The non-compliant conditions found included improper placarding/labeling and undeclared hazardous material being without required notification and placarding. Dangerous shipments require special placement on trains while traveling by rail and on the ships that carry them.

All non-compliant containers were placed on hold until corrections were made. The shippers and terminals were notified of non-compliant conditions and were issued federal defects.

May 19, 2019: CPUC Railroad Safety Investigators attended an annual emergency disaster drill hosted by the Alameda Corridor Transportation Authority (ACTA) in Vernon, CA. This event helps to prepare emergency responders if an incident should occur within the below ground portion of the Alameda Corridor. This drill is executed with cooperation from Union Pacific Railroad, BNSF Railway, Pacific Harbor Lines, as well as ACTA. Union Pacific Railroad supplied the train and crew personnel for the event. The train was symbolled ULBLB 19 with a single locomotive, UP 4904. The train was comprised of 10 rail cars that Union Pacific Railroad utilizes throughout the country for similar disaster drills and is equipped with a specialized box car and tank car.

There were three active scenarios taking place on this date. The details are as follows –

California Public Utilities Commission | Safety and Enforcement Division

- Mile post 2.05 (ladder #40), located at 52nd St. – This drill was a simulation of a rail car that is on fire.
- Mile post 1.88 (ladder #41), located at 50th St. – This drill was a simulation of a hazardous material leak or spill.
- Mile post 1.67 (ladder #42), located at 48th St. – This drill was the extrication of victims resulting from a traffic accident where a motor vehicle entered the Alameda Corridor.

As stated by ACTA representatives, the involvement from local agencies was commensurate to previous years and participation was exceptional. Several local agencies responded including, Los Angeles County Fire, Los Angeles City Fire, Vernon Fire, Compton, Fire, Montebello Fire and Vernon PD. Los Angeles County Fire provided a battalion Chief who established an incident command post at the scene. Multiple examples of notable equipment utilized during this drill were two unmanned Drone aircraft used to assess the situation prior to personnel making entry and a heavy rescue crane used to lift victims from the Corridor, as opposed to using the ACTA supplied permanently mounted ladder system. Although the ACTA ladders functioned, they were unacceptably time consuming to lower into use.

During a debriefing with ACTA management, the ladder inefficiency was recognized. Whereas ACTA, in conjunction with RailWorks (successor to Balfour Beatty) have a scheduled maintenance program for all ladders, they have begun the installation of additional fixed ladders throughout the Corridor to be used in conjunction with the mechanical ladders (see last page of photos for example).

May 22, 2019: CPUC investigators conducted a Positive Train Control (PTC) activity check in Moorpark, Ventura County, CA. Metrolink (SCAX) train 109-22 engineer was observed preparing for interoperability operations at Los Angeles Union Station. CPUC investigators observed operations from outside the control cab in the passenger area. Initialization of the PTC system by the engineer was conducted by entering specific information into the PTC system which prepared the on-board system for outbound travel from Los Angeles Union Station, provided information such as, but not limited to, train consist information, track selection, and operator identification. The PTC system will then download up to date information regarding track

bulletins, temporary speed restrictions, work zones, and other criteria, which allow the PTC system to provide necessary speed, and braking controls for safer operation of the train.

CPUC investigators then observed Metrolink (SCAX) train 116-22 for the return trip to Los Angeles Union Station. The PTC system appeared to be operating as intended until arrival at Los Angeles Union Station. The on-board system displayed a “SYNC” flag and the PTC system was no longer active. The train crew followed established procedures and continued into the passenger terminal area. The PTC system appeared to be offline for all Metrolink trains according to radio communications. Metrolink was contacted for the reason for the approximately two-hour outage and informed a CPUC investigator that there was a back-office issue. Metrolink indicated that they were in the process of conducting root cause analysis and will provide an update when they are ready to do so. CPUC investigators will follow up later without interfering with Metrolink’s internal analysis process. CPUC investigators ended the observation at Los Angeles Union Station.

May 30, 2019: A CPUC railroad safety inspector was performing a regular inspection and audit of Roadway Worker Protection (RWP) procedures of a work group, working on the quiet zone project on NCTD’s San Diego Subdivision, in Oceanside, CA. The purpose of the project, which is funded by the City of Oceanside, is to eliminate the requirement for trains to sound their horn at the crossings as they approach them.

The CPUC inspector spoke with the Roadway Worker in Charge (RWIC) to ensure that all on track safety procedures were being followed according to FRA 49 CFR part 214 and found no immediate discrepancies.

Upon further discussion the RWIC expressed to the inspector that the railroad authority, NCTD, was allowing third party contractors to perform work at the grade crossings without a railroad representative present to provide on track protection for them. The CPUC inspector investigated the complaint and found that although federal regulations do not require on track protection for contractors who are not performing work directly for the railroad, they do require the railroad to comply with their own regulations. NCTD’s regulation require that anyone performing work on their right of way is required to have on track protection regardless

of location, or who the project is funded by. Through further discussion with NCTD representatives, and the prime contractor on the project, the issue was resolved. NCTD is now following their regulations as they are written and making on track safety a priority for all projects throughout their rail system.

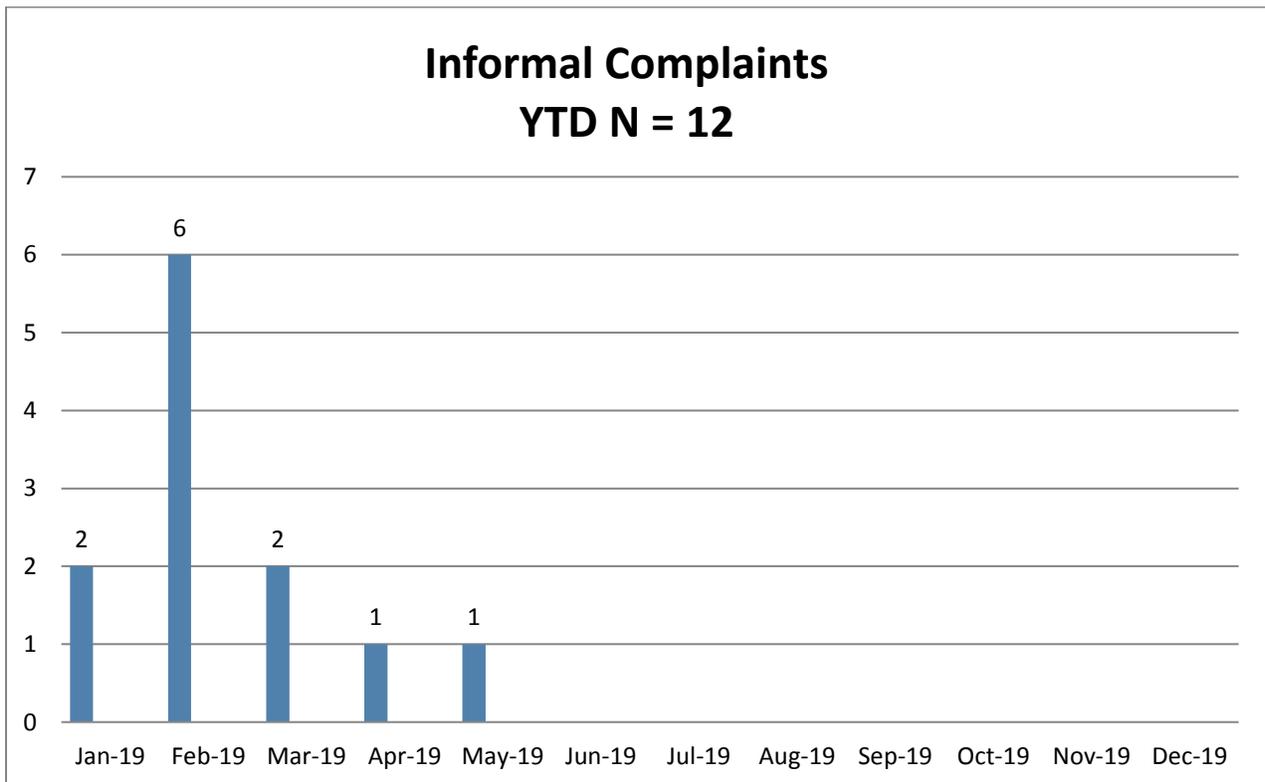
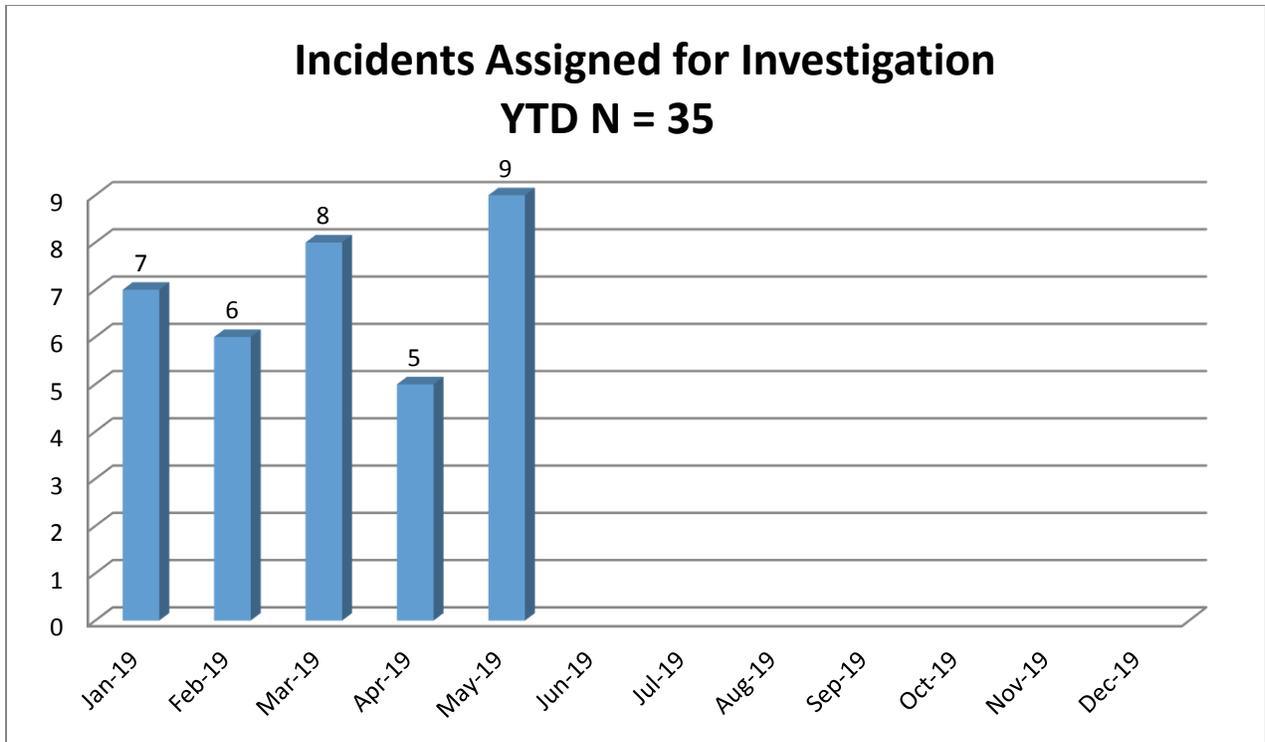
NCTD's regulation from their Contractor safety training manual:

