



# **CPUC Public Agenda 3317**

## **Thursday, July 11, 2013, 9:30 a.m.**

### **San Francisco, CA**



**Commissioners:**  
**Michael R. Peevey**  
**Michel Peter Florio**  
**Catherine J.K. Sandoval**  
**Mark J. Ferron**  
**Carla J. Peterman**

[www.cpuc.ca.gov](http://www.cpuc.ca.gov)





# Safety and Emergency Information

- The restrooms are located at the far end of the lobby outside of the security screening area.
- In the event of an emergency, please calmly proceed out of the exits. There are four exits total. Two exits are in the rear and two exits are on either side of the public speakers area.
- In the event of an emergency and the building needs to be evacuated, if you use the back exit, please head out through the courtyard and down the front stairs across McAllister.
- If you use the side exits you will end up on Golden Gate Ave. Please proceed around the front of the building to Van Ness Ave and continue on down to the assembly point.
- Our assembly point is between the War Memorial Building and the Opera Building (House) which is on Van Ness Ave, located between McAllister and Grove.





# Public Comment

- Per Resolution ALJ-252, any member of the public who wishes to address the CPUC about matters before the Commission must sign up with the Public Advisor's Office table before the meeting begins. If an individual has signed up using the electronic system on the Commission's website, they must check in with the Public Advisor's Office on the day of the meeting, by the sign-up deadline.
- Once called, each speaker has up to 3 minutes at the discretion of the Commission President, depending on the number of speakers the time limit may be reduced to 1 minute.
- A sign will be posted when 1 minute remains.
- A bell will ring when time has expired.
- At the end of the Public Comment Section, the Commission President will ask if there are any additional individuals who wish to speak. Individuals who wish to speak but did not sign up by the deadline, will be granted a maximum of one minute to make their comments.

## **The following items are NOT subject to Public Comment:**

- Item: 22, 23
- All items on the Closed Session Agenda





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- Once called, each speaker has up to 2 minutes to address the Commission.
- A sign will be posted when 1 minute remains.
- A bell will ring when time has expired.
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# Agenda Changes

- Items shown on the Consent Agenda will be taken up and voted on as a group in one of the first items of business of each CPUC meeting.
- Items on Today's Consent Agenda are: 1, 4, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, & 26
- Any Commissioner, with consent of the other Commissioners, may request an item from the Regular Agenda be moved to the Consent Agenda prior to the meeting.  
Items: 29 & 32 from the Regular Agenda have been added to the Consent Agenda.
- Any Commissioner may request an item be removed from the Consent Agenda for discussion on the Regular Agenda prior to the meeting.  
Item: none have been moved to the Regular Agenda.
- Item: 2 has been withdrawn.
- The following items have been held to future Commission Meetings:

Held to 7/25/13: 3, 5, 9, 27 & 30





# Regular Agenda

- Each item on the Regular Agenda (and its alternate if any) will be introduced by the assigned Commissioner or CPUC staff and discussed before it is moved for a vote.
- For each agenda item, a summary of the proposed action is included on the agenda; the CPUC's decision may, however, differ from that proposed.
- The complete text of every Proposed Decision or Draft Resolution is available for download on the CPUC's website: [www.cpuc.ca.gov](http://www.cpuc.ca.gov).
- Late changes to agenda items are available on the Escutia Table.







## Regular Agenda – Energy Orders

### Item #28 [12162] City of Chino Hill's Petition for Modification of Decision 09-12-044

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**A07-06-031** - In the Matter of the Application of Southern California Edison Company for a Certificate of Public Convenience and Necessity Concerning the Tehachapi Renewable Transmission Project (Segments 4 through 11).

**Ratesetting**

**(Comr. Peevey/ALJ Vieth)**

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#### **PROPOSED OUTCOME:**

- Denies City of Chino Hill's Petition for Modification of Decision 09-12-044 regarding Segment 8A of the Techachapi Renewable Transmission Project.
- Finds that Chino Hills has not established that 3.5 miles of Segment 8A should be placed underground in the City's right-of-way.

#### **SAFETY CONSIDERATIONS:**

- Safety issues were not within the narrow scope of issues set for hearing by the assigned Commissioner's Scoping Memo.

#### **ESTIMATED COST:**

- This decision creates no new ratepayer costs. Decision 13-02-035 anticipates recovery in Federal Energy Regulatory Commission rates of up to \$32,950,000 for pre-construction activities specified in that decision.







## Regular Agenda – Energy Orders

### Item #28a [12179] ALTERNATE TO ITEM 12162

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**A07-06-031** - In the Matter of the Application of Southern California Edison Company for a Certificate of Public Convenience and Necessity Concerning the Tehachapi Renewable Transmission Project (Segments 4 through 11).

