

Safety and Enforcement Division



Monthly Performance Report,

July 2016

Safety Action Plan Deliverable #1

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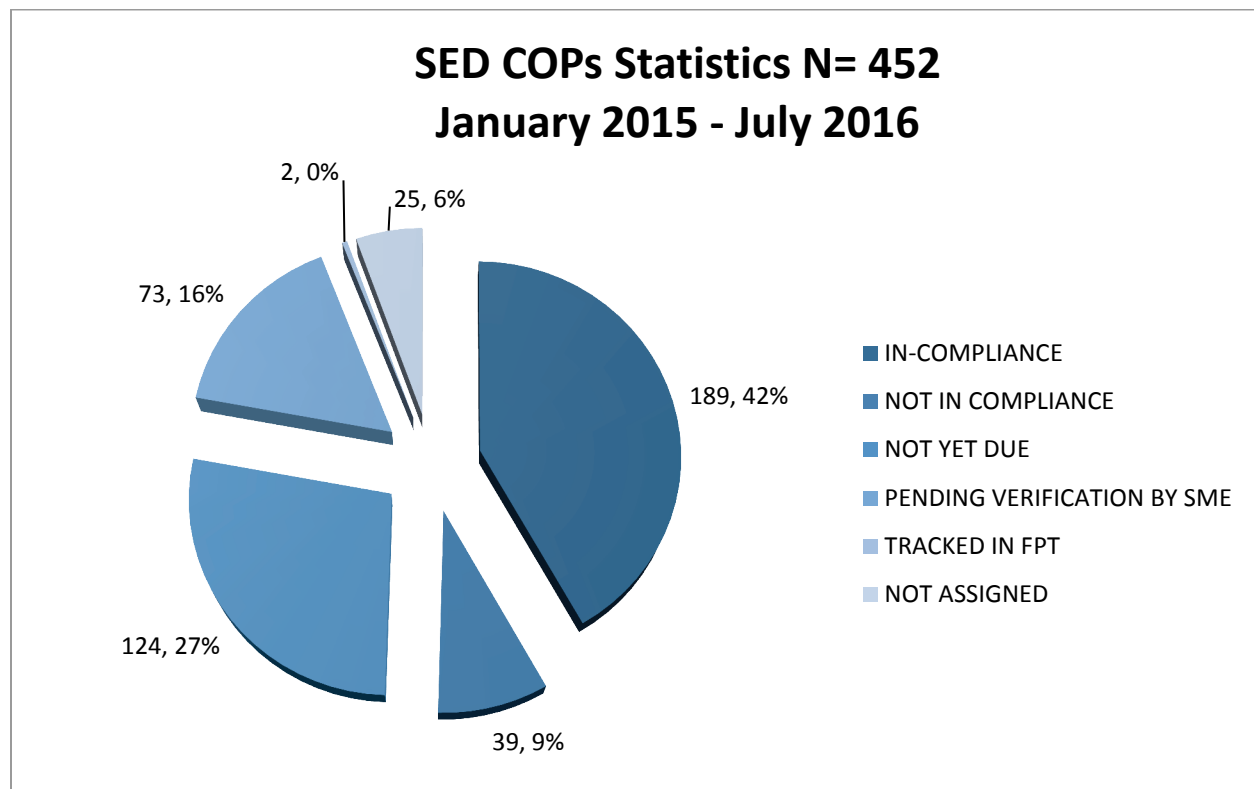
This Report has not been approved or disapproved by the CPUC.

COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

With the launch of the Commission’s Compliance with Ordering Paragraphs (COPs) effort in January 2015, SED is including our program-to-date summary statistics. Although the Transportation Enforcement and Utility Enforcement branches are no longer part of SED, the COPs statistics still bundle entries for those branches in with other Safety COPs. SED has requested the data base be reconfigured to provide a separate accounting.

Through June 30, 2016, SED shows 452 total entries in the COPS system; with 189 reaching compliance (42%), 124 (27%) not yet due for compliance, and 39 (9%) currently remaining out of compliance. During July 2016, there was only one (1) new entry into the COPS system, which is reflected in the totals below.

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	Work Type	Utility	Amount	Violations	Date Cited	Status
ALJ 274 16-03-001	Investigation	PG&E	\$200,000	192.805	3/29/2016	Paid
ALJ 274 16-05-001	Inspection	SoCal Gas	\$2,250,000	192.465(d)	5/13/2016	Paid

As authorized by ALJ Resolution-274, SED Staff has citation authority for the enforcement of safety regulations for violations by Gas Corporations of General Order 112 and Title 49, Parts 191, 192,193 and 199 of the Code of Federal Regulations.¹

INSPECTIONS

- **2016 Inspections:** We have conducted 55 scheduled inspections in Q1 and Q2, and have completed the final inspection report for 10 of these 55 inspections during 2016.
- **Pre-2015 inspection backlog remaining:**
 - 1 open inspections from 2014

INCIDENT INVESTIGATIONS

As of July 31, 2016, GSRB Staff received 93 incidents year to date. All pre-2015 incident investigations have been completed.

Metrics on 2015 Incident Investigations:

TOTAL reported in 2015	191	Percent
Open	18	10 %
Closed	173	90 %

¹ General Order 112-F was adopted by the Commission on June 25, 2015, via D.15-06-044.

The CY 2016 incidents² are categorized as follows:

- 77 – Level 1 incidents
- 11 – Level 2 Incidents
- 3 – Level 3 Incidents
- 2 – Level 4 Incidents

The CY 2015 incidents² are categorized as follows:

- 12 – Level 1 incidents
- 3 – Level 2 Incidents
- 2 – Level 3 Incidents
- 1 – Level 4 Incidents

UTILITY SELF-IDENTIFIED VIOLATION (SIV) INVESTIGATIONS

At the end of each year, the SIV process owner will conduct an annual review, which includes a trend analysis of systemic issues, determination of investigation effectiveness, and possible revision of investigation criteria. There was one self-identified violation reported in July 2016.

NATURAL GAS RELATED PROCEEDINGS

- **Distribution Record Keeping (I.14-11-008) (Commissioner Peterman/ALJ Bushey) (Advocacy):** The Presiding Officer’s Decision was issued on June 1, 2016, with comments due on July 1, 2016. On July 1, 2016, SED submitted an appeal of the Presiding Officer’s Decision, dated June 1, 2016 (“POD”). SED recommends that its initial penalty assessment be adopted. However, if not, then SED recommends modifications to the POD, harmonizing its assessment with the POD’s analysis.
- **Gas Safety OIR (R.11-02-019) (Commissioner Florio/ALJ Bushey) (Advisory):** Decision 15-06-044 Adopting Revised General Order (GO) 112-F signed by the Commission at its June 25, 2015, Commission Meeting. GO 112-F in Attachment A of D.15-06-044 is effective June 25, 2015; except that as to Sections 105, 122, 123, 125, 142, 143, 144, 145, and 162, the gas operators shall comply with these sections as soon as feasible but no later than January 1, 2017, unless compliance is extended for a particular provision pursuant to Rule 16.6 of the Commission’s Rules of Practice and Procedure or its successor. R.11-02-019 was closed in June 2015, however, it was re-opened on an application for rehearing of the June 2015 decision, still pending.

² 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.

- **Citation Program OIR (R.14-05-013) (President Picker/ALJ Burcham) (Advisory):** GSRB and ESRB jointly prepared an SED report on self-identified potential violations, dated June 1, 2016. Commissioner Michael Picker's Amended Scoping Memorandum and Ruling for Phase II of the instant proceeding was issued on June 15, 2016. It amended the October 1, 2015, Scoping Memo for Phase II by modifying the scope and schedule regarding the requirements on self-identified potential violations. This Amended Phase II Scoping Memo requests that parties comment on the June 1 SED staff report, with Opening Comments by July 15, 2016, and Reply Comments by August 5, 2016. SED is currently working with ALJ division to reply to the parties' comments.
- **Sempra Pipeline Safety Enhancement Program (A.14-12-016) (Commissioner Peterman/ALJ Mason) (Advisory):** This proceeding deals with disposition of expenses in the balancing account for pipeline safety work. No updates for July.
- **Sempra Pipeline Safety Enhancement Program (A. 15-06-013) (Commissioner Picker/ALJ Bushey)** This proceeding is to address the SoCalGas and SDG&E application for authorization to proceed with Phase 2 of their Pipeline Safety Enhancement Plan and establish Memorandum Accounts to record Phase 2 costs. On April 5, 2016, the assigned Commissioner issued a scoping memo and ruling that noted that SoCalGas proposed to defer a number of transmission pipeline maintenance projects in order to ensure reliable energy supplies in the Los Angeles basin while the Aliso Canyon Natural Gas Storage Field is prohibited from injecting and storing additional natural gas. The Scoping memo ruling required SoCalGas to file and serve comprehensive description of projects proposed to be deferred, the revised schedule for completion, and a complete safety analysis of the risk to the public and employees caused by this delay. On June 17, 2016, SED distributed its analysis of the SoCalGas' projects proposed to be deferred. Comments on SED analysis report were due on June 24, 2016. A Proposed Decision (PD) was issued in June and revised in July to approve memo account treatment for design work and partial funding, as per a settlement with SED. It is on the August 18, 2016, business meeting agenda. The proceeding would remain open to address the deferred maintenance projects due to the unavailability of the Aliso Canyon Storage.
- **Mobile Home Parks Pilot Program (Implementing D.14-03-021):** This decision established a three-year pilot program authorizing each California investor-owned utility to convert 10% of master-metered gas and/or electric Mobile Home Park spaces within its operating territory to direct utility service. The Pilot Program began on January 1, 2015, and will continue through 2017. No significant updates for July.

ELECTRIC SAFETY AND RELIABILITY PROGRAMS

ELECTRIC AND COMMUNICATIONS FACILITY PROGRAM: AUDITS AND INCIDENT INVESTIGATIONS

In July 2016, Electric and Communication Facility Safety Section Staff:

- Received eight electric incidents and closed 2 previously reported electric incidents;
- Investigated 20 customer safety and reliability complaints;
- Performed one Communication Infrastructure Provider (CIP) audit;
- Performed one Electric Distribution audits;
- Performed two Substation audits; and
- Sent three Notice of Violation (NOV) letters.

Metrics for Facility Incident Investigations as of July 31, 2016

Electric and Communication Facilities	Level 1	Level 2	Level 3	Level 4	Total ³
Total open incidents	6	18	22	31	77
Total incidents reported in 2016	11	16	16	19	62
Total incidents closed in 2016	10	7	13	16	46
Total open 2016 incidents	6	15	15	17	53
Incidents reported in July 2016	2	2	2	2	8
Incidents closed in July 2016	0	0	0	2	2
Average closure time of incidents in 2016	83 days	97 days	185 days	212 days	175 days

³ Level 1: A safety incident that doesn't meet Level 2, 3, or 4 criteria. Level 2: Incident involved a power interruption not due solely to outside forces. Level 3: Incident involved damage estimated to exceed \$50,000 and caused, at least in part, by the utility or its facilities. Level 4: Incident resulted in a fatality or injury requiring hospitalization and that was caused, at least in part, by the utility or its facilities.