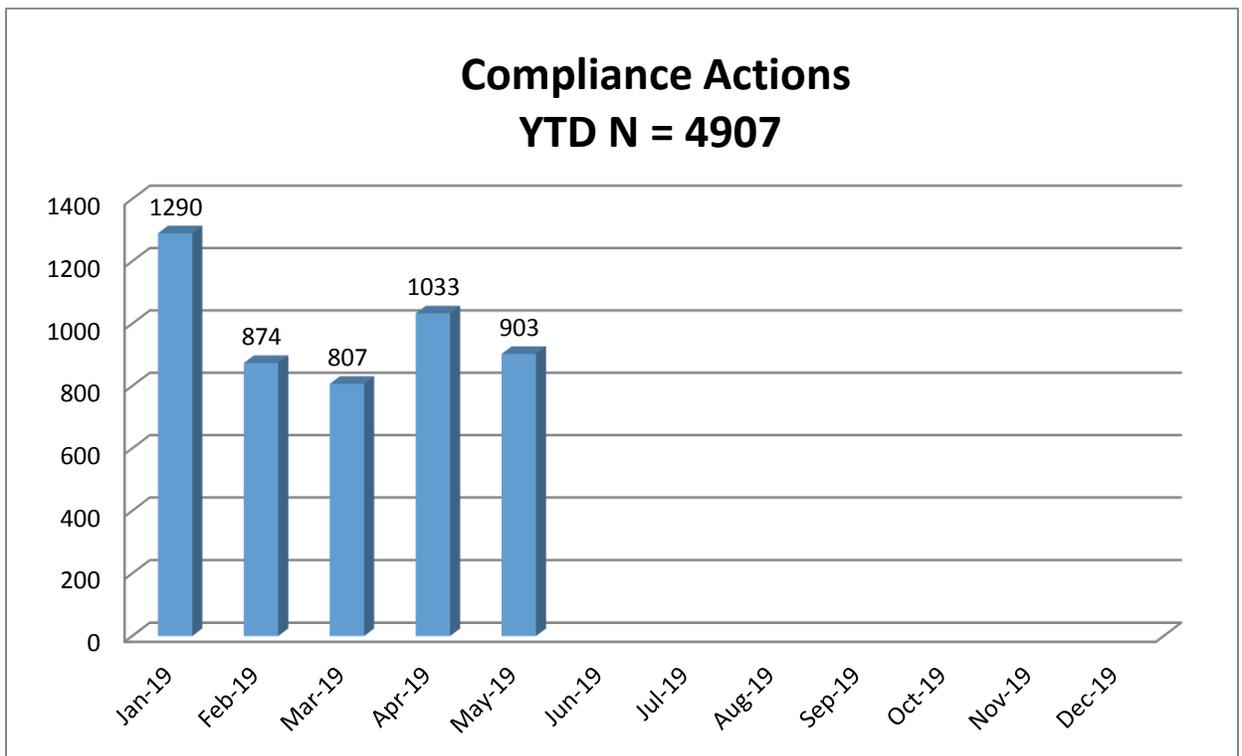
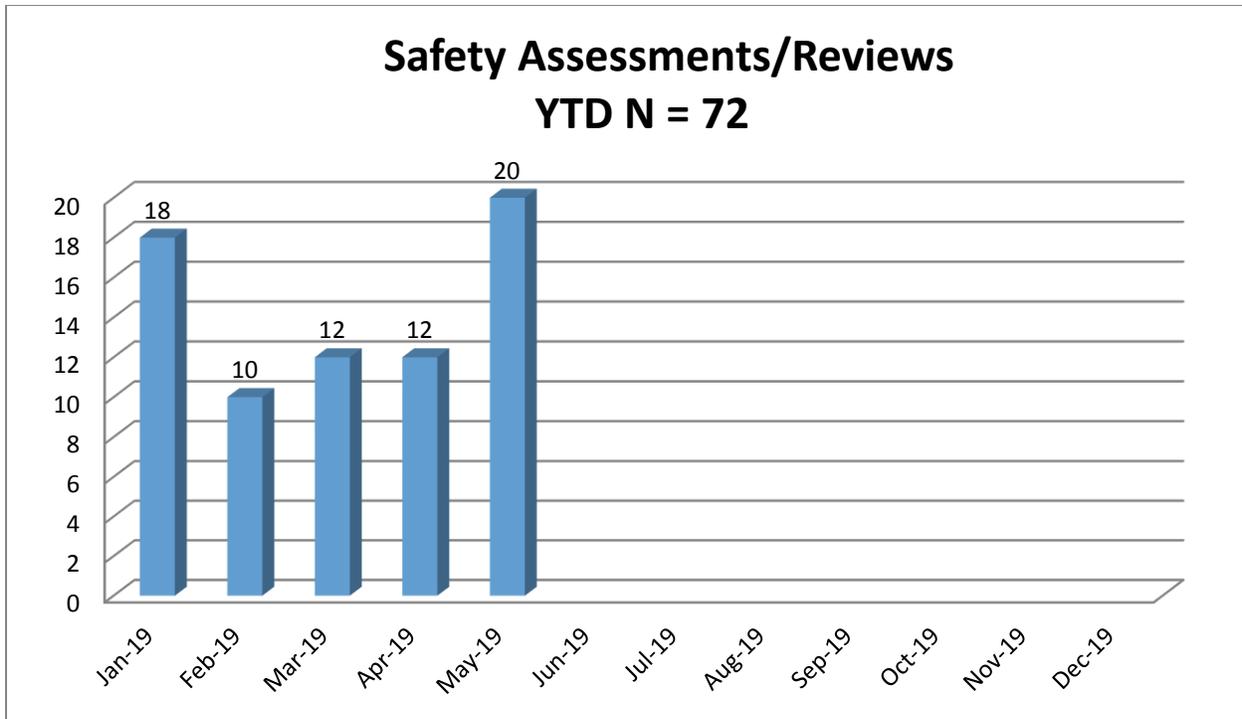
3.1 When Flagging is Required

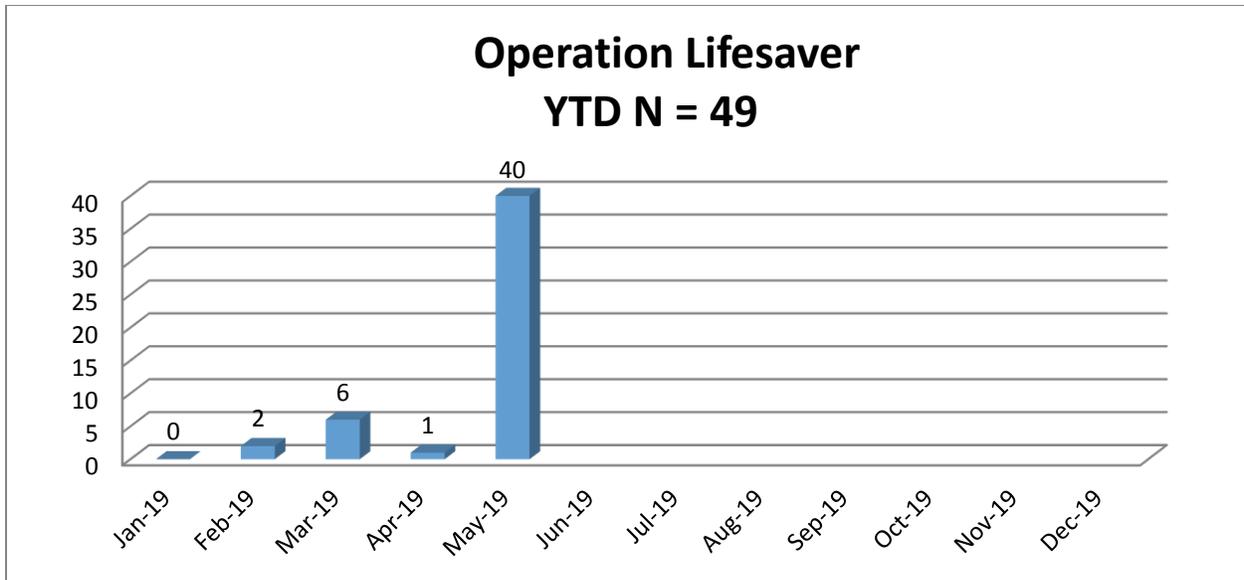
Flagging Protection is required any time personnel work in the railroad Right-of-Way, or work on non-railroad property near or adjacent to the Foul Zone or Right-of-Way with the potential to impact railroad operations or infrastructure. NCTD or its designee has sole discretion to determine the need for Flagging Protection in special circumstances. A Flagman is a qualified railroad employee certified on the GCOR, trained in the legal, regulatory and procedural requirements of the job duties, and designated to provide the necessary protection. The NCTD Railroad EIC assigned to the job is a Flagman. Some jobs may require additional Flagmen; however, only one Flagman may act as the EIC.