**Ratesetting**

**(Comr. Peevey)**

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#### **PROPOSED OUTCOME:**

- Grants City of Chino Hill's Petition for Modification of Decision 09-12-044 regarding Segment 8A of the Tehachapi Renewable Transmission Project.
- Finds that Chino Hills has established that 3.5 miles of Segment 8A should be placed underground in the City's right-of-way.
- Orders Southern California Edison to underground Segment 8A using a single circuit cross-linked polyethylene (XLPE) system with two cables per phase, also known as UG5.

#### **SAFETY CONSIDERATIONS:**

- Safety issues were not within the narrow scope of issues set for hearing by the assigned Commissioner's Scoping Memo.

#### **ESTIMATED COST:**

- This decision establishes a maximum reasonable cost cap for undergrounding Segment 8A under Public Utilities Code Section 399.2.5.





## Regular Agenda – Communication Orders

### **Item #31 [12166] Extends Critical Emergency Access Protections of Enhanced 9-1-1 Provisioning to Business Customers and Multi-Line Telephone System Users in California**

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**R.10-04-011** - Order Instituting Rulemaking to Improve Public Safety by Determining Methods for Implementing Enhanced 9-1-1 Services for Business Customers and for Multi-line Telephone System Users.

**Ratesetting**

**Comr. Peevey/ALJ Kim**

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#### **PROPOSED OUTCOME:**

- Resolves the rulemaking proceeding by directing:
- The regulated utilities and the Commission's Communications Division to distribute a customer advisory brochure developed through the proceeding to the utilities' customers and to work together to raise awareness of the critical emergency access protections of enhanced 9-1-1 (E 9-1-1) provisioning to business customers and multi-line telephone system users in California.
- The Commission's Communication Division and Office of Governmental Affairs to support efforts to adopt or otherwise introduce an effective legislative solution to the E9-1-1 public safety concern by presenting the record developed during this proceeding.
- Closes the proceeding.

#### **SAFETY CONSIDERATIONS:**

- Enhances public safety by improving access to and understanding of E911 services for business and multi-line telephone system users. The decision directs actions that should reduce emergency personnel response time and minimize the length of time first responders are exposed to dangerous conditions.

#### **ESTIMATED COST:**

- No Fiscal Impact.





# Enhanced 9-1-1 Logo

- Uniform statewide logo for web and print
- Neutral, brand-free
- Service providers display on their websites with direct link to the MLTS customer advisory information on the Commission's CalPhoneInfo website.





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- The Commission's Communication Division and Office of Governmental Affairs to support efforts to adopt or otherwise introduce an effective legislative solution to the E9-1-1 public safety concern by presenting the record developed during this proceeding.
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### SAFETY CONSIDERATIONS:

- Enhances public safety by improving access to and understanding of E911 services for business and multi-line telephone system users. The decision directs actions that should reduce emergency personnel response time and minimize the length of time first responders are exposed to dangerous conditions.

### ESTIMATED COST:

- No Fiscal Impact.





# Commissioners' Reports







# Management Reports





# Regular Agenda – Management Reports and Resolutions

## Item #33 [12205]

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**Report and Discussion by Safety and Enforcement Division on Recent Safety Program Activities**

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## Rail Safety Staff Activities: National Forums



**Paul W. King, PhD**  
***Deputy Director, Office of Rail Safety***  
**Safety and Enforcement Division**

July 11, 2013





## Presentation Overview

- Federal Transit Administration's *Transit Rail Advisory Committee for Safety*.
- National Academy of Sciences research panels.
- Association of State Rail Safety Managers.
- National Committee on Uniform Traffic Devices.





## **Federal Transit Administration's (FTA) *Transit Rail Advisory Committee for Safety (TRACS)***

- Advisory committee to make regulatory recommendations to FTA.
- Comprised of representatives from transit agency, states, industry groups.
- To advise on implementing new FTA regulatory authority granted by Congress in 2012.
- Members appointed for two-year terms.
- Appointed as individuals, not as organization representatives.
- Members negotiate, vote, on recommendations.
  - Uneven representation.
- No funding provide to members for travel expense.





## TRACS (cont.)

- Working groups, reports:
  - *Safety planning model and safety management system principles. (SMS). Report complete.*
  - *Best state oversight model. (SSO). Report complete.*
  - *Close Call Non-Punitive Reporting System. Report complete.*
  - *Prescription/Over-the-Counter (Rx/OTC) Medication Testing and Notification Procedures in the Transit Industry Members negotiate, vote on recommendations. Final, needs vote.*
  - *National Public Transportation Safety Plan (NPTSP). In-progress, due September.*
  - *Public Transportation Agency Safety Plan (PTASP). In-progress, due September.*





## National Academy of Sciences (NAS) research panels.

- NAS: “a private, non-profit society of distinguished scholars.”
- Established by an Act of Congress, signed by President Lincoln. in 1863.
- “To address the government's urgent need for an independent advisor on scientific matters.”
- “As science began to play an ever-increasing role in national priorities and public life,” NAS was expanded to include:
  - National Research Council in 1916.
  - National Academy of Engineering in 1964.
  - Institute of Medicine in 1970.