ELECTRIC AND COMMUNICATIONS FACILITY SAFETY: PROCEEDINGS

- **Investigation into Incident (I.16-07-007) (Commissioner Picker/ALJ Cooke)(Advocacy):** On July 15 and July 30, 2015, fires and explosions in underground electric vaults caused power outages that affected thousands of Long Beach customers for several days. On August 15, 2015, another fire occurred in an underground vault with additional outages. ESRB conducted a full investigation of the outages and prepared an investigation report. At SED's recommendation, the Commission adopted an Order Instituting Investigation on July 14, 2016.
- **Investigation into Incident (I.15-11-006) (Commissioner Randolph/ALJ Kimberly) (Advocacy):** A subcontractor was fatally injured in a Southern California Edison underground vault in Huntington Beach. ESRB has undertaken discovery and is discussing a possible settlement in this proceeding.
- **Fire Safety Rulemaking (R.15-05-006) (Commissioner Florio/ALJ Kenney) (Advocacy):** On May 26, 2016, D.16-05-036 adopted Fire Map 1 that was developed by the California Department of Forestry and Fire Protection in collaboration with SED and the many parties in this proceeding. Fire Map 1 depicts areas of California where there is an elevated hazard for the ignition and rapid spread of fires due to strong winds, dry vegetation, and other environmental conditions. In June 2016, the assigned ALJ issued a ruling setting a prehearing conference to discuss the next steps of the proceeding and the development of Fire Map 2. As part of that effort, SED filed a pre-hearing conference statement and attended the pre-hearing conference on June 22. In July 2016, the assigned Commissioner (Florio) issued an amended scoping memo and ruling directing the Fire Safety Technical Panel (FSTP) to hold workshops for the purpose of developing a detailed work plan for the creation and adoption of Fire Map 2. In parallel, there were also meetings held on July 26-27, of the Subject Matter Expert (SME) group to discuss and develop a menu of potential rule change proposals to accompany Fire Map 2.
- **Applicability of Right-of-Way Rules to CMRS Carriers (R.14-05-001) (Commissioner Randolph/ALJ Kenney) (Advocacy):** D.16-01-046 adopted GO 95 amendments to provide Commercial Mobile Radio Service (CMRS) carriers with nondiscriminatory access to public utility infrastructure, including poles. The decision closed the proceeding. ESRB has updated GO 95 to incorporate the adopted changes and will undertake other follow-up work directed by the decision.
- **Petition to Repeal GO 95, Rule 18 (P.16-05-004) (President Picker/ALJ Kenney) (Advocacy):** On May 9, 2016, SED filed a petition for a rulemaking to consider repeal GO 95, Rule 18, because it compromises the minimum safety standards that GO 95 provides. Interested parties filed comments on June 9. ESRB has reviewed the comments and filed its response to the comments. A proposed decision is pending.
- **Citation Rulemaking (R.14-05-013) (President Picker/ALJ Burcham) (Advisory):** ESRB continues to provide advisory support regarding Phase II issues. Citation Program OIR (R.14-05-013). GSRB and ESRB jointly prepared an SED report on self-identified potential violations, dated June 1, 2016, and Commissioner Picker has issued an Amended Scoping Memo that provides for comments on the report.

- **Physical Security of the Electric System (R.15-06-009) (President Picker/ALJ Kelly) (Advocacy):** Phase I will address physical security for electric supply systems, and additional phases will address disaster and emergency preparedness plans for electrical corporations and regulated water companies. ESRB is waiting for a scoping memo or further guidance in the proceeding.
- **Electric Storage Procurement (R.15-03-011) (Commissioner Peterman/ALJ DeAngelis) (Advisory):** ESRB continues to provide advisory support to help determine best practices related to energy storage, and the proper way to inspect such facilities.
- **Distributed Energy Resources (R.14-08-013) (President Picker/ALJ Mason) (Advisory):** ESRB continues to review the issues and provide advisory support.
- **Distribution Level Interconnection (R.11-09-011) (President Picker/ALJ Bushey) (Advisory):** The proceeding addresses improvements to distribution level interconnection rules and regulations for certain classes of electric generators and electric storage resources. On February 16, 2016, the Assigned ALJ filed a proposed decision. On May 6, 2016, Commissioner Sandoval recommended an Alternate Proposed Decision which addressed additional issues. On May 12, 2016, the assigned Commissioner amended the scoping memo and ruled to extend the duration of the proceeding for 12 months. ESRB will continue to review documents and attend scheduled workshops to evaluate any potential safety issues.
- **SB 1028 (Hill) “Electrical corporations: wildfire mitigation plans”:** On February 12, 2016, Senator Hill introduced SB 2018, which would require each electrical corporation and each publicly owned electrical utility or electrical cooperative to annually prepare a wildfire mitigation plan. Additionally, this bill would require the Commission (for electrical corporations) or the governing board (for publicly owned electrical utilities or electrical cooperatives) to review and to accept, accept provisionally, or reject the submitted plans. ESRB has analyzed the bill and its effect on the Commission safety program, and continues to provide support and analysis of additional amendments. ESRB is currently waiting for additional instructions regarding next steps.

ELECTRIC AND COMMUNICATIONS FACILITY SAFETY: REPORTS AND OTHER ACTIVITIES

- **Caltrain Modernization Project:** ESRB, Rail Safety, Energy Division, and staff from Legal continue to meet with Caltrain and review documents related to the design and construction of Caltrain’s proposed 25 kV electrification project between San Jose and San Francisco. ESRB is reviewing Caltrain’s proposed electrification operating procedures and proposed rules.
- **Transmission Maintenance Coordination Committee (TMCC):** TMCC is an advisory committee to help the CAISO develop, review and revise Transmission Maintenance Standards. ESRB is a member and attends quarterly meetings, most recently on January 21, 2016.
- **Smart Inverter Working Group (SIWG):** ESRB continues to attend the weekly meetings of the SIWG when available.

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- **Utility Diagnostic Testing:** ESRB surveyed the three largest investor owned utilities regarding the types of diagnostic testing and inspections they perform on distribution system switches, transformers and capacitors. ESRB’s report will compare the utilities’ practices to national best practices and industry standards. The draft report is in internal review.
- **Database Update Project:** ESRB is working with a consultant to update the Facilities Section database. The database was migrated in January, with faster and more efficient access. The database is currently in transition from the consultant to ITS for the maintenance and support role

ELECTRIC GENERATION SAFETY AND RELIABILITY: INVESTIGATIONS, INSPECTIONS, AND AUDITS

The Electric Generation Safety and Reliability Section staff has performed the following in July 2016:

- Investigated 14 forced or planned outages at power plants (12 through phone calls and email inquiries, and two through on-site visits).
- Completed the Gateway and Inland Empire audits. Continued to monitor and track corrective actions of two plants (Redondo Beach and Los Esteros) for compliance with GO 167 requirements. Scheduled 2016 audits of the Walnut Creek and Colusa power plants.
- There were no safety incidents reported. Please see the 2016 year-to-date incident statistics in the table below.

Metrics for Generation Incident Investigations as of July 31, 2016

Electric Generation Incidents	Level 1	Level 2	Level 3	Level 4	Total ⁴
Total incidents reported in 2016	2	0	0	0	2
Total incidents closed in 2016	1	0	0	0	1
Total open 2016 incidents	1	0	0	0	1
Incidents reported in July 2016	0	0	0	0	0
Incidents closed in July 2016	0	0	0	0	0
Average closure time of incidents in 2016	1 day	-	-	-	1 day

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

UTILITY RISK ASSESSMENT AND MANAGEMENT

REVIEWING SAFETY & RISK IN GENERAL RATE CASES

On August 3, 2016, Pacific Gas & Electric and 14 parties filed a Joint Motion for Commission approval of a settlement of issues in the TY2017 General Rate Case (A.15-09-001). SED staff is currently reviewing the terms and provisions of the settlement for potential impacts on safety and reliability related spending, and will include such information in the next monthly report.

No other GRCs are currently pending. Southern California Edison is expected to file its application for the TY2018 GRC on September 1. San Diego Gas & Electric and Southern California Gas, also on September 1, are expected to formally request that the CPUC open an Order Instituting Investigation (OII) to evaluate the utilities' Risk Assessment Mitigation Phase (RAMP) of the consolidated TY2019 GRC filing. RAMP documents will be filed with the Commission by November 30, 2016, and the GRC is expected in September 2017. This will be the first full-blown RAMP filing under the Commission's revised Rate Case Plan, approved in D.14-12-025. Guidance for the utilities' filings is being developed in the Safety Model Assessment Proceeding (S-MAP), discussed below.

S-MAP Proposed Decision

A proposed decision (interim) in the Safety Model Assessment Proceeding (A. 15-05-002, et al.) was issued on June 14, which would adopt new structures for utility risk assessment models and provide guidance for upcoming GRCs. The PD would direct parties to further explore use of a multi-attribute impact model for scoring and prioritizing identified operational risks, as proposed by Joint Intervenors (TURN/Indicated Shippers/Energy Users & Producers Coalition) during the proceeding.

The detailed PD would also adopt many findings and recommendations that derive from the SED staff evaluation of the utility models that was issued in February 2016. This PD, which also establishes the agenda for ongoing model development work in a second phase of S-MAP, is rescheduled for consideration at the CPUC's August 18 business meeting.

PG&E GRC and Climate Change Adaptation

In its TY2017 GRC testimony, PG&E does not separately categorize Climate Change as an operational risk for its enterprise, electric or gas operations. However, in response to a data request from SED Risk staff (PG&E-GRC-2017-Phi_SED-DR_001-Q09), the utility provided an overview of the long-term safety and reliability risks posed by climate change, and its proposed programs and spending requests that may contribute to risk mitigation or adaptation. What follows is a high-level description of these programs (some of which may be impacted by the pending settlement of issues - see above).

PG&E stated it has been studying the potential effects of climate change (increased temperatures, changing precipitation patterns, rising sea levels) on its operations and is developing contingency plans to adapt to those events and conditions that the utility believes are most significant:

- Increased electricity demand due to more extreme weather;
- Increased temperatures and lower levels of precipitation and snow-pack in the Sierra Mountains, decreasing hydroelectric generation;
- Increased incidents of wildfires in its service territory, causing damage to utility facilities and third-party property;
- Increased flooding that could damage PG&E's facilities, including hydroelectric assets such as dams and canals, and electric transmission and distribution assets.

PG&E's testimony does not refer specifically to "climate adaptation"; however, PG&E testimony illustrated a variety of programs to prepare for weather-related emergencies, to make its infrastructure more resilient in the face of more volatile weather conditions, and to increase the flexibility of the electric grid and generation assets. PG&E's application seeks resources to address climate resiliency and related activities in four areas:

- Emergency response plans and procedures to address a range of near-term risks associated with the changing climate, including storms and wildfires (Exhibit (PG&E-4), Chapter 3, Emergency Preparedness and Response);
- PG&E is actively engaged at the federal, state, and local level on climate change adaptation and resilience. The 2017 GRC forecast includes funding to continue external engagement, which PG&E said will inform efforts to identify vulnerabilities to extreme weather and climate change (Exhibit (PG&E-7), Chapter 7 and Exhibit (PG&E-9), Chapter 7);

- Longer-term risks associated with a changing climate will affect multiple lines of business. PG&E's Enterprise Risk Management organization initiated a Natural Hazard Asset Performance (NHAP) effort that will be incorporated into PG&E's Integrated Planning Process beginning in 2016 (Exhibit (PG&E-2), Chapters 3 and 4);
- PG&E maintains an in-house climate change science team, which regularly reviews the most relevant scientific literature and integrates its research into PG&E's risk assessment process (PG&E-4), Chapter 19, page 19-9, lines 14-19).