The rule goes on to state several scenarios in which NCTD requires a flagman including the following statement:

In general, any time work equipment is operated, or when any type of construction, jacking, boring, landscaping, clearing, grubbing or demolition activity occurs in close proximity to the railroad, or has the potential to endanger the safe operation of the railroad, regardless of elevation above or below track, Flagging Protection is required.







RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

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

| | May New | Closed YTD | May Closed | Closed YTD |
|--|---------|------------|------------|------------|
| Crossing Incident Reviews | 12 | 92 | 14 | 72 |
| Safety Assessments/Quiet Zones/Reviews/Training | 49 | 187 | 49 | 187 |
| Proceedings, Resolutions and G.O. 88-B Reviews | 2 | 57 | 21 | 82 |
| Operation LifeSaver Presentations | 6 | 18 | 6 | 18 |

RAIL CROSSING INCIDENT INVESTIGATIONS

In May 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 six fatalities and four injuries. RCEB completed 11 crossing incident reviews at highway-rail crossings, and three at near crossings. These 14 collisions resulted in six fatalities and four injuries.

INCR 2017070027-INCX2017050005 – On July 11, 2017 at 23:32 hours an AMTRAK train struck a pedestrian at the Fry Road grade crossing, resulting in a fatality in the town of Elmira, Solano County. The review found that the incident was along the right of way and not at a crossing.

The pedestrian stood in between two cars, was thrown off with train movements resulting in fatality.

INCR2018030049-INCX2018030012 - On March 17, 2018 about 16:00 hours, a vehicle struck an AMTRAK train at the Las Posas Road grade crossing in the city of Camarillo, Ventura County. The review found that based on the ROSB, FRA, and police reports, the southbound driver on Los Posas road steered to the left and drove through the down crossing arms side swiping the right front of the train. The collision resulted in two injuries.

INCR2018070066-INCX2018070022 - On July 21, 2018 about 23:00 hours, a southbound UP train struck a pedestrian at the South Main Street grade crossing, resulting in fatality in the Manteca, San Joaquin County. The review found that based on the ROSB report, the incident is a suicide.

INCR2018070065-INCX2018080009- On July 23, 2018 at 09:27 hours, a Metrolink train struck a vehicle at the South San Antonio Avenue grade crossing, with no injuries, in Ontario, San Bernardino County. The review found that a northbound vehicle on San Antonio Ave drove beneath the warning gates while the gate arms were down. The westbound train then struck the front of the vehicle. The collision resulted in property damage only.

INCR2018090083-INCX2018100001– On September 26, 2018, at 16:52 hours, a southbound Caltrain struck a pedestrian at crossing #1 of the JPBX South San Francisco Station, resulting in fatality, South San Francisco, San Mateo County. The review found that the distracted pedestrian walked onto the path of the oncoming train while wearing headphones and did not heed to the warning devices or other passengers warning the pedestrian. RCEB did not have enough information to confirm the chain of events.

INCR2018100082-INCX2018110002 – On October 23, 2018, about 14:00 hours, a Caltrain train struck a trespasser at a grade-separated crossing (track over Cesar Chavez St) near San Francisco, San Francisco County. The incident did not occur at an at-grade crossing.

INCR2019010040-INCX2019010022 - On January 6, 2019 at 11:52 hours, a northbound UP train struck a pedestrian at the East Park Street grade crossing, resulting in fatality, in Stockton, San

Joaquin County. The review found that the police report identified the collisions at the Lindsay St crossing. The train engineer saw a person with an umbrella walk past the lowered gates and onto the tracks in front of the oncoming train.

INCR2019010049-INCX2019010025 – On January 11, 2019 at 05:32 hours, a Caltrain struck a pedestrian at the Whipple Avenue grade crossing, which resulted in a fatality, in Redwood City, San Mateo County. The review found that the collision occurred along the rail right of way and not at the crossing.

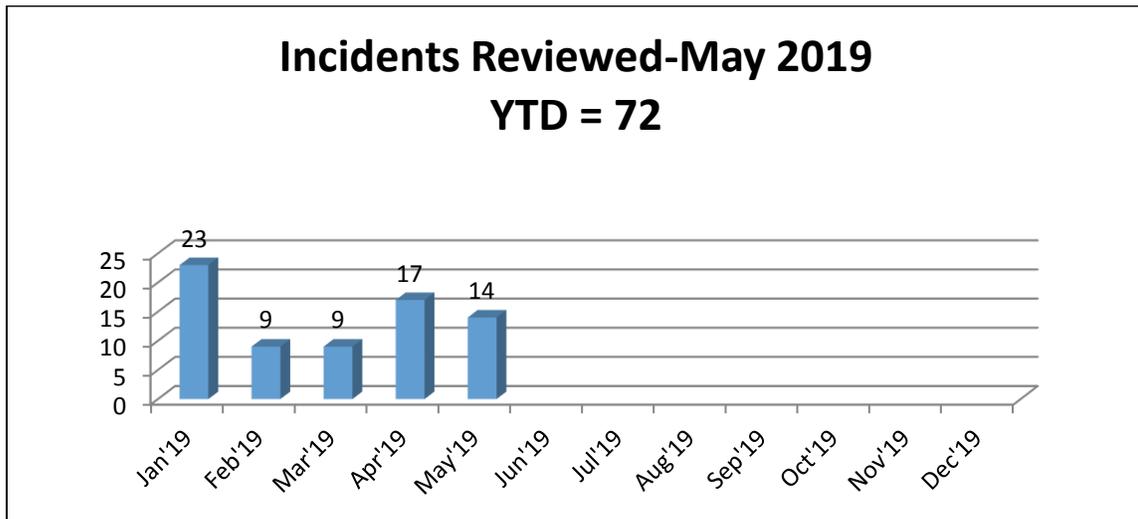
INCR2019010052-INCX2019010027 – On January 11, 2019 at 18:25 hours, a westbound BNSF train struck an unoccupied vehicle at the Knightsen Avenue grade crossing, in Knightsen, Contra Costa County. The review found that a driver turned onto the rail right of way and the vehicle became stuck on the tracks. The driver unable to clear the track area exited the vehicle prior to the collision with the BNSF train. The collision resulted in property damage only. RCEB staff recommended the removal of the left turn pavement marking on the north approach.

INCR 2019020031-INCX2019020013 - On February 15, 2019 at 01:34 hours, a westbound UP train struck an occupied vehicle at the Woodward Road grade crossing, with injuries, in Unincorporated San Joaquin County. The review found that the driver of the vehicle mistook the crossing for the nearby intersection and turned left onto the tracks where the vehicle got stuck. The police officer determined that the driver drove under the influence. The collision resulted in injuries.

INCR 2019020041-INCX2019020015 – On February 11, 2019 at 07:34 hours, an unidentified train struck a pedestrian at the E. Oak Street grade crossing, resulting in an injury, in Stockton, San Joaquin County. The review found that a bicyclist riding westbound (against traffic) toward the crossing. The rider rode into the side of the train and sustained injuries. According to the police report, the rider was under the influence of narcotics and didn't remember riding into the train.

INCR2019040065-INCX2019040020 - On April 23, 2019 at 19:00 hours, an AMTRAK train struck a pedestrian at the Marina Vista Avenue grade crossing, resulting in a fatality, in Martinez, Contra Costa County. The review found that the incident did not occur at an at-grade crossing.

INCR2019040028-INCX2019040010 - On April 4, 2019 at 14:54 hours, a UP train struck a boat trailer that was not attached to a vehicle, at the E Alisal St grade crossing Salinas, Monterey County. The review found that based on the ROSB report, the incident did not occur at a grade crossing.