## National Academy of Sciences (cont.)

- National Academy of Sciences
    - National Research Council
      - Transportation Research Board
        - Transit Cooperative Research Program
- Research Fields:
- A – Operations (e.g., A-34, A-35)
  - B - Service Configuration
  - C - Engineering of Vehicles and Equipment
  - D - Engineering of Fixed Facilities
  - E - Maintenance
  - F - Human Resources
  - G - Administration
  - H - Policy and Planning
  - I - Special Projects





## National Academy of Sciences (cont.)

### Transit Cooperative Research Panels (TCRP)

- TCRP A-34, Improving Safety-Related Rules Compliance in the Public Transportation Industry.
  - Final report published.
  - Multi-dimensional taxonomy of non-compliance, and respective recommendations.
  - Recommends developing and implementing a confidential close-call reporting system in transit.







## National Academy of Sciences (cont.)

- TCRP A-35, Improving Safety Culture in Public Transportation.
  - Research in-progress, to be published this year.
    - Academic literature review.
    - Surveys of public transit labor, management.
    - Surveys of non-public transit systems.
    - Guidance for assessment.
    - “Tools” for improving safety culture.





## National Academy of Sciences (cont.)

- Illustration of possible safety culture measurement:\*
- **Pathological:** Individuals are blamed, and it is believed that accidents are part of the job. Responsibility for accidents is seen as belonging to those directly involved.
- **Reactive:** There are attempts to remove "accident-prone" individuals. It is believed that accidents are often just bad luck. The responsibility of The System for accidents is considered but has no consequences.
- **Calculative:** Faulty machinery and poor maintenance are identified as causes as well as people. There are attempts to reduce exposure. Management has a Them, rather than Us, mentality and takes an individual rather than systems perspective.
- **Proactive:** Management looks at the whole system, including processes and procedures when considering accident causes. They admit that management must take some of the blame.
- **Generative:** Blame is not an issue. Management accepts it could be responsible when assessing what they personally could have done to remove root causes. They take a broad view looking at the interaction of systems and people.

\* Parker, D., Lawries, M. & Hudson, P. (2006). A framework for understanding the development of organizational safety culture *Safety Science*, Volume 44.





## Association of State Rail Safety Managers (ASRSM)

- Annual meeting of state railroad safety program managers.
  - Those responsible for the Federal Railroad Administration (FRA) – State Safety Participation Program.
- Sponsored by FRA:
  - FRA D.C. railroad safety officers attend.
  - FRA pays for the program manager from each FRA-State program to attend.
  - Primarily a coordination and problem-solving meeting.
  - Meetings resuming this year after recent year cancellations.





## ASRSM (cont.)

- Typical topics:
  - Discuss new regulations, programs.
  - Guidance on ensuring compliance insight.
  - Discussion of concerns that arise between the FRA and state partners.
  - Regulatory training.
  - Sharing of ideas, projects, and plans between the State programs.





## NCUTCD (cont.)

NCUTCD assists in the development of standards, for traffic signals, signs and pavement markings used to guide traffic on roadways.

NCUTCD is comprised of:

- Federal government officials, including the Federal Highway Administration (FHWA).
- State government officials, including CPUC, Caltrans.
- Transportation industry representatives.
- Pedestrian and bicycle advocates.
- Others involved in roadway transportation issues.





## The National Committee on Uniform Traffic Control Devices (NCUTCD)

- Objectives:
  - Evaluate existing systems and regulatory requirements.
  - Advise the on the content and interpretations for FHWA Manual on Uniform Traffic Control Devices (MUTCD).
- The CPUC member is a voting member, NCUTCD Railroad and Light Rail Transit technical committee.
- Each State must adopt the MUTCD or some modified version in “substantial conformance” with MUTCD.
  - Adopted by the Caltrans California Traffic Control Devices Committee (CTCDC).
  - CTCDC is comprised primarily of Caltrans personnel.
- CPUC representative is California’s subject matter expert for railroad and light rail transit crossings.





## NCUTCD (cont.)

### Most Recent Activities:

- Combining Railroad and Light Rail Transit crossings into one chapter
- Modifications to pedestrian/pathway crossing guidance.
- Requirements for preemption of traffic signal systems.
- City of Riverside experimental passive “2nd Train” sign.







# Regular Agenda – Management Reports and Resolutions

## Item #33 [12205]

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**Report and Discussion by Safety and Enforcement Division on Recent Safety Program Activities**

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# Management Reports





# **The CPUC Thanks You For Attending Today's Meeting**

**The Public Meeting is adjourned.**

**The next Public Meeting will be:**

**July 25, 2013, at 9:30 a.m.  
in San Francisco, CA**