PG&E testified that its TY 2017 GRC funding requests associated with individual lines of business will mitigate the risks associated with climate change with increased spending requests for distributed energy resources, better peak load forecasting, storm outage prediction and vegetation management in response to prolonged drought. Proceeding Updates

PROCEEDINGS

- **Investigation into Safety Culture of Pacific Gas and Electric Company and PG&E Corp. (I.15-08-019) (President Picker/ALJ Bushey) (Advisory):** The Commission has contracted with NorthStar Consulting to conduct a thorough evaluation of PG&E's efforts to advance a Safety Culture in its organization and operations. NorthStar has been conducting an intensive schedule of meetings with utility executives and managers, as well as field visits to monitor how safety is being discussed and safety practices instilled in the company. The Risk section is project manager for this contract, and SED staff has attended many of these interviews and field visits.
- **Safety Model Assessment Proceeding (A.15-05-002, et al) (President Picker/ALJ Kersten) (Advisory):** An Interim Proposed Decision was issued June 14, which determined that the risk scoring models proposed by utilities were not adequate but should be supplemented by use of a multi-attribute scoring model that was developed for the Electric Power Research Institute. The PD also provides guidance for upcoming RAMP filings in the 2019 SDG&E/SoCalGas General Rate Case, which will commence in fourth quarter 2016. Parties comments were filed July 5, and replies on July 12. Commission consideration of the PD is on the August 18 agenda. SED staff has been assisting the ALJ in providing informational briefings for Commissioners and advisors in advance of the decision deliberations.
- **PG&E 2017 General Rate Case (A.15-09-001) (President Picker/ALJ Roscow) (Advisory):** On August 3, 2016, Pacific Gas & Electric and 14 parties filed a Joint Motion for Commission approval of a settlement of issues in the TY 2017 General Rate Case (A.15-09-001). SED staff is currently reviewing the terms and provisions of the settlement for potential impacts on safety and reliability related spending, and will include such information in the next monthly report.
- **Gas Leak Abatement OIR (R.15-01-008) (President Picker/ALJ Kersten) (Advisory):** Gas companies filed their annual reports on leaks and emissions during 2015 on June 17, 2016. SED Staff, working with CARB Staff, are analyzing the reports for completeness and has been holding with companies to ensure the validity of data.

- **Electric Storage Procurement (R.15-03-011) (Commissioner Peterman/ALJ DeAngelis) (Advisory):** In compliance with D. 16-01-032 (Track 1 decision in this rulemaking), staff has convened a technical group to consider appropriate Safety-related issues for facility inspections of grid-connected storage operated by utilities. Utilities and industry representatives have proposed elements of such inspection protocols, which are being reviewed by the Risk Assessment and Electric Generation sections for further action.
- **Storage Procurement Solicitations 2016 (PG&E A.16-03-001; SCE A.16-03-002; SDG&E A.16-03-003) (Commissioner Peterman/ALJ Cooke) (Advisory):** On May 23 a Pre-Hearing Conference (PHC) was held for the three electric IOUs' new applications to establish the 2016 energy storage procurement solicitations, to meet 2020 targets as directed by D.13-10-040. SED Risk staff raised the issue of consistency of safety conditions in the IOUs' solicitation and contracting materials, to try to standardize utility requirements.
- **PG&E Supplemental Energy Storage Procurement (A.16-04-024) (Peterman/ALJ Cooke) (Advisory):** PG&E in April 2016 applied for approval of an additional energy storage project contract with STEM, which was not part of its A.16-03-001 case. On July 18, ALJ Cooke held a pre-hearing conference via telephone to discuss issues in the case. A Scoping Memo was issued by Commissioner Peterman on July 25, which included as an issue whether the contract promotes safe and reliable operation and maintenance of the energy storage systems. The Scoping Memo determined that no hearings are necessary, so the issues will be subject to briefing by parties in September and October.
- **Public Records Act Revisions Rulemaking (R. 14-11-001) (President Picker/ALJ Lirag) (Advisory):** An interim proposed decision was issued June 28, 2016, to update commission policies for public dissemination of various types of documents subject to Public Records Act requests. The PD is set for consideration at the August 18 business meeting. SED staff had previously supported this rulemaking by conducting a workshop.
- **PG&E Gas Transmission & Storage rate case (A.13-12-012/I.14-06-016) (Picker/Bushey) (Advisory):** The GT&S case was decided on June 25, 2016, with D.16-06-056. Although approving substantial rate increases to provide of additional infrastructure improvements related to safety, the final decision adopted a nearly \$850 million disallowance for PG&E safety lapses, among many determinations about capital spending for pipelines and facilities. The utility was directed to make multiple advice letter filings and reports related to safety inspections. The decision disallowed from immediate recovery \$696.4 million for 2011-2014 capital expenses above that previously approved in Gas Accord V. \$120 million is permanently disallowed, but \$576 million would be subject to an audit by Commission staff or a third party. Three components of the audit:
 - To assess whether relevant projects are PSEP-related or GT&S related;
 - the extent to which costs may have been inflated due to issues including acceleration of PG&E's system remediation work;
 - the extent to which the work is necessary because PG&E either had not performed it correctly in the past or that it was previously funded but never conducted.SED staff is currently conferring with Energy Division and the Division of Water and Audits to determine whether the audit may be conducted internally or whether an outside expert should be contracted.

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 - 1/01/16 TO 7/31/16

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

Confirmed or Possible Whistleblower Complaints						
	CAB	Transportation	Electric Safety	Gas Safety	Telco Fraud	Rail
January	0	0	1	0	0	0
February	0	5	1	0	2	0
March	0	0	0	0	0	0
April	0	2	0	0	0	0
May	0	0	0	0	1	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
Total 2016	0	7	2	0	3	0

Invalid Whistleblower Complaints Converted to Standard Complaints							
	<u>CAB</u>	<u>Transportation</u>	<u>Electric Safety</u>	<u>Gas Safety</u>	<u>Telco/Utility Fraud</u>	<u>Rail</u>	<u>Consumer Referred to Outside Agency</u>
January	0	0	0	0	0	0	0
February	0	0	0	0	0	0	1
March	0	0	0	0	0	0	0
April	0	0	0	1	0	0	0
May	0	0	0	0	0	0	0
June	0	0	1	0	0	0	0

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July	0	0	0	0	0	0	0
YTD	0	0	1	1	0	0	1

Test, Incomplete or Duplicate Whistleblower Complaints	
January	0
February	4
March	0
April	3
May	0
June	0
July	0
YTD	7

OFFICE OF RAIL SAFETY

RAILROAD SAFETY - ROSB

In the month of July 2016, SED Staff's Railroad Operations group completed the following:

New Incidents Investigated	2
Informal Complaints Investigated	1
Safety Assessments/Reviews	22
Compliance Actions	300
Major Inspections Completed - Such as Focused Inspections	4
Operation LifeSaver Presentations	0

ROSB INSPECTION, INVESTIGATION & FIELD ACTIVITIES

July 7, 2016: CPUC Rail Safety Inspector Jacob Peterson was conducting regular inspections in the UPRR West Colton yard and observed a derailed locomotive. This event occurred on the east end of tracks 314 & 315. UPRR management was on scene assessing the situation and observing groups trying to re-rail the equipment. At approximately 1020am the equipment was re-railed and sent to the locomotive servicing area to be inspected for damage. Track personnel stated that there was minor damage that could be repaired. Cause of the incident was not determined.

July 11 - 15, 2016: CPUC Rail Safety Inspector attended a FRA Phase III Training which was conducted in Pueblo, Colorado. This was the last of three phases for State and Federal Inspectors training in the Operating Practices field. FRA Inspector Jeff Russell taught the classes which consisted of Railroad Accident Reporting, Internal Control Plans, Occupational Illness Reporting, and Drug and Alcohol Regulations. This training will aide in inspection enforcement in the future.

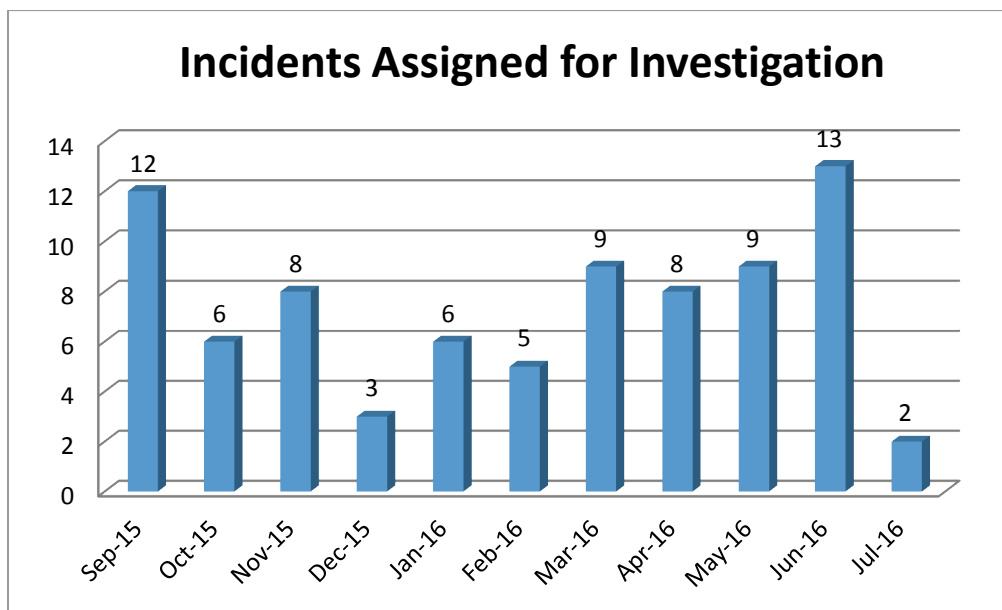
July 12-14, 2016: A ROSB Rail Safety Inspector worked with a Federal Railroad Administration (FRA) Signal Inspector to perform a focused inspection on the Union Pacific electric locks on the Fresno Subdivision between Tulare and Fresno. The two main components of electric locks are shown by the arrows below. Electric Locks (EL) are a very important safety apparatus that prevents trains from coming out of sidings when another train occupying mainline is approaching the switch from either direction. The focused inspection occurred over a three day period with a total of nine EL's inspected. One violation was issued under FRA regulations UPRR made repairs at the time the violation was found. Additionally; six defects were taken for minor issues like missing tags and incorrect circuit plans.