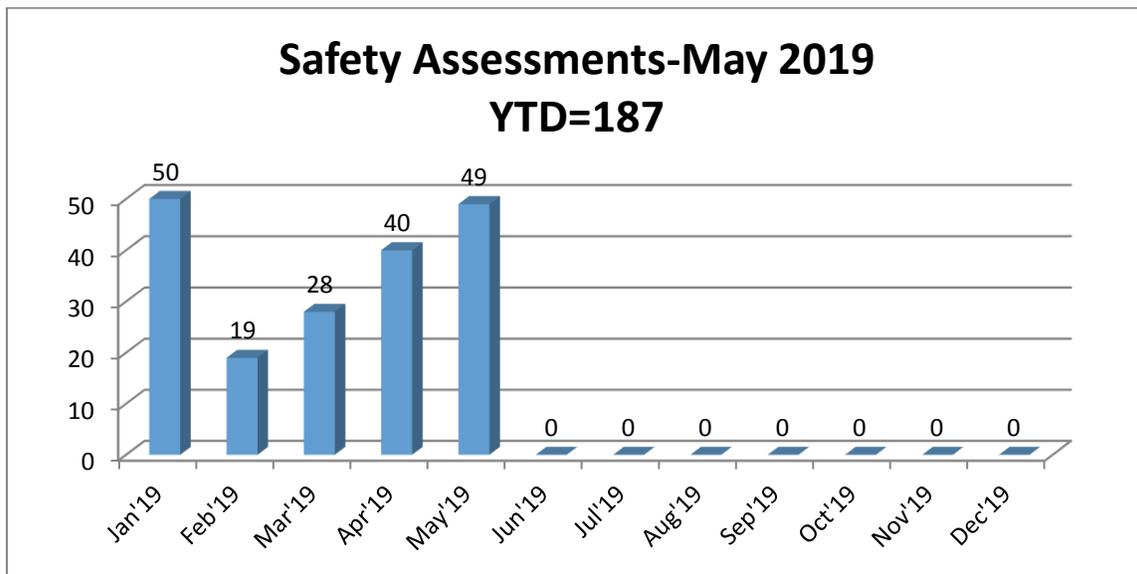


SAFETY ASSESSMENTS, QUIET ZONES AND REVIEWS

In May 2019, RCEB completed 49 rail-crossing safety assessments involving: communications, field inspections, 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 also continues to work with Caltrans and the Federal Highway Administration (FHWA) regarding the experimental pavement marking project. RCEB completed 49 assignments this period.

- **Experimental Project Dynamic Envelope Marking** – Caltrans and SED continue working on the project reviewing FHWA recommendations. Our Deputy Director reached out to a Commissioner for support of the project. The Commissioner reached out to a US Senator for support of the pavement marking project. CPUC and Caltrans staff continue working on the next step.
- **RCEB Training** - On May 8, 2019 a RCEB staff completed an online training course regarding legal and liability issues related to the design and maintenance of roadways by public agencies.

- **QTZN 2006120001** – On May 13, 2019, staff updated the Encinitas Chesterfield Drive quiet zone. This is at the south end of the 6.1-mile rail corridor within City of Encinitas. Four-quad gates and other crossing modifications were completed in April 2019. The Quiet Zone went into effect on April 28, 2019.



PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In May 2019, RCEB staff assigned one new General Order 88-B application for changes to existing crossings and a new formal proceeding with the Administrative Law Judge Division. This month RCEB staff completed an ALJ proceeding and closed 20 General Order 88-B applications for a total of 21 assignments.

- **PROC A1806016** – On May30, 2019 with D.1905033, the Commission approval to the Port of San Francisco for a previously constructed at grade pedestrian crossing between 3rd and Illinois Streets. The process included settlement agreement between all parties to correct the violations and support the new pedestrian crossing.
- **GO 88B - Various** – In May 2019, staff authorized 16 requests for the Sonoma-Marin Area Rail Transit in Sonoma County for the addition of pedestrian channelization at various crossings. The table below indicates the project locations and all authorizations will expire in May 2022.

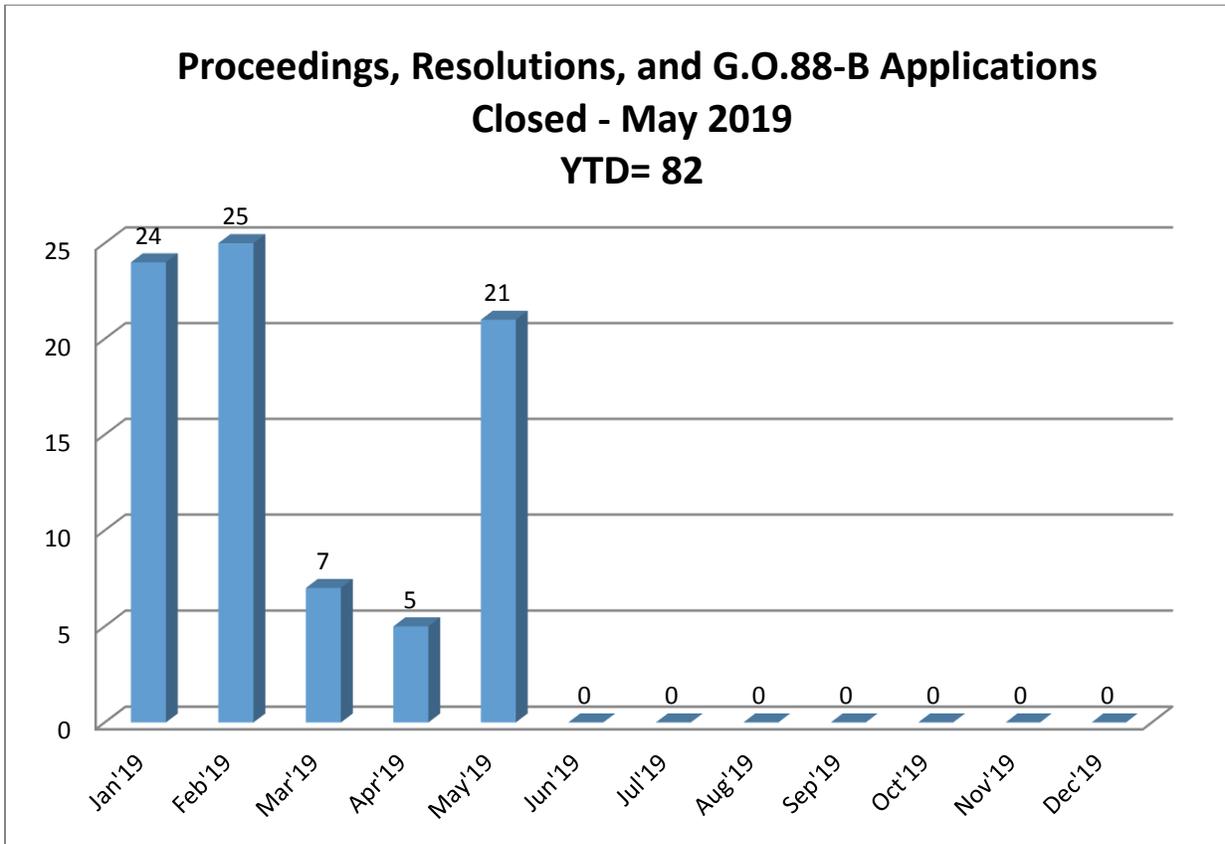
California Public Utilities Commission | Safety and Enforcement Division

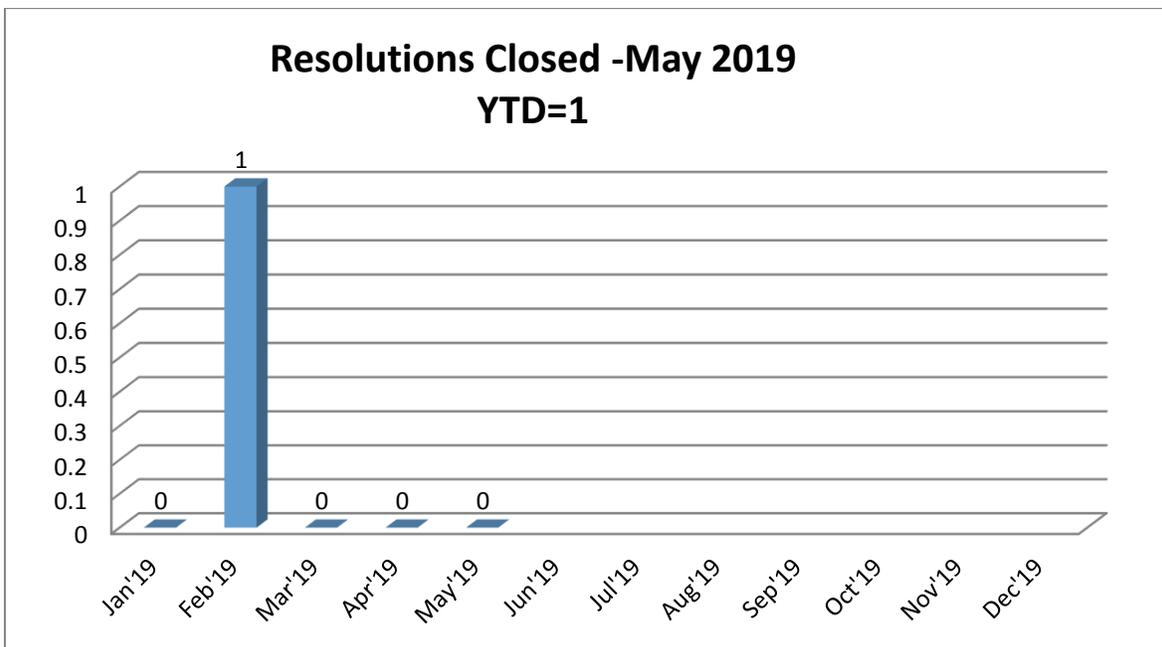
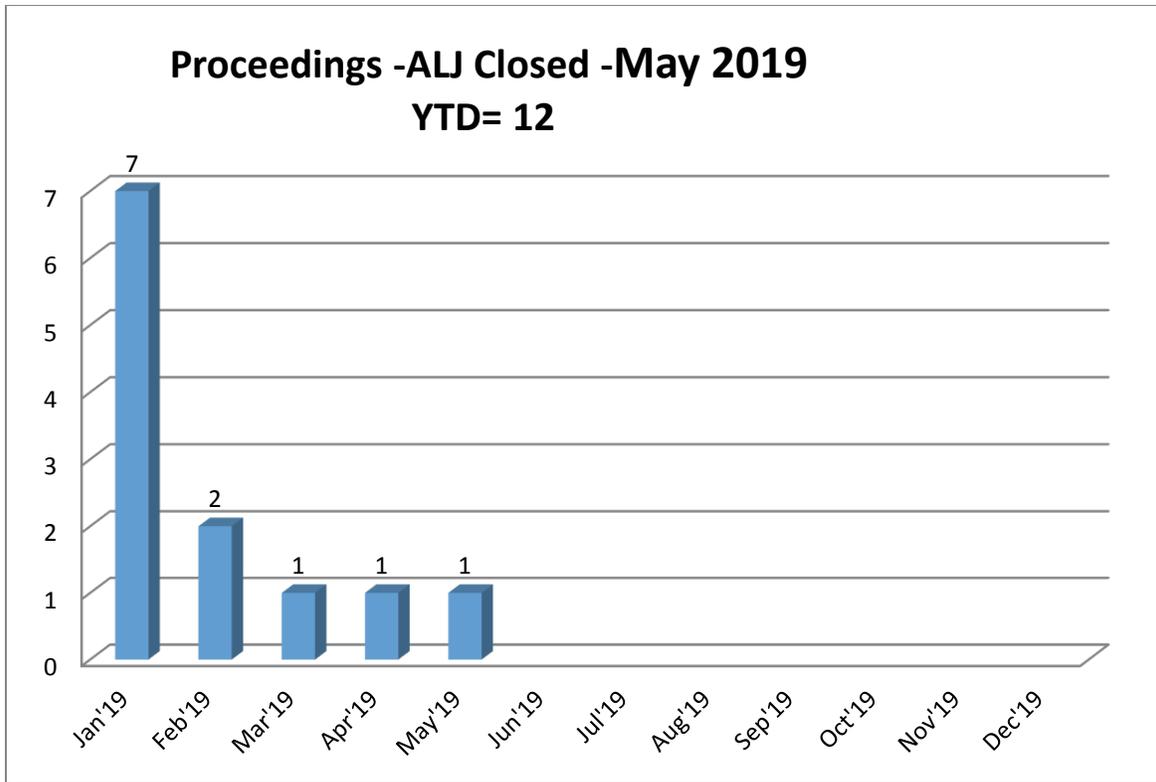
| XREQ | Sonoma-Marin ART Project | Date Granted | Expires | City or Town |
|------------|---|--------------|-----------|--------------|
| 2019040004 | East Cotati Avenue Sidewalk Improvements | 5/6/2019 | 5/6/2022 | Cotati |
| 2019040005 | Southwest Blvd Sidewalk Improvements | 5/1/2019 | 5/1/2022 | Rohnert Park |
| 2019040006 | Rohnert Park Expressway Sidewalk Improvements | 5/1/2019 | 5/1/2022 | Rohnert Park |
| 2019040007 | Golf Course Drive, Rohnert Park Sidewalk Improvements | 5/6/2019 | 5/6/2022 | Rohnert Park |
| 2019040010 | Hearn Ave, Santa Rosa Sidewalk Improvements | 5/7/2019 | 5/7/2022 | Santa Rosa |
| 2019040011 | Sebastopol Road, Santa Rosa Sidewalk Improvements | 5/7/2019 | 5/7/2022 | Santa Rosa |
| 2019040012 | 3rd Street, Santa Rosa Sidewalk Improvements | 5/7/2019 | 5/7/2022 | Santa Rosa |
| 2019040013 | 6th Street, Santa Rosa Sidewalk Improvements | 5/9/2019 | 5/9/2022 | Santa Rosa |
| 2019040014 | 7th Street, Santa Rosa Sidewalk Improvements | 5/9/2019 | 5/9/2022 | Santa Rosa |
| 2019040015 | 8th Street, Santa Rosa Sidewalk Improvements | 5/9/2019 | 5/9/2022 | Santa Rosa |
| 2019040016 | 9th Street, Santa Rosa Sidewalk Improvements | 5/9/2019 | 5/9/2022 | Santa Rosa |
| 2019040017 | College Ave Sidewalk Improvements | 5/16/2019 | 5/16/2022 | Santa Rosa |
| 2019040018 | Guermeville Road Sidewalk Improvements | 5/16/2019 | 5/16/2022 | Santa Rosa |
| 2019040019 | Steele Lane Sidewalk Improvements | 5/20/2019 | 5/20/2022 | Santa Rosa |
| 2019040020 | Piner Road Sidewalk Improvements | 5/20/2019 | 5/20/2022 | Santa Rosa |
| 2019040021 | San Miguel Road Sidewalk Improvements | 5/20/2019 | 5/20/2022 | Santa Rosa |

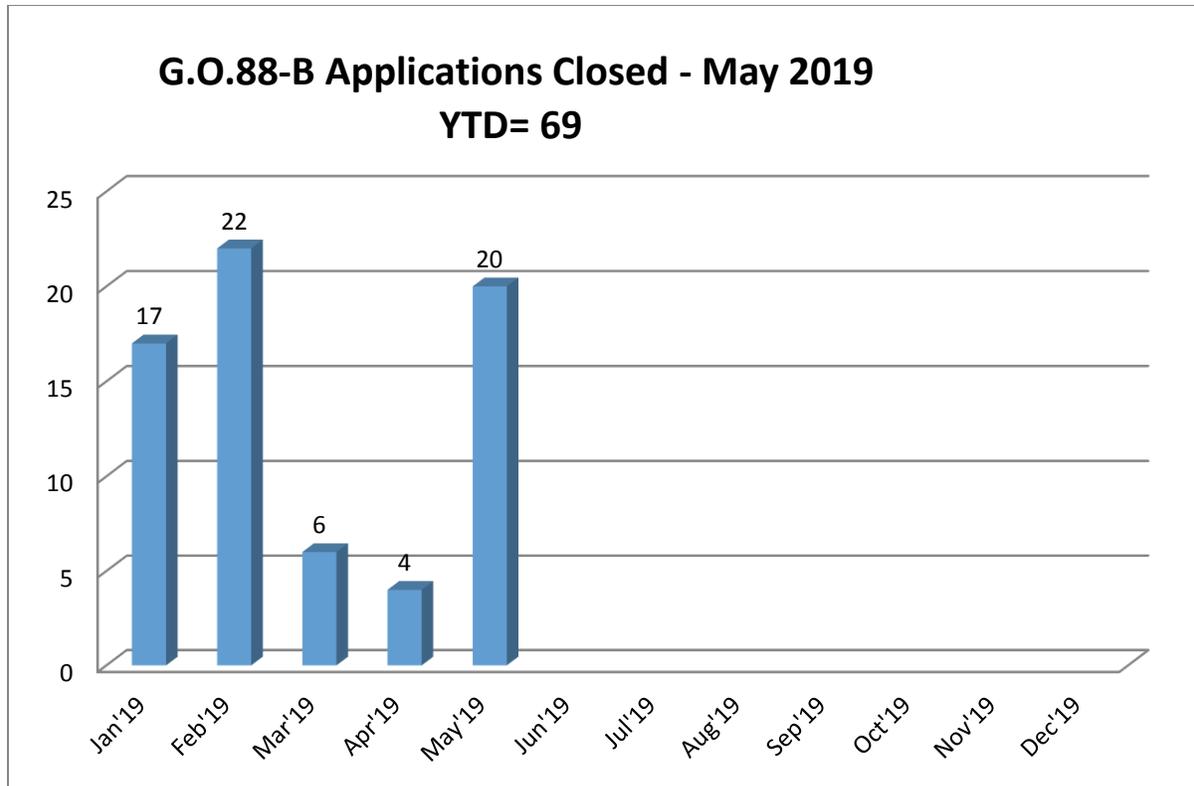
- GO 88B – XREQ 2019050003-** On May 16, 2019, staff authorized the California High-Speed Rail Authority to alter Hesse Avenue at-grade crossing with CPUC crossing number 002-943.52 and DOT Number 028326X in Unincorporated Tulare County. The improvements include elimination of two at-grade crossings at Hesse Avenue and Avenue 128, the construction of a new grade separation on Hesse Ave over BNSF and CHSRA tracks,

installation of new CHSRA tracks, and an 8-foot wire mesh barrier. The authorization expires on May 16, 2025.

- GO 88B - XREQ 2018080008/XREQ 2019040009**—On May 6, 2019, staff authorized a request by the Riverside County Transportation Commission to alter the Placentia Street Grade separated crossing with CPUC Crossing Number 002X-15.40-A, DOT No. 027334L, in Unincorporated Riverside County. The improvements propose to widen the south side of the overpass structure. The authorization expires on May 6, 2022.
- GO 88B – XREQ 2019030008** – On May 6, 2019, staff authorized a request by the City of Redlands to alter the Nevada Street at-grade highway-rail crossing, CPUC Crossing Number 101SG-63.50 and DOT Number 027232T in the Redlands, San Bernardino County. The improvements include installation of new tracks, concrete panels, raised median, roadway resurfacing, new active warning devices, a new signal house, pavement markings, and a maintenance driveway access. The authorization expires on May 6, 2022.