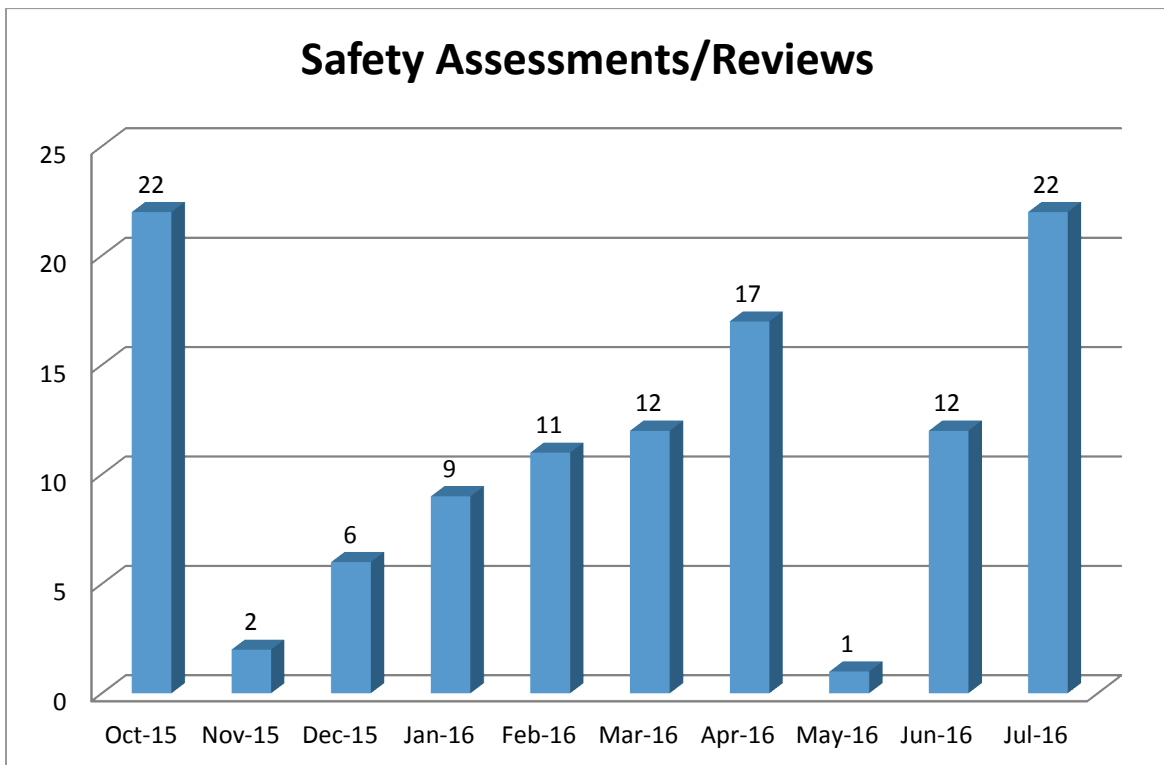
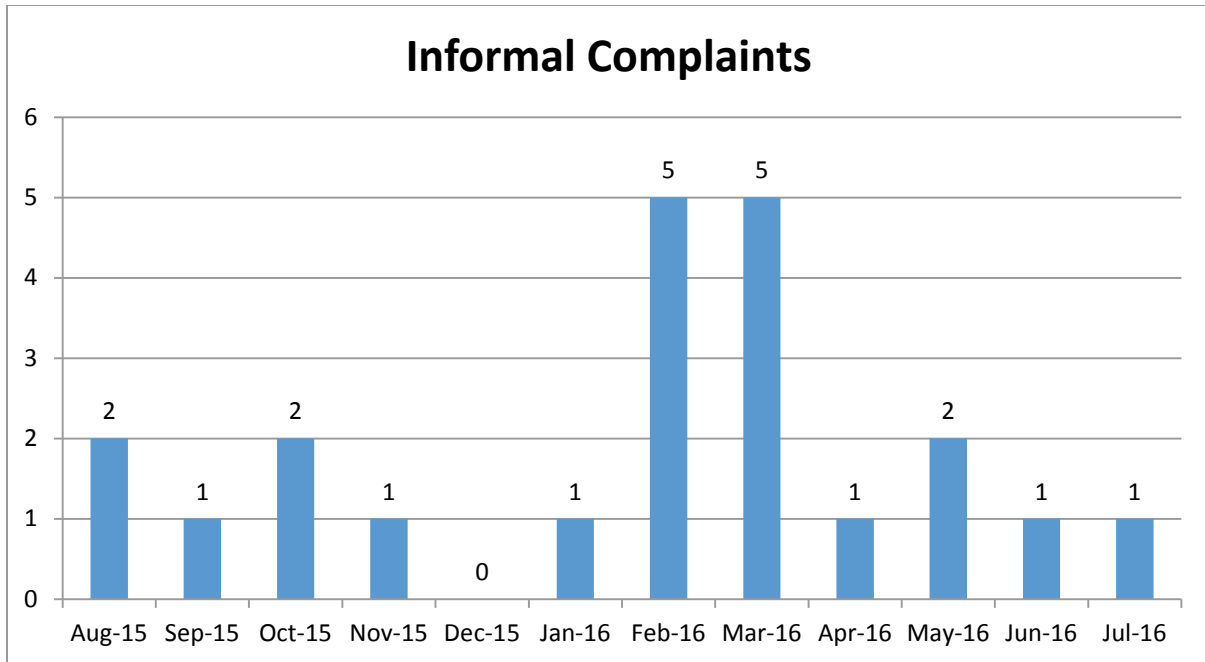
July 11, 2016: A ROSB Rail Safety Inspector investigated an informal complaint at the Metrolink/Amtrak train station in Fullerton CA. The investigation was concluded with a general order 118A walkway cleanup order and recommendations to the agencies that operate the station. Additional nspections were conducged at both at UPRR West Colton Rail yard and in a joint effort with US Coast Guard, inspected the new fully automated

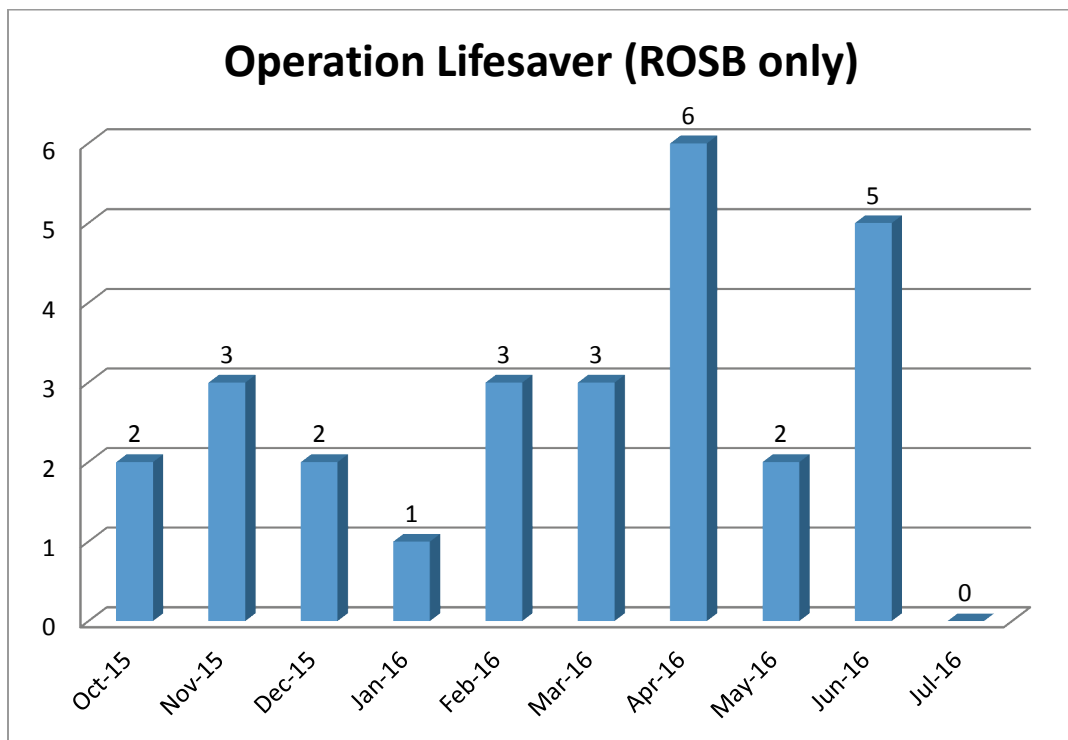
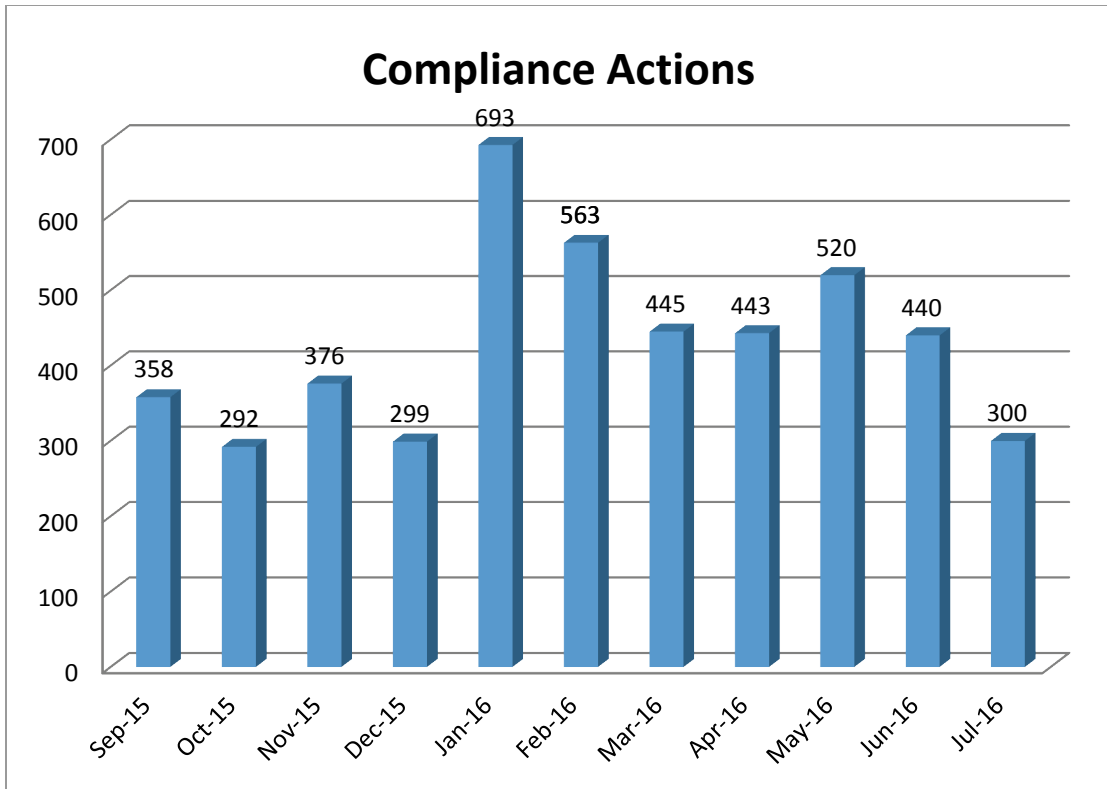
container transloading facility, 'Trapac', located at the Long Beach port. Certain containers were noted with noncompliant issues and held for corrective action.

July 18, 2016: ROSB Rail Safety Inspectors conducted a joint operation with United States Coast Guard (USCG) and Customs Border Patrol agents at the California United Terminal located at the port of Los Angeles. The operation focused on import/export shipping containers scheduled to move via railroad for compliance with hazardous material regulations of international shipments. Inspectors ensured the shipments were secured properly, had required markings and labels and correct packaging. Non-complying conditions were noted and the containers were placed on hold by the USCG until corrective action is completed.

July 26, 2016: ROSB Rail Safety Inspectors conducted an inspection at Union Pacific Railroad Mira Loma yard in the Los Angeles Basin. The investigation was executed to establish the level of compliance with State and Federal regulations. The inspection determined that the carrier had failed to comply with the process required to secure unattended locomotives in violation with Federal regulations. An FRA defect report was written and the defective condition was reported to a railroad manager for corrective action.







RAIL CROSSINGS AND ENGINEERING BRANCH - RCEB

In the month of July 2016, the Rail Crossings and Engineering Branch completed the following:

	Open at Period Start	New During Period*	Closed During Period	Open at End of Period
2015 Crossing Incident Investigations	11	0	1	10
2016 Crossing Incident Investigations	79	6	1	84
Informal Complaints Investigations	25	2	0	27
Safety Assessments/Reviews	0	39	39	0
Environmental Reviews	0	74	74	0
Proceedings, Resolutions and G.O. 88-B Reviews	13	12	4	21
Quiet Zone Reviews	0	0	0	0
Operation LifeSaver Presentations	0	1	1	0
Staff Training	0	0	0	0
*As RCEB checks FRA data with CPUC data, RCEB adjusts the number of incidents for 2015 and 2016.				