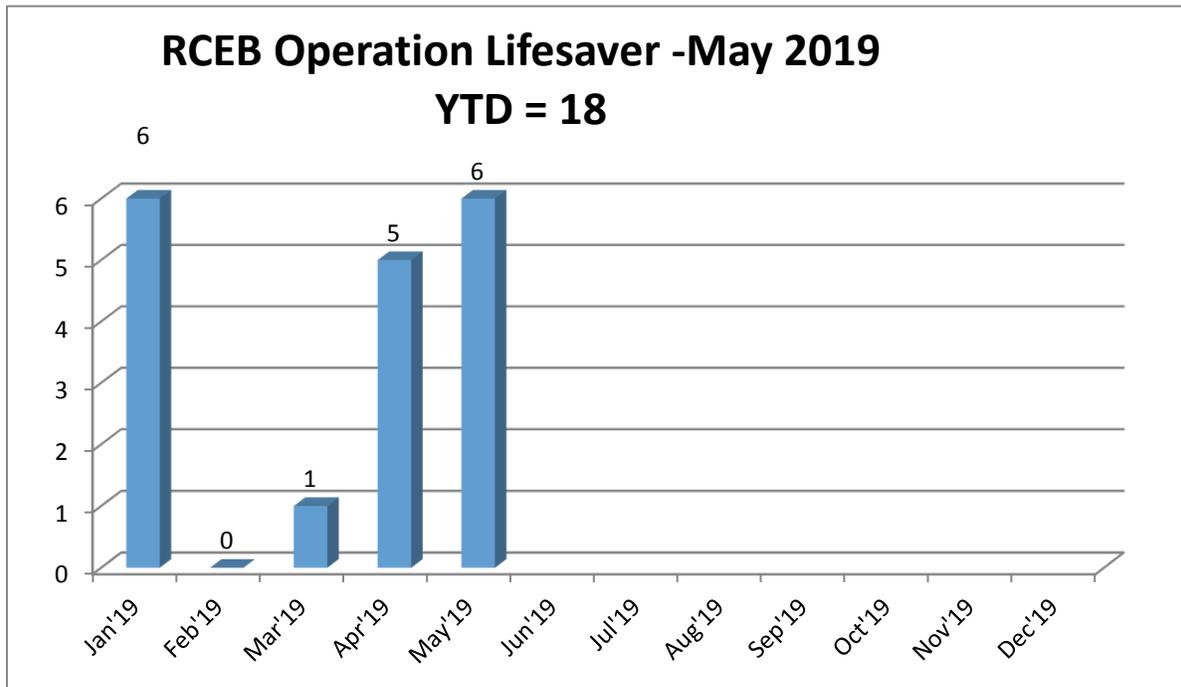






OPERATION LIFESAVER INC.

On May 6, 2019, a RCEB Operation Lifesaver Inc. (OLI) volunteer shared four presentations at the Great Valley School in Stockton, San Joaquin County. Staff presented the OLI rail safety message with four groups of 4ht-grade children. A total of 115 students received the rail safety message. On May 16, 2019, Staff participated in the annual OLI training and recognition where staff received new chart information for presentations and notification that the California Operation Lifesaver Program is now its own non-profit organization. RCEB staff completed a total of 6 assignments in May 2019. As time permits, staff participates in presentations, fairs, and community events to share the OLI rail safety message to the public and professional drivers.



RAIL TRANSIT SAFETY BRANCH - RTSB

In Memoriam

Jason Dixon

May 19, 1976 – May 10, 2019

The RTSB and ORS staff were stunned in May by the short illness and then passing on May 10, 2019, of RTSB Inspection Supervisor for Southern California, Jason Dixon. Jason was a great person and outstanding CPUC employee. In December 2017, Jason returned to CPUC as a Supervisor for RTSB’s inspection team in Southern California after a brief stint with North County Transit District (NCTD) in Oceanside. He had taken a position with NCTD after being a rail mechanical/equipment inspector with RTSB from December 2012 to June 2014. Jason began his railroad career with the Union Pacific Railroad (UP) in 2005. From 2005 to 2012, Jason worked as a freight car repairman and supervisor. It’s amazing how much knowledge Jason picked up in 7 years in the business. In dealing with him on technical issues, you would think he’d been around for 20 or 30 years. And he was a natural leader

that Staff relied on; he was never too busy to mentor the inspection staff or the Engineers and Analysts, particularly the newer staff members. He was very serious about safety, but he usually tried to include a bit of humor to soften the sometime unwelcomed news to someone in non-compliance. 😊 Jason will be difficult for RTSB to replace and we will miss him greatly.

Jason is survived by his wife Courtney and four children, Brendan, Autumn, Kennedy and Logan. Also, it was gratifying to note that Courtney and the family have a broad support group and based on the huge number of people at his memorial, lots of friends and family to help Courtney and the kids cope with their loss.

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

CORRECTIVE ACTIONS PLANS

- Twenty (20) Corrective Action Plans (CAP's) were opened.
- Seventeen (17) were closed.

INCIDENT INVESTIGATIONS

- Thirty-three (33) accidents were reported by Rail Transit Agencies (RTA).³
- Thirty-five (35) accident investigations were closed.

MAJOR AUDITS

- A Triennial Safety and Security Review of North [San Diego] County Transit District (NCTD) was conducted in August 2018. The review covered the twenty-one (21) System Safety Program Plan and five (5) System Security Plan elements required by General Order (GO) 164-E. In addition, Staff reviewed agency compliance with other GOs, such as GOs 172 and

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

175-A. RTSB met with NCTD on December 19, 2018 to present Staff's findings and recommendations. Staff is drafting the report.

- At its May 30 voting meeting, the Commission adopted Resolution ST-209 approving the Final Report on the 2017 Triennial On-Site Security Review of the Santa Clara Valley Transportation Authority (VTA) and Resolution ST-210 approving the Final Report on the 2017 Triennial On-Site Safety Review of VTA.

ADMINISTRATIVE ACCOMPLISHMENTS

- **ROAR Meeting:** On May 24, RTSB management and staff participated in the semi-annual meeting of the Rail Operations & Regulatory Committee (ROAR) of the California Transit Association (CTA). ROAR serves as CTA's rail operations liaison with the CPUC, California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). ROAR provides a forum for the exchange of information concerning rail systems operation issues. ROAR also coordinates and monitors regulatory matters with the CPUC.
- **RSSIMS Replacement Project:** The three rail branches (Rail Crossings and Engineering Branch, Railroad Operations Safety Branch, and RTSB) share a database called Rail Safety and Security Information Management System (RSSIMS). RTSB is participating in activities to identify upgrades for the next version of the database.
- **Proposed Revision to GO 143-B:**
RTSB management is continuing its work on drafting proposed changes to GO 143-B entitled "Safety Rules and Regulations Governing Light-Rail Transit."
- **Training:**
On May 13 through 17, Madeline Ocampo took the "Transit Industrial Safety Management" course held in Atlanta, GA offered by U.S. Department of Transportation's Transit Safety Institute (TSI).

On May 20, Varoujan Jinbachian, Ainsley Kung, Daniel Kwok, Claudia Lam, Bill Lay, Eric Madero, Rosa Munoz, Madeline Ocampo, Noel Takahara, and Michael Warren took the

“Highway-Rail Crossings 101” training presented by Staff from the Rail Crossings and Engineering Branch.

On May 21, Madeline Ocampo took the “Communicating Effectively” course offered through California Department of Human Resources.

SAFETY CERTIFICATION AND OVERSIGHT OF RAIL TRANSIT AGENCY PROJECTS

AirTrain Extension Project: On August 10, 2017, Resolution ST-205 approved the San Francisco International Airport’s AirTrain Automated People Mover (AirTrain) Extension Safety Certification Plan (SCP). The project expands the existing AirTrain system to include a new Long-term Parking (LTP) Garage Station and an additional in-line Hotel Station serving a future hotel. Additional planned changes include an upgrade to line-of-sight (LOS) train to wayside signaling and communications, field retrofits of 39 vehicles to LOS technology, an upgrade to the Central Control, a 2000 ft. guideway extension, four additional guideway crossover switches, additional traction power system, and 3 new Innovia APM 100 vehicles. The project will have three Safety and Security Certification Verification Reports (SSCVR) as it has three phases. Project culmination and start of revenue service is anticipated to take place in 2020. The agency plans to submit plans for its new interim station and the retrofitted LOS trains SSCVR in June.

BART Forms Fire Life Safety Department: 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. Series vehicle production and inspection continues at the car body manufacturing facility. Eighty vehicles are CPUC certified.

BART Hayward Maintenance Complex Project: On November 16, 2018, RTSB approved the first phase of this project, the Component Repair Shop, to commence operations. Work at the North Yard and South Yard apron continues. The Vehicle Lift Area Construction began on March 1, 2019.

Silicon Valley Berryessa Extension (SBVX): BART and VTA are currently in the process of constructing a 10-mile BART system track extension and two new stations – the Milpitas and Berryessa stations. Phase 3 testing begins on approximately June 1, 2019. The Phase 3 starting date depends on the Phase 2 testing being concluded. Phase 3 testing is projected to last approximately three months. Pre-revenue operations testing is also projected to last approximately three months. If all goes as projected, all testing would be concluded by December 1. Revenue service is projected to begin sometime in December 2019. Currently, VTA is going through an organizational change. Chief of Safety and Security at VTA endeavored to provide some clarification on the BART/VTA responsibilities. As questions remain, a follow-up joint presentation to RTSB by VTA/BART is tentatively scheduled for a date before the next SVBX FTA Quarterly Meeting at the end of June.

Central Subway Project (CSP): The San Francisco Municipal Transportation Agency (SFMTA) is excavating 1.7 miles of tunnel to extend the Muni Metro Third St. Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown. SFMTA estimated a start of revenue service on December 10, 2019, however that date has slipped to February 2020 as delays occur in the project. SFMTA recently hired personnel responsible for carrying out the testing and commissioning phase of the project once it is complete later this year. SFMTA will commence rail activation and system integration testing of the CSP near the end of 2019. CSP has been working diligently to complete the construction of all the stations for the project. Furthermore, an independent monitor assigned by the federal government to evaluate Central Subway's progress, a normal procedure, warned in March that the subway's debut date may slip to as late as mid-2020 as

SFMTA works with Tutor Perini to resolve issues with “change orders.” These orders dictate changes to design or construction and have recently piled up on the Central Subway project.

LACMTA P3010 New Vehicle Procurement Project: The Los Angeles County Metropolitan Transportation Authority (LACMTA) is in the process of procuring up to 235 new rail vehicles. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future LAX/Crenshaw line currently under construction. Staff continues to follow a recently revised approval process whereby Staff provide a conditional approval based on monthly review of the open item lists and the reports on vehicle test performance. Staff will recommend official approval to RTSB management after a successful review of the Car History Books (CHBs) in person. 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 will hold its TBM unveiling celebration on June 17, 2019. Parts of Purple Line Segment 2's TBM is now on-site. 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. The Foothill Authority is currently working on procuring more funding to complete the alignment, as originally scoped, to the City of Montclair.

LACMTA Crenshaw/LAX Corridor Project: LACMTA is constructing a new LRT line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo and portions of unincorporated Los Angeles County. The project is currently in the construction phase that Staff monitors via regular meetings. The review team has approved the Safety Certification Design Checklists. The next step is the SSCRC's verification of the Safety Certification Construction Checklists. The project is nearly 80% complete. However, the project has experienced significant delays and is an estimated 6 months behind schedule. The substantial completion date was rescheduled from May 1, 2019 to December 2019. While the forecasted revenue service date has been pushed from October 31, 2019 to May 2020.

LACMTA New Blue Project: LACMTA is making improvements to its Blue Line that runs from Downtown Los Angeles to Long Beach. The construction is being done in 2 phases. The initial phase (southern half of the line) is complete. The second phase (northern half of the line) is expected to be completed approximately 4 months later. 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 Automated People Mover (APM), a Consolidated Rent-A-Car (CONRAC) facility, multiple Intermodal Transportation Facilities (ITFs), and a comprehensive network of roadway improvements. The APM system will feature the design and construction of an approximate 2.25-mile-long, elevated dual-lane guideway, consisting of six stations. Three stations will connect new rental car, airport parking, and Metro facilities to the airline terminals. Three stations in the Central Terminal Area will provide fast and easy connections to nine airline terminals with a pedestrian walkway system. The Commission approved Resolution ST-212 on October 11, 2018. This Resolution adopted LAWA's Safety and Security Certification Plan (SSCP).

Orange County Transportation Authority (OCTA) OC Streetcar Project: The OC Streetcar (OCSC) project consists of 4.15 miles of track between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. Revenue service is scheduled to commence in 2021. Staff continues to attend the SSRCR and Fire Life Safety Committee (FLSC) meetings for this project. On November 30, 2018, FTA awarded a full-funding grant agreement for \$129 M to OCTA for the project.

SFMTA LRV4 Procurement to Expand and Replace the Rail Fleet: This project is scheduled for completion in 2027. The safety and security certification-related aspects of this project are being monitored by Staff through regular meetings, review of records produced pursuant to the

requirements of the project SSCP (e.g. Certificates of Conformance and associated supporting documentation for certifiable elements at pertinent project milestones), and observations of vehicle testing. 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.

San Diego Trolley, Inc. (SDTI) Mid-Coast Corridor Project: The San Diego Metropolitan Transit System's (SDMTS) Mid-Coast Corridor Project is a 10.9-mile double-track light-rail transit line, which begins at the Old Town Transit Center in San Diego. The project provides future SDTI revenue service to the Linda Vista, Clairemont, University of California at San Diego (UC San Diego) and the University City areas. The additional stations will be Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, potential Veterans Administration (VA) Medical Hospital, UC San Diego West (along Voigt Drive), UC San Diego East (along Voigt Drive), Executive Drive, and University Town Center (UTC) Transit Center. Construction started in 2016 and revenue service is planned to begin late 2021.

San Diego Light Rail Vehicle Procurement: SDTI is procuring 45 light rail vehicles (LRV) for the Mid-Coast Corridor Project. The procurement process began January 2018 with an expected schedule completion and acceptance of all 45 LRV's by June 2021. Resolution ST-217 formally accepts the SDMTS LRV Procurement SCP and was approved on October 11, 2018. On March 29, 2019 Staff received a formal letter from MTS requesting Commission review and approval of safety certifiable element documentation, tests, and records which supports the SD9 vehicle procurement. MTS also requested CPUC staff to allow Cars 5001, 5003, and 5004 to enter revenue service on April 20, 2019. On April 19, 2019 Staff issued an approval letter to MTS allowing Cars 5001, 5003 and 5004 to enter revenue service on April 20, 2019. Cars 5005-5009 are currently on-site at the SDTI Yard where they are undergoing commissioning and dynamics tests. Staff will be participating in the acceptance testing throughout the procurement process.