RAIL CROSSING INCIDENT INVESTIGATIONS

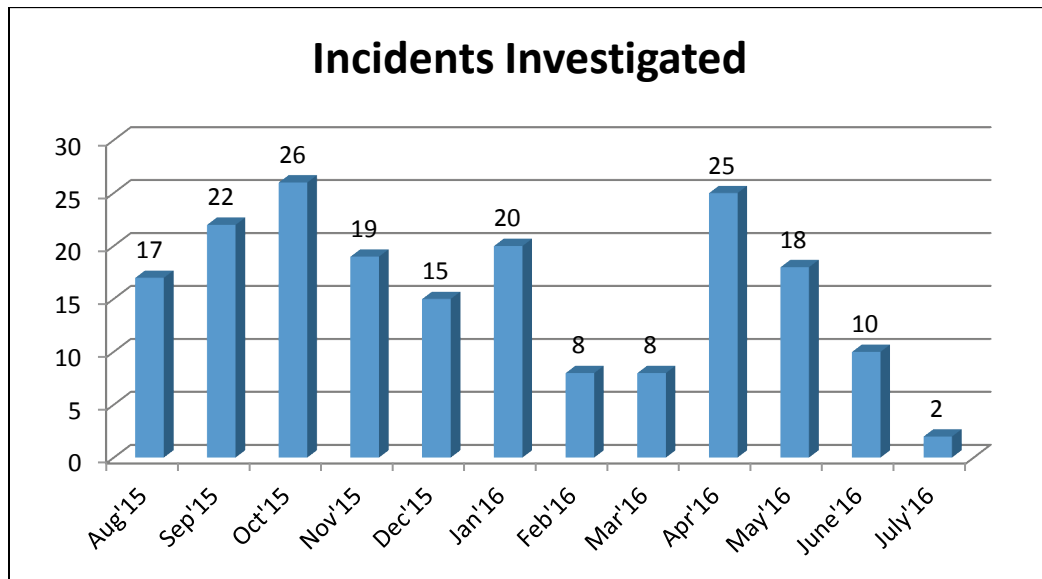
- In July 2016, the Rail Crossings and Safety Branch engineers received six new incidents and completed two highway-rail crossing investigations.

Year	No of Crossing Incidents	Fatalities	Injuries	Open – start July 2016	New June 2016	Closed June 2016	Open at End of Period
2015	154	56	57	11	0	1	10
2016	93	42	26	79	6	1	84

- **INCX 2015110016-near Parr Boulevard, Richmond, Contra Costa County** - On November 26, 2015 at 15:37 Union Pacific Train AMT741 26, with Lead Locomotive CDTX 2010 operating on the Martinez Subdivision, fatally struck a pedestrian/trespasser near the Parr Boulevard crossing in proximity of milepost 14.3 in Richmond, Contra Costa County.

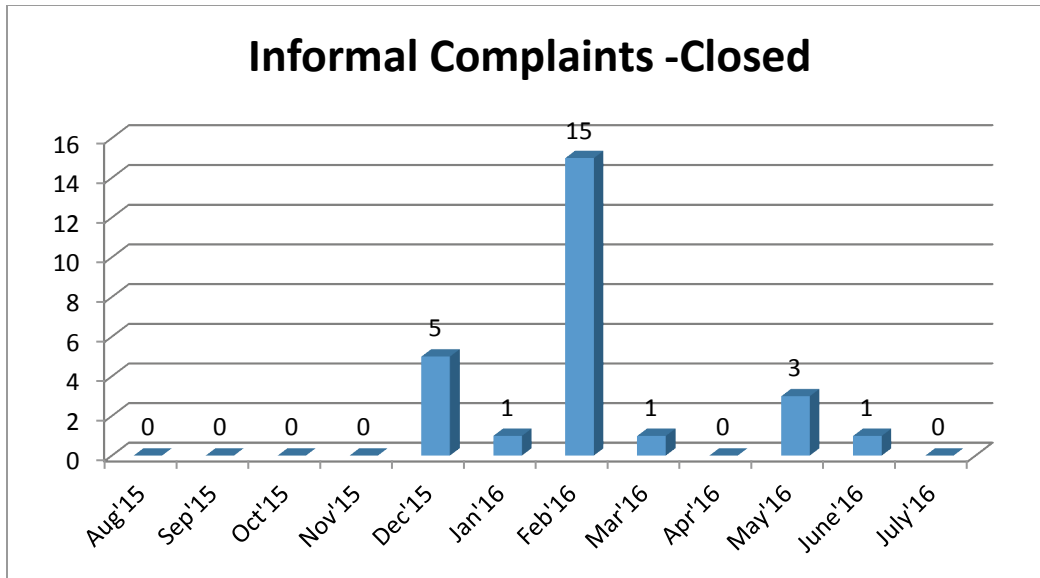
The ROSB investigation found that the incident was along the rail right of way and not at a highway-rail crossing. An RCEB investigation is not necessary.

- **INCX 2016050017-Oak Grove Avenue, Burlingame, CPUC 105E-15.90, Dot No. 754886F, Stockton, San Mateo County**, - On May 23, 2016 at 6:26 Caltrain 305, fatally struck a pedestrian at the Oak Grove Avenue crossing in proximity of milepost 15.9 in Burlingame, San Mateo County. The subject reportedly jumped out of the bushes and into the train’s path. The San Mateo Coroner determined the incident to be a suicide.



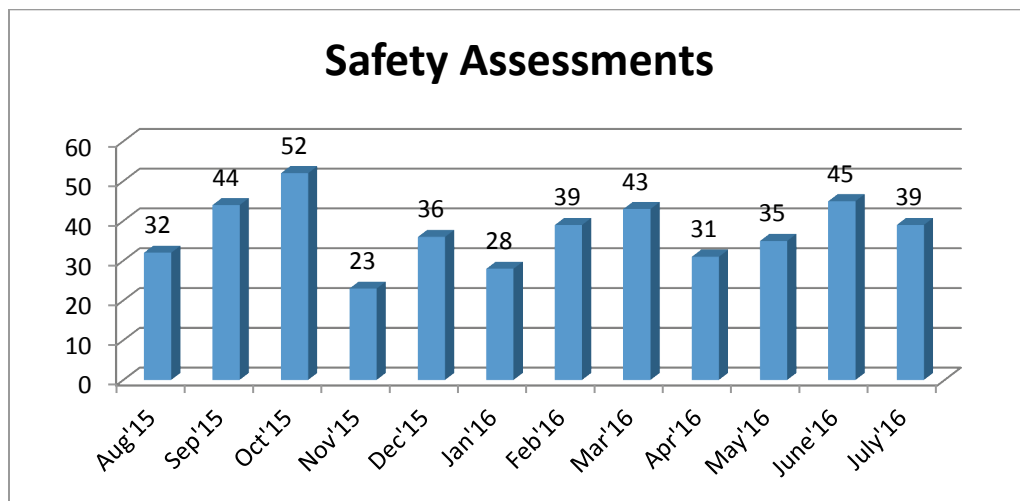
INFORMAL COMPLAINTS

- In July 2016, staff received two new complaints involving highway-rail crossings. The first complaint involves maintenance concerns to the 3rd Avenue crossing, in the City of Escondido, involving signage. The second complaint involves missing signs at the Belt Street crossing in San Diego. Both crossings are in the San Diego County.



SAFETY ASSESSMENTS AND REVIEWS

In July 2016, staff completed 39 safety assessments involving communications, field inspections, and diagnostic reviews with railroads and local agencies.



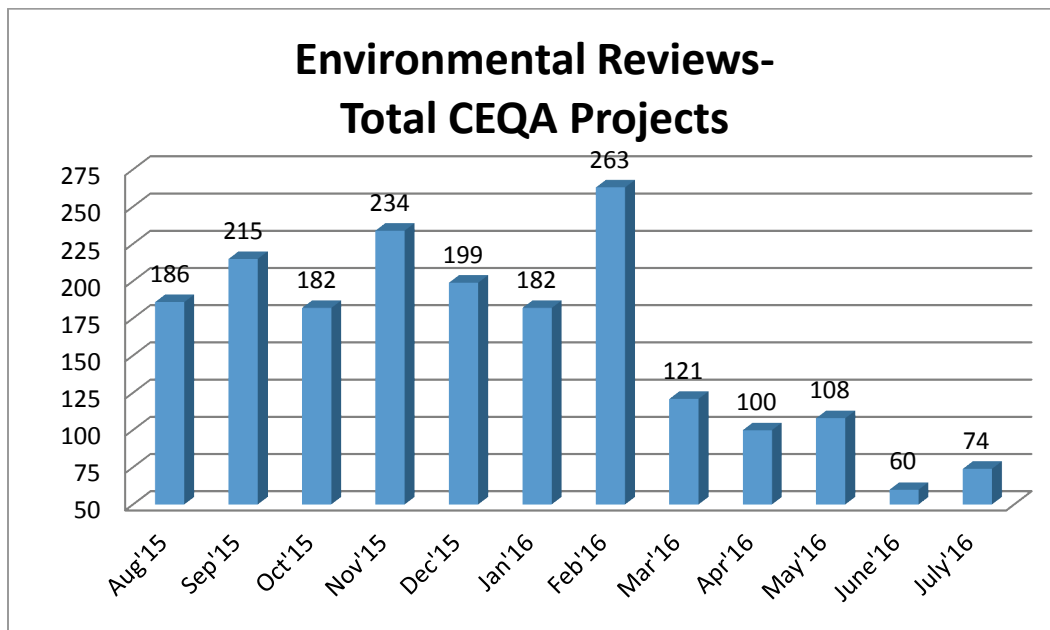
ENVIRONMENTAL REVIEWS

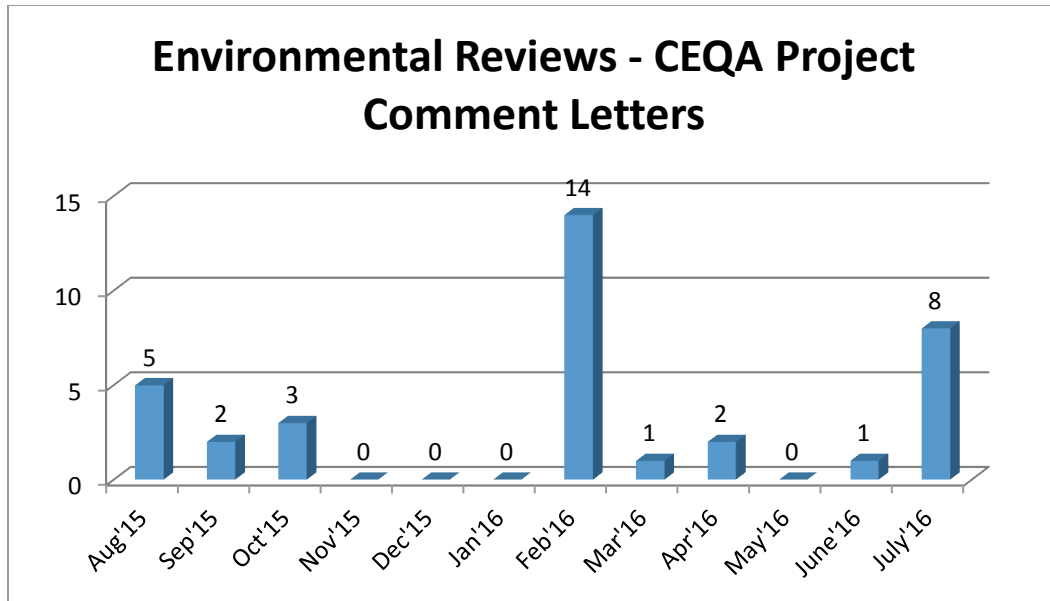
In July 2016, staff reviewed 74 CEQA reports and issued eight comment letters. When railroads and local agencies plan new projects or developments, staff reviews the documents submitted by the agencies for safety impacts to crossings. The review addresses safety issues in highway-rail crossing design and nearby intersections during the design phase of the projects.

- **SCH 2012041009 Fresno, Fresno County, Downtown Neighborhoods Community Plan** - RCEB staff received the Draft Environmental Impact Report from the City of Fresno in regards to the Fulton Corridor Specific Plan and Downtown Development Code project. The project areas include active railroad tracks. RCEB staff recommends that the City add language to the plans with the safety of the rail corridor in mind.
- **SCH 2013121076 San Diego, San Diego County, North Park and Golden Hill Community Plan Update** - RCEB staff received the Draft Environmental Impact Report from the City of San Diego in regards to the North Park and Golden Hill Community Plan Update project. The project area includes active railroad tracks. RCEB staff recommends that the City add language to the plans with the safety of the rail corridor in mind.
- **SCH 2014112033 Vallejo, Solano County, Vallejo General Plan Update** - RCEB staff received the Draft Environmental Impact Report from the City of Vallejo in regards to the Vallejo General Plan Update project. The project area includes active railroad tracks. RCEB staff recommends that the City add language to the plans with the safety of the rail corridor in mind.
- **SCH 2016071053 La Verne (Los Angeles) University of La Verne Master Plan** - RCEB staff received the Notice of Preparation from the City of La Verne in regards to the University of La Verne Master Plan. The project area includes active railroad tracks. RCEB staff recommends that the City add language to the plans with the safety of the rail corridor in mind including vandal resistant fencing or similar to prevent trespassers onto the railroad right of way.
- **SCH 2016070003 -5th Street East to 10th Street East, Los Angeles County - State Route 138 Improvement Project** - RCEB staff received the Notice of Public Information from Caltrans District 7 in regards to State Route 138 widening project between 5th Street east to 10 Street East. The project area includes active railroad tracks. RCEB staff recommends that Caltrans consult with RCEB staff on potential

safety impacts or concerns at crossings. In addition, any modification to an existing public rail crossing requires authorization from the Commission.

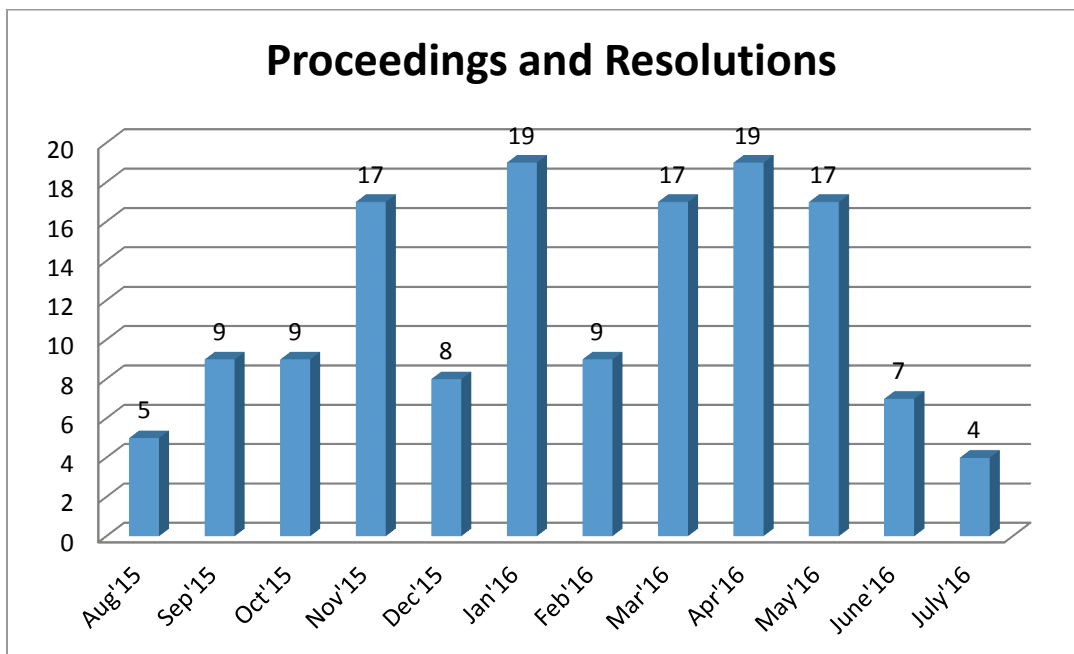
- **SCH 2016071018 Tulare County General Plan Amendment** - RCEB staff received the Notice of Preparation from the County of Tulare in regards to the General Plan Amendment to Update the Safety Element. The project area includes active railroad tracks. RCEB staff recommends that the County add language to the plans with the safety of the rail corridor in mind including vandal resistant fencing or similar to prevent trespassers onto the railroad right of way.
- **SCH 2015022030 American Canyon, Napa County, Watson Ranch Specific Plan** - RCEB staff received the Draft Environmental Impact Report from the City of American Canyon in regards to the Watson Ranch Specific Plan project. The project area includes active railroad tracks. RCEB staff recommends that the City add language to the plans with the safety of the rail corridor in mind.
- **SCH 2014061096 Santa Barbara, Santa Barbara County, Airport Master Plan** - RCEB staff received the Draft Environmental Impact Report from the City of American Canyon in regards to the Watson Ranch Specific Plan project. The project area includes active railroad tracks. RCEB staff recommends that the City add language to the plans with the safety of the rail corridor in mind.





PROCEEDINGS, RESOLUTIONS AND G.O. 88B REVIEWS

In July 2016, engineering staff received 12 new General Order 88-B applications, and closed four application reviews. RCEB also initiated a new cycle for the Safety and Enforcement Division Maintenance Fund. The cycle is for fiscal year 2017-18 for maintaining automatic grade crossing protection devices.



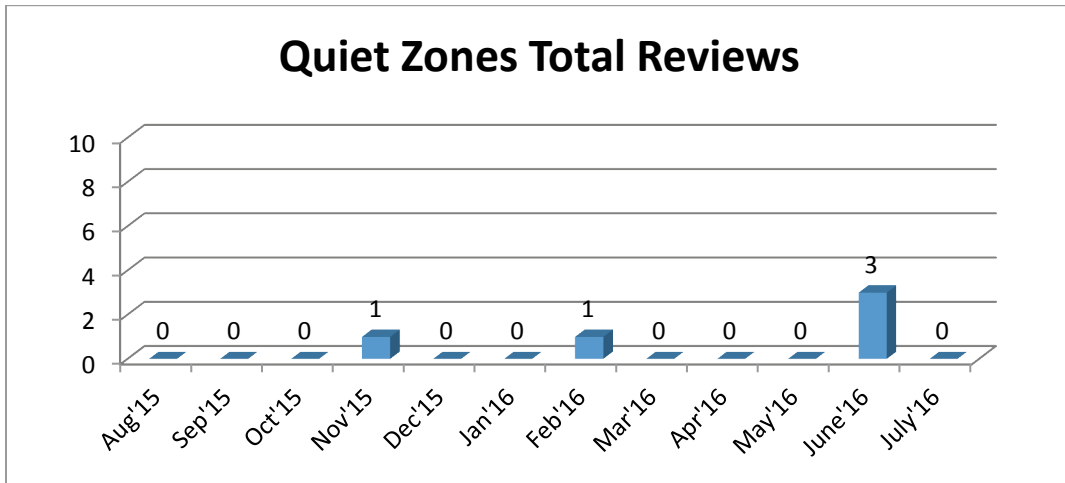
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- **G.O. 88-B – Peabody Road Grade Separated Overpass, CPUC Crossing 001A-53.70, and DOT No. 751292W, in the City of Fairfield, County of Solano** - The City of Fairfield requests a time extension to complete the grade separation. RCEB denied the request based on lack of concurrence with the railroad and lack of fencing installation along railroad property boundary.
- **G.O. 88-B – Camino Diablo Road, CPUC 001B-67.10, and DOT No. 751846X in the Unincorporated Contra Costa County** - The Contra Costa County requests authority to alter the Camino Diablo highway-rail at-grade crossing. The alterations include relocation of crossing warning devices, relocation of railroad equipment signal cabinet, roadway geometry modifications, installation of pedestrian warning devices, and installation of a pre-signal. RCEB granted the authorization and it expires on July 14, 2019.
- **G.O. 88-B – South 34th Street, CPUC No. 079-0.35, and DOT No. 751654F, in the City of Richmond, Contra Costa County** - The City of Richmond requests authority to alter the South 34th Street at grade crossing in the Contra Costa County. The alterations include installation of three automated horn systems, and a horn-system health indicator. RCEB granted the authorization and it expires on July 12, 2019.
- **G.O. 88-B – Kansa Avenue, CPUC 002-959.90, DOT No. 028400A, in the City of Kings, Unincorporated Kings County** - The City of Kings requests authority to alter the Kansas Avenue at-grade crossing in the City and County of Kings. The alterations include the replacement of the existing warning devices, modification of the three active advance warning devices, installation of rumble strips with accompanying signage, pavement markings, and striping. RCEB granted the authorization and it expires on July 21, 2019.

QUIET ZONE ESTABLISHMENT

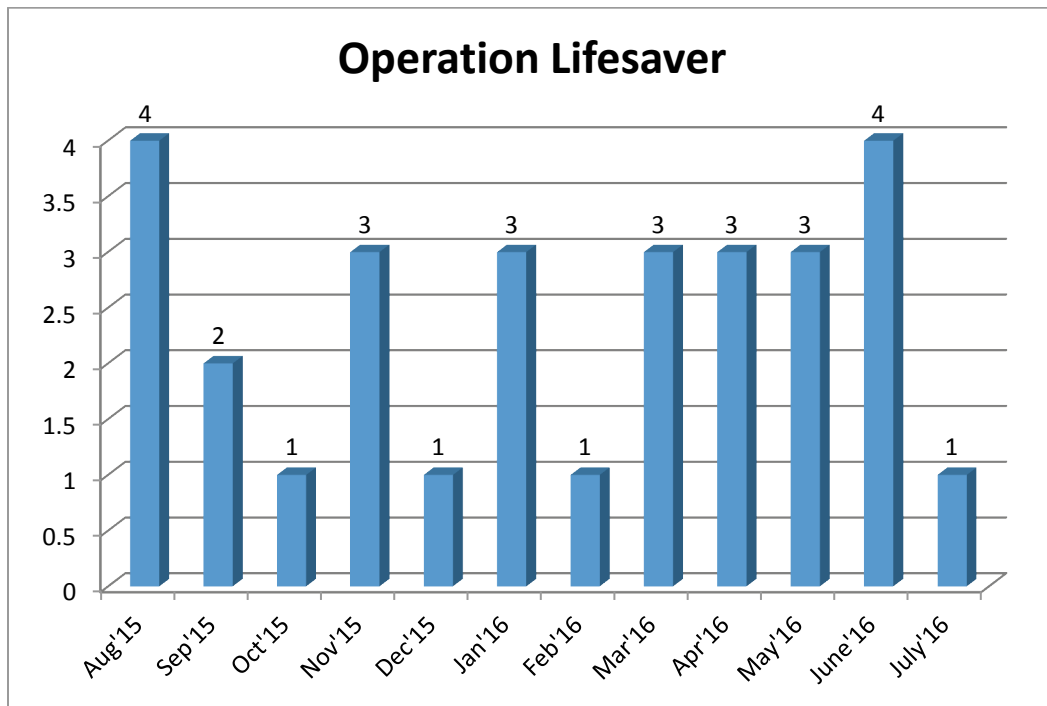
The Federal Railroad Administration requires locomotives to sound a horn while trains approach and enter public highway-rail grade crossings. A Quiet Zone (QZ) is a specified distance along railroad areas where local roadway and railroads apply supplementary safety measures to all highway-rail grade crossings as an effective substitute for the sounding of the locomotive horn. The FRA authorizes the QZ under Title 49 CFR 222.39(a) (3) requirements.