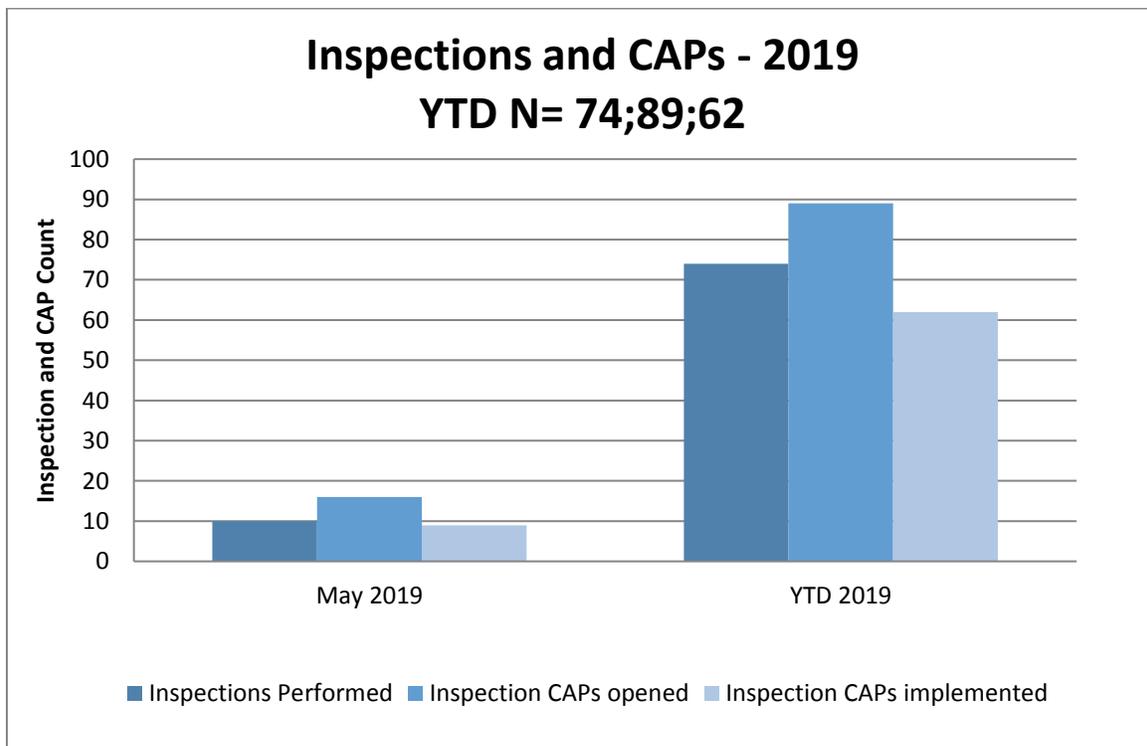
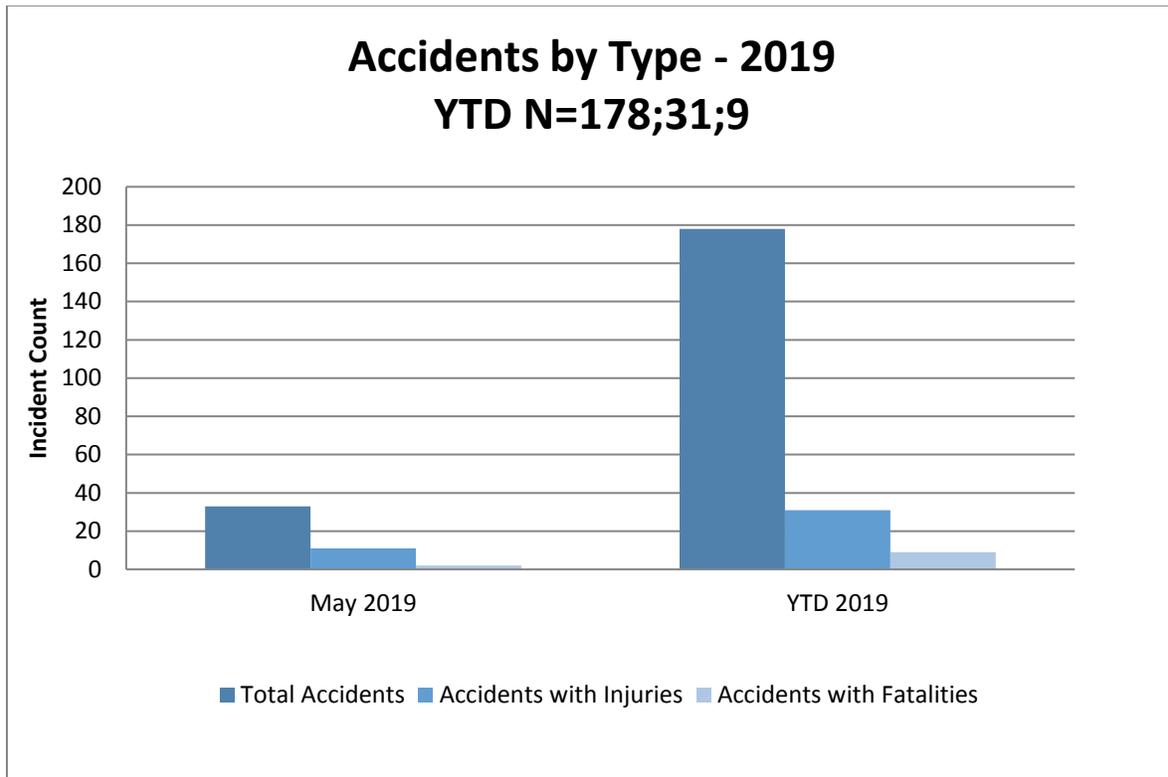
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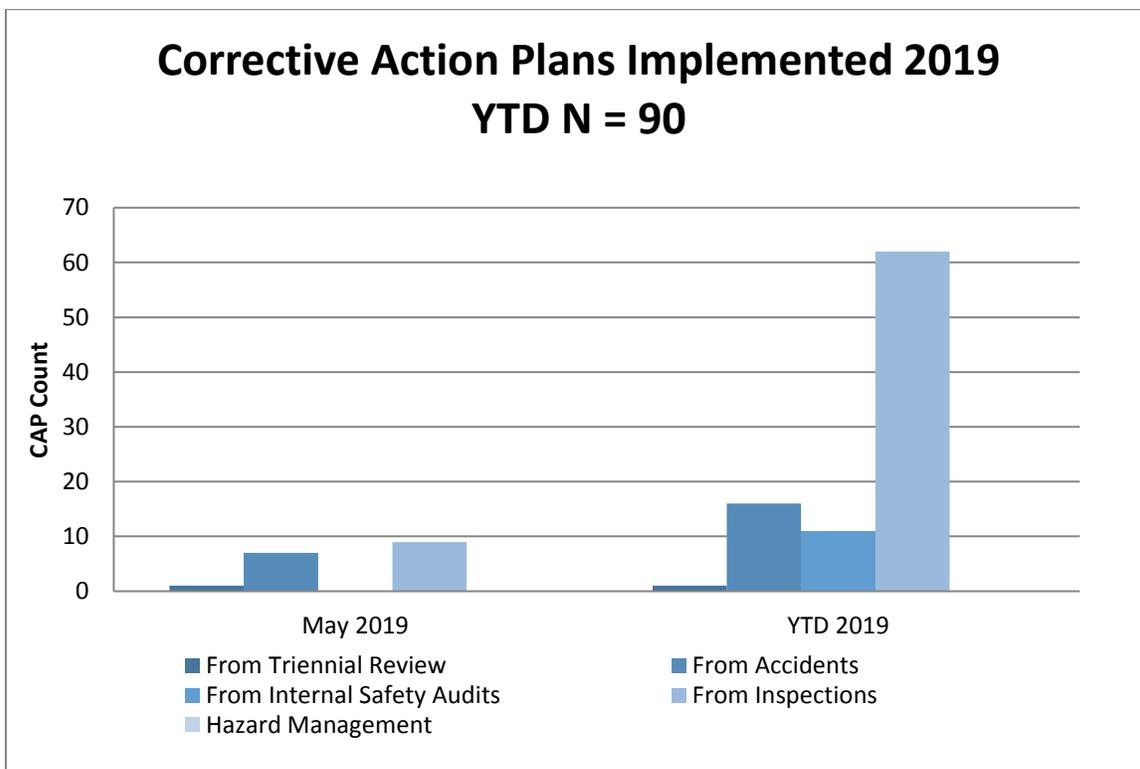
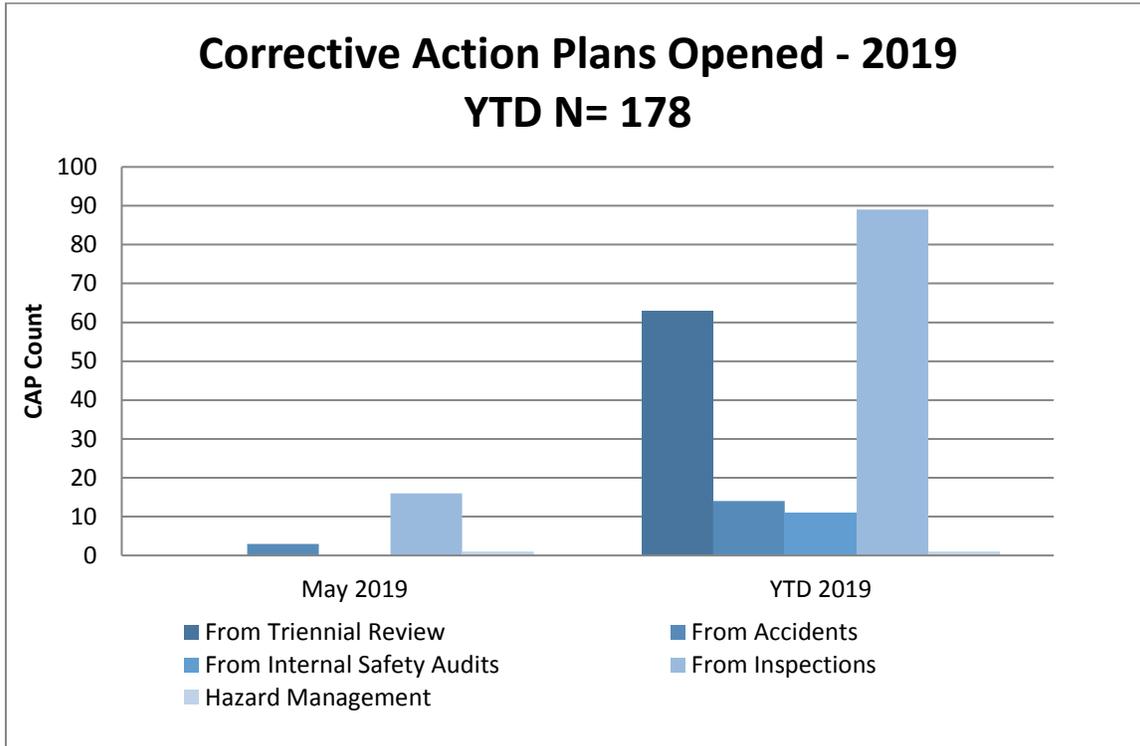
STATISTICS SUMMARY

| Investigations for Month | | YTD 2019 |
|--------------------------------|----|----------|
| Accidents Reported | 33 | 178 |
| Accident Investigations Closed | 35 | 163 |
| Complaints Investigated | 0 | 3 |
| Rail Transit Inspections | 10 | 74 |
| Triennial Review | 1 | 1 |

| | | YTD 2019 |
|--------------------------------------|----|----------|
| New Corrective Action Plans | 20 | 178 |
| From Triennial Review | 0 | 63 |
| From Incidents | 3 | 14 |
| From Internal Safety/Security Audits | 0 | 11 |
| From Rail Transit Inspections | 16 | 89 |
| From Hazard Management | 1 | 1 |
| Closed Corrective Action Plans | 17 | 90 |
| From Triennial Review | 1 | 1 |
| From Incidents | 7 | 16 |
| From Internal Safety/Security Audits | 0 | 11 |
| From Rail Transit Inspections | 9 | 62 |
| From Hazard Management | 0 | 0 |

ONGOING DATA / TRENDS





CORT MONTHLY REPORT

In California during the month of May:

- The railroads moved 9 trains with 900 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 five (8) crude oil trains. Each train consisted of 100 cars: three (2) were lite and two (6) 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 June, (8) crude oil trains are expected; none of these trains will be Bakken crude.

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

Three of the six months have passed since the Pipeline and Hazardous Materials Safety Administration (PHMSA) passed a new rule requiring the seven major Class 1 railroads to develop crude oil response zones. The rule issued on February 14, 2019 states any train carrying 20 or more loaded crude oil cars in a block, or those with a total of 35 loaded tank cars spread throughout the train will be affected. Railroads will be required to establish geographic response zones along various rail routes to ensure there are people and equipment staged and prepared to respond to an oil spill within 12 hours. PHMSA has estimated the administrative

cost of the new requirements to be \$3 to \$4 million per year for the industry and the Class 1 railroads.

Ethanol May 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 May they received thirteen (13) ethanol unit trains totaling 1,148 cars, and have two trains staging in California, one in Los Angeles the other in Barstow. They have not received the schedule for June.

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 three (4) ninety-six (96) car unit trains and one with a hundred and two cars (102) for a total of four hundred ninety-two (492) and expects to receive six (6) in June.

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 36 loaded Liquefied Petroleum Gas (LPG) cars and 34 empty LPG cars on this 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 (145) one hundred forty-five empty cars that have been there more than 30 days and (18) eighteen loaded being rotated out this week. 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 currently holding (33) thirty-three 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

Western work together to store their cars if Sierra Northern runs out of track capacity.
Currently Viper has (50) fifty loaded LPG holding for Chevron.



CPUC inspector at PBF Rice Storage Tracks