Railroads are exempt from sounding horns in a QZ, thus providing the quiet of communities affected by train operations. In July 2016, staff did not review any QZ requests.



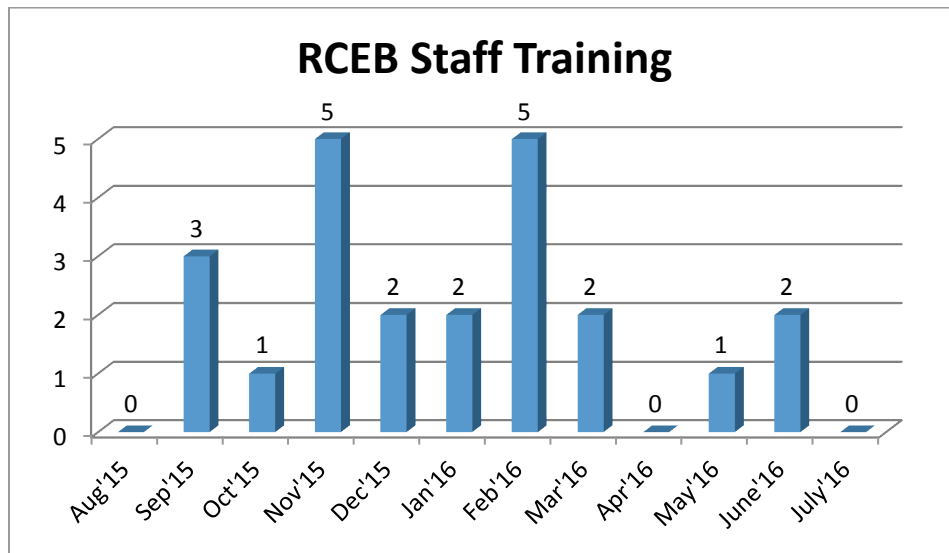
OPERATION LIFESAVER INC.

In June 2016, staff completed one Operation LifeSaver Inc. (OLI) event at the Nostalgic Cruise of Dreams community fair. The event was at the Folsom City Lyons Park in Folsom, Sacramento County. A general audience group of about 100 people stopped by the Operation Lifesaver Inc. booth. Staff shared the OLI rail safety message to adults and children.



RCEB STAFF TRAINING

In July 2016, staff did not log any training assignments.



STATISTICS SUMMARY

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Incidents	13	16	19	11	16	33	6	
Fatalities	5	8	5	3	10	15	0	
Injuries	6	5	6	1	3	4	3	

- In July 2016, RCEB received four incident reports related to highway-rail crossings, and two incident reports related to highway-LRT crossings. The incidents resulted in no fatalities and three injuries.

RAIL TRANSIT - RTSB

In July 2016, the Rail Transit Safety Branch (RTSB) completed the following:

RAIL TRANSIT INSPECTIONS

- RTSB inspectors performed 11 inspections.

CORRECTIVE ACTIONS PLANS

- RTSB opened 23 new Corrective Action Plans due to incidents, internal safety audits, and inspections.
- 6 Corrective Action Plans were closed.

INCIDENT INVESTIGATIONS

- In July 2016, 12 incidents were reported by Rail Transit Agencies (RTAs).⁵
- 33 incident investigations were closed by RTSB.

TRIENNIAL SAFETY AUDITS

- RTSB staff performed a Triennial Safety Review of Airtrain, Inc. on August 1 through August 4, 2016.

PROCEEDINGS / RESOLUTIONS

- **I.16-06-010 Order Instituting Investigation (OII)** - On June 28, 2016, the Commission issued a Formal Investigation in response to a two fatality Bay Area Rapid Transit (BART) accident which occurred on October 19, 2013. The purpose of this investigation is to a) examine the accident, b) determine whether BART repeatedly violated state codes and regulations by failing to provide adequate protection for BART's wayside workers, c) whether BART's train-operating personnel's lack of training and certification contributed to the accident, d) whether BART violated Rule 1.1 of the Commission's Rules of Practice and Procedure by failing to provide the Commission with an accurate list of who would be operating its trains during a strike occurring at the time of this accident, and e) whether Rule 1.1 was violated by BART's failure to obtain prior approval of the use of uncertified, untrained, and

⁵ Per General Order 164-D, the Commission must be notified within 2 hours by rail transit agencies of incidents if they include one of the following: a fatality at the scene, or where an individual is confirmed dead within 30 calendar days of a rail transit-related incident; an injury to two or more individuals requiring immediate medical attention away from the scene; property damage to rail transit vehicles, non-rail transit vehicles, other rail transit property or facilities, and non-transit property that equals or exceeds \$25,000; a collision at an at-grade crossing; a mainline derailment; a collision with an individual on a rail right-of-way; a collision between a rail transit vehicle and a second rail transit vehicle, or a rail transit non-revenue vehicle; an evacuation due to life safety reasons.

unapproved personnel to operate trains during the strike. Additionally, the investigation will determine whether BART should be fined or otherwise penalized for any of these violations. On June 29, 2016, the investigation was assigned to Commissioner Liane M. Randolph and Administrative Law Judge Kimberly H. Kim.

On August 8, 2016, BART filed a response to the Commission's OII and associated scoping memo. BART questioned the facts presented by the Commission constituting their violation of Rule 1.1, and argued that they were in compliance with existing regulatory requirements for roadway worker protection and operator training requirements at the time of the accident, essentially attributing the accident to human error rather than the agency's practices.

- **R.09-01-020 Order Instituting Rulemaking (OIR) – To Consider Roadway Worker**

- **Protections by Rail Transit Agencies in California (Commissioner Peterman/ALJ Kim):**

- On October 31, 2013, the Commission issued an Interim Decision (D.13-10-073) adopting GO 175 for Roadway Worker Protections on California's Rail Transit Systems. On April 7, 2015, ALJ Kim issued a ruling seeking comments from parties on the Commission's staff report determining the need for General Order (GO) revisions. Revised rule, GO 175-A was approved by the Commission on March 17, 2016, by Decision D.16-03-006. On April 8, 2016, the Assigned Commissioner and ALJ issued a joint ruling and amendment to the scope for this proceeding, which required within 12 months of the issuance of D.16-03-006, SED must review GO-175, as well as GO-172, and submit a recommendation for modifications of one or both GOs to eliminate any inconsistencies or conflicts, if any. The joint ruling sets the scope for the remainder of this proceeding to be: 1) the issuance of SED's recommendation(s), and 2) a subsequent Commission decision addressing these recommendation(s) and closing the proceeding. On April 13, 2016, the Commission issued D.16-04-014, an Order Correcting Errors, to fix several non-substantive formatting and typographical errors in D.16-03-006.

- **BART New Vehicle Procurement:** BART is in the process of procuring 750 new rail vehicles. BART has already received three of these vehicles for testing, and is storing them at its Hayward Yard facility. These vehicles will be tested as a three-car consist. The areas of testing include the automatic train control system, braking, horns, exterior/interior lighting, and running capabilities. Additionally, BART will simulate revenue service utilizing sand bags placed on vehicles to obtain the proper weight. RTSB staff is witnessing testing, and is working closely with BART through regular meetings to oversee the procurement and safety certification process.
- **The East Contra Costa BART Extension:** This project, also known as eBART, will add 10 miles of track extending rail service eastward from the Pittsburg Baypoint station. Rather than running standard BART vehicles, eBART will utilize Diesel Multiple Unit (DMU) vehicles, which will run on standard gauge tracks. This project is currently in the construction phase, and is being safety certified by RTSB, whose staff regularly attends safety certification meetings. The first new vehicle arrived in June, 2016.
- **BART Warm Springs Extension:** This project proposes an additional 5.4 Miles of BART track connecting the currently existing Fremont BART station with a new BART station located in the Warm Springs district in the city of Fremont. The project is currently in final phases of construction, and is expected to be in service in October of 2016. Construction has been monitored by RTSB, and will be safety certified when complete. Staff has been attending and witnessing testing.
- **Silicon Valley Berryessa Extension:** BART and SCVTA are currently jointly in the process of constructing a 10 mile track extension and two new stations – the Milpitas and Berryessa stations. The project is expected to be complete in late 2016/early 2017, and is currently in the construction phase for certain areas (I.E. Traction Power Substation (TPSS), Train Control, Communication, etc.,) and in the pre-testing phase for others. RTSB has monitored this project, and has safety certified it. Staff attended a Berryessa Station generator testing event in July 2016.

- **SFMTA New Vehicle Procurement:** SFMTA is in the process of procuring 260 new rail vehicles, which will be received by SFMTA over the next 15 years. The first batch, consisting of 24 cars, will be received in 2017. All new vehicles will be put through a wide range of tests in order to complete the safety certification process. RTSB staff is currently working with SFMTA to finalize the safety certification plan for this project so that the plan can be approved by the Commission through the resolution process.
- **Central Subway Project:** SFMTA is excavating 1.7 miles of tunnel to extend the Muni Metro T Third Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown, and Chinatown. This project, due to be completed in 2019, is currently in the construction phase and is being monitored by RTSB through regular meetings and site visits. RTSB staff is currently working with SFMTA to finalize the safety certification plan for this project so the plan can be approved by the Commission through the resolution process.
- **LA Metro (LACMTA) P3010 New Vehicle Procurement Project:** Los Angeles County Metropolitan Transportation Authority (LACMTA, also known as L.A. Metro) is in the process of procuring up to 235 new rail vehicles to provide the needed capacity expansion for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2), and for the future LAX/Crenshaw line which is currently in construction. In addition, the existing LACMTA Blue Line fleet is nearing the end of its service life and will be replaced. On March 4, 2016 RTSB staff approved the LACMTA request to introduce the first batch of P3010 cars into revenue service after review of the Safety Certification Verification Report, various test records, and the individual vehicle history books. A total of thirty (30) P3010 vehicles have been approved for revenue service by staff so far.
- **LACMTA Crenshaw/LAX Corridor Project:** LACMTA is constructing a new light rail transit line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the LACMTA Green Line and will serve the cities of Los Angeles, Inglewood and El Segundo; and portions of unincorporated Los Angeles County. The project is currently in the early construction phase and is being monitored by RTSB through regular meetings. The project is due to be completed in 2019.

- **LACMTA Regional Connector Project:** Currently in utility relocation phase. RTSB staff regularly attends LACMTA's monthly Fire Life Safety and Security Meetings, as well as Safety and Security Certification Review Meetings.
- **LACMTA Purple Line (Westside) Extension Project:** LACMTA is currently expanding rail network and services, including extending the Purple Line. The Westside Purple Line Extension, previously named the Westside Subway Extension, extends service from the terminus at Wilshire/Western Station to Westwood (UCLA and Veteran's Administration Hospital). This extension, consisting of nearly nine (9) miles of track and seven stations, is planned to be constructed in three (3) sections, and is currently in utility relocation phase. RTSB staff regularly attends LACMTA's monthly Fire Life Safety and Security Meetings, as well as Safety and Security Certification Review Meetings.
- **LACMTA HR4000 Heavy Rail Vehicle Procurement:** LACMTA is in the process of procuring up to 282 new heavy rail vehicles to provide for the future expansions of Regional Connector and Purple Line Extensions, and to replace the existing aging HRV fleet. RTSB staff received LACMTA's Safety and Security Certification Plan (SSCP) for the HR4000 and has initiated the transit resolution process for Commission approval.
- **San Diego Trolley, Inc. (SDTI):** The San Diego Metropolitan Transit System Mid-Coast Corridor Project is a 10.9 mile double track light rail transit line which begins at the Old Town Transit Center in San Diego. The project provides future SDTI revenue service to the Linda Vista, Clairemont, University California San Diego (UCSD) campus and the University City areas. The rail line runs parallel east of Interstate 5 in an existing railroad corridor currently used by Amtrak, North County Transit District Coaster Commuter trains, and Burlington Northern Santa Fe freight railroad. The SDTI trains will run on its own railroad tracks in a "common corridor". North of State Route 52 along the Rose Canyon area, the railroad tracks will crossover on an elevated bridge to the west side of Interstate 5 to continue service to the UCSD campus. The Mid Coast Corridor Transit Project future stations are: Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, potential Veterans Administration (VA) Medical Hospital, UCSD West (along Voigt Drive), UCSD East (along Voigt Drive), Executive Drive, and University Town Center (UTC) Transit Center.

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- Staff approved the Mid-Coast Safety and Security Certification Plan on May 23, 2016, as required by GO164-D. Construction is planned for late 2016 and revenue service begins late 2021. Staff is attending the System Safety Review Committee Meetings and Fire Life Safety Committee meetings for this project.
- **Other SoCal Safety Certification Projects:** Several projects are in various phases of early design and engineering in the Southern California region: OC Streetcar Project (in Orange County), LA Streetcar Project (in City of Los Angeles), Angels Flight Railway (in City of Los Angeles), and LAX Automated People Mover (for Los Angeles International Airport). RTSB staff regularly attends Fire Life Safety Committee meetings, Safety Certification Team Meetings, etc. to monitor and track any safety related issues.

STATISTICS SUMMARY

Investigations	
Incidents Reported	12
Incident Investigations Closed	33
Complaints Investigated	0
Rail Transit Inspections	11
Triennial Audits	1

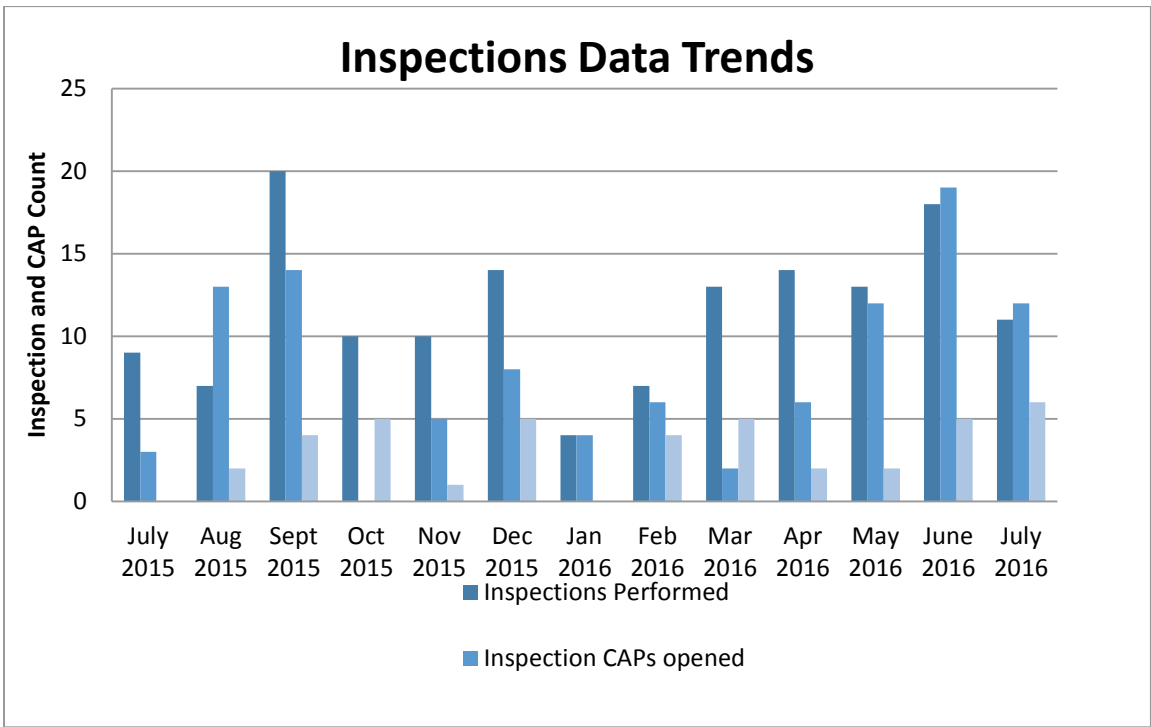
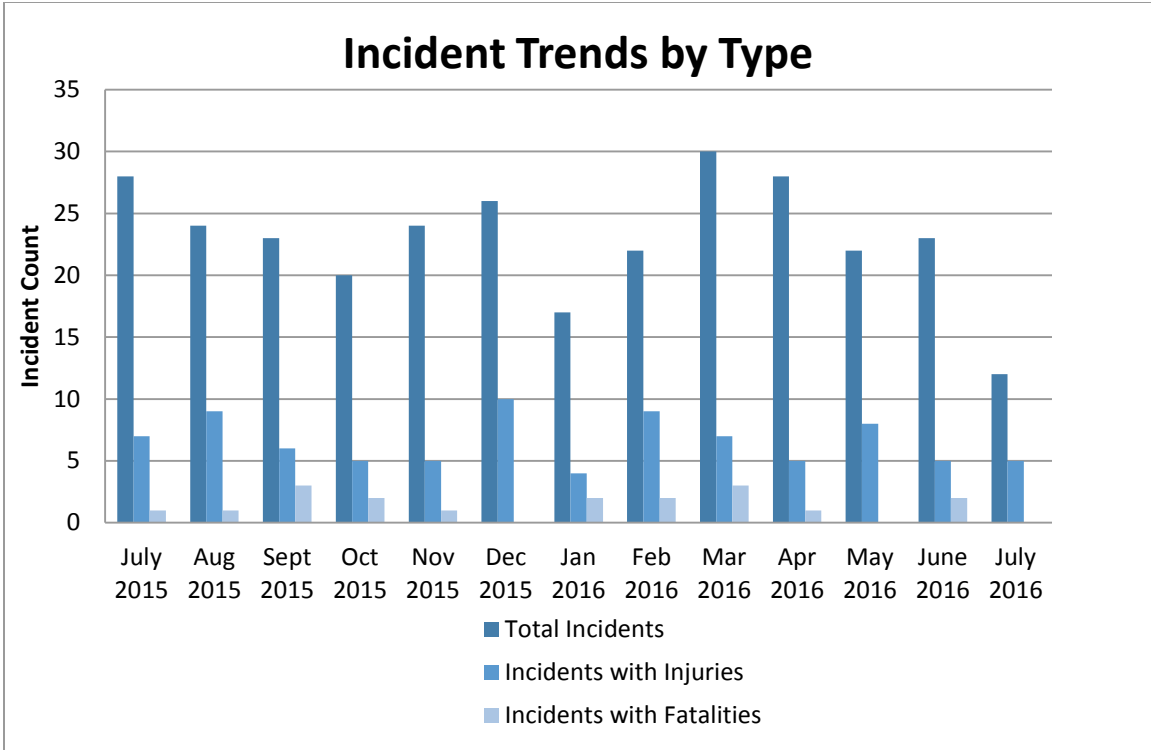
Corrective Action Plans	
New Corrective Action Plans	23
From Triennial Audits	0
From Incidents	11
From Internal Safety/Security Audits	0
From Rail Transit Inspections	12

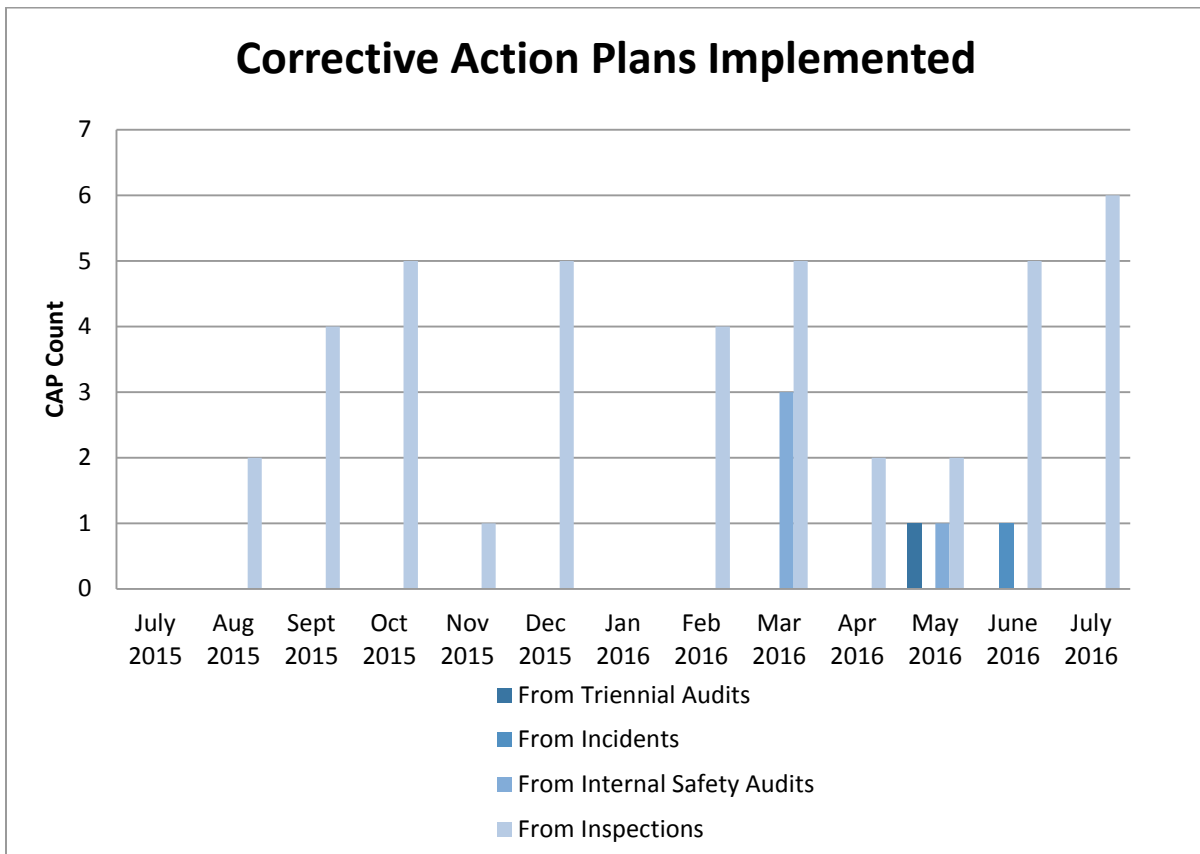
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Closed Corrective Action Plans	6
From Triennial Audits	0
From Incidents	0
From Internal Safety/Security Audits	0
From Rail Transit Inspections	6

ONGOING DATA / TRENDS

Corrective Action Plans – Days to Complete				
CAP ID #	Relevant Code	CAP Classification	Subject	Days to Complete
ME070816	General Code of Operating Rules Section 1.23	Inspection	Cab Door	30
	GO 143-B Section 1.08		Bracket	
ME071216	49CFR 214.523	Inspection	First Aid Kit	30
		Inspection	Back up Alarm	
		Inspection	Head Light	
		Inspection	Records	
ME072016	GO 143-B, Section 1.08	Inspection	Bracket and Bolt	30
TR071216	ADA Std's	Inspection	Tripping Hazard	30
			Missing hand rail	
	GO 95 Rule35 Case 13		Vegetation	
	GO 128, Section 12.2		Exposed Electrical wire	
TR071916	GO 143-B, section 14.05	Inspection	Rail	30





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