



CPUC Public Agenda 3455
Thursday, February 6, 2020 10:00 a.m.
Bakersfield, CA



Commissioners:
Marybel Batjer, President
Liane M. Randolph
Martha Guzman Aceves
Clifford Rechtschaffen
Genevieve Shiroma

www.cpuc.ca.gov





The Pledge of Allegiance



“I pledge allegiance to the Flag of the
United States of America,
and to the Republic for which it stands,
one nation under God,
indivisible,
with liberty and justice for all.”





Emergency Evacuation

Safety is our number one priority:

Please listen to the emergency evacuation instructions for this location.





CPUC Mission

We Empower California through:

- Assuring utility services are clean and safe.
- Providing for critical services and infrastructure.
- Designing rates that are fair and reasonable.
- Protecting the interests of consumers and ratepayers.





CPUC Core Values

Accountability
Excellence
Integrity
Open Communication
Stewardship





Commissioner Code of Conduct

- **I. Commissioners should conduct themselves in a manner that demonstrates respect for the public, for fellow Commissioners, and for Commission staff.**
- **II. Commission meetings should be opportunities for a full and respectful exchange of ideas and the responsible execution of Commission duties.**
- **III. Serving on the Commission is an honor and Commissioners should treat their colleagues at the Commission with respect for the varied backgrounds, skills and interests that each one brings.**
- **IV. Commissioners are public officials who should uphold the integrity of their office at all times.**





Public Comment

- Per Resolution ALJ-252, any member of the public (excluding parties and their representatives) 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.

Public Comment is not permitted on the following items:

- 3, 32, 35, 35A and 38.
- All items on the Closed Session Agenda





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- Once called, each speaker has up to 2 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.

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Public 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, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and 32.**
- 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.
- **Item 42** from the Regular Agenda has 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.
- **No Item** has been moved to the Regular Agenda.
- **No Item** has been withdrawn.
- The following items have been held to future Commission Meetings:
 - Held to 2/27/20: **7, 20, and 21.**
 - Held to 4/16/20: **2.**





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 final 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.
- Late changes to agenda items are available on the Escutia Table.





Regular Agenda - Energy Orders

Item #33 [17740] – Petition for Modification of Decision 18-06-028 by Protect Our Communities Foundation, Sierra Club, Southern California Generation Coalition, and The Utility Reform Network.....

A.15-09-013

In the Matter of the Application of San Diego Gas & Electric Company and Southern California Gas Company for a Certificate of Public Convenience and Necessity for the Pipeline Safety & Reliability Project.

Ratesetting

Comr Randolph - Judge Kersten

PROPOSED OUTCOME:

- Grants Petitioners' request to open a second phase of this proceeding to consider not only Southern California Gas Company and San Diego Gas & Electric Company's (Applicants') Line 1600 Pipeline Safety Enhancement Plan (PSEP) Design Alternative 1(Replace in High Consequence Areas (HCAs) and Hydrotest in Non-HCAs), but also Design Alternatives 2 (Full Hydrotest), 3 and 4 (Full Replacement), or some variation of these.

SAFETY CONSIDERATIONS:

- Escalates the schedule to hydrotest Line 1600 in non-HCAs from 2023-2024 to 2020.
- Allows consideration of further derating (or reducing the pressure of) Line 1600 from 512 pounds per square inch gauge (psig) to 320 psig to lessen the potential for pipeline rupture.

ESTIMATED COST:

- Current fully loaded preliminary cost estimates of alternatives are as follows: 1) Applicants PSEP Plan or (D.18-06-028 Option 2 or Design Alternative 1) at \$677 million; 2) D.18-06-028 Option 1 or Design Alternative 2 at \$325 million; 3) Design Alternative 3 at \$778 million; and 4) Design Alternative 4 at \$725 million.





Regular Agenda - Energy Orders (continued)

Item #33A [17982] – Commissioner Randolph's Alternate to Item 17740

A.15-09-013

In the Matter of the Application of San Diego Gas & Electric Company and Southern California Gas Company for a Certificate of Public Convenience and Necessity for the Pipeline Safety & Reliability Project.

Ratesetting

Comr Randolph

PROPOSED OUTCOME:

- Opens a second phase of the proceeding to examine the cost estimating methodology, cost assumptions, cost containment strategies, and proposed future schedule of reasonableness review for applications related to the Line 1600 hydrotest and replace plan.
- Declines to expand the scope of the second phase to include examination of the full hydrotest and replacement alternatives (Design Alternatives 2, 3, and 4).

SAFETY CONSIDERATIONS:

- Work to replace Line 1600 segments in high-consequence areas will proceed as scheduled in 2020.

ESTIMATED COST:

- None as a result of this decision, but the forecast cost of the project is \$677 million which will be reviewed in Phase 2.





Regular Agenda - Energy Orders (continued)

Item #34 [18033] – PacifiCorp General Rate Case and Order Instituting Investigation

A.18-04-002, I.17-04-019 - Related matters.

In the Matter of the Application of PacifiCorp, an Oregon Company, for an Order Authorizing a General Rate Increase Effective January 1, 2019.

Ratesetting

Comr Randolph - Judge Wildgrube

PROPOSED OUTCOME:

- Authorizes PacifiCorp a revenue requirement of \$71,951,494.
- Adopts a post-test year ratemaking mechanism for 2020 and 2021.
- Closes the proceeding.

SAFETY CONSIDERATIONS:

- Implements Risk-Based Decision-Making Framework by PacifiCorp.

ESTIMATED COST:

- Decreases base revenue requirement by 7.5%.





Regular Agenda - Transportation/Rail Safety Resolutions and Reports

Item #35 [17707] – Appeal K.19-03-015 of Citation Number F-5517 by GoGo Technologies

Res ALJ-371

Citation Appeal of GoGo Technologies from Citation No. F-5517 issued on February 1, 2019, by the Commission's Consumer Protection and Enforcement Division.

Judge Yacknin

PROPOSED OUTCOME:

- Dismisses Citation No.F-5517 to GoGo Technologies.
- Closes K.19-03-015.

SAFETY CONSIDERATIONS:

- There are no safety considerations associated with this resolution.

ESTIMATED COST:

- There are no costs associated with this resolution.





Regular Agenda - Transportation/Rail Safety Resolutions and Reports

Item #35A [18072] – Commissioner Randolph's Alternate to Item 17707

Res ALJ-371

Citation Appeal of GoGo Technologies from Citation No. F-5517 issued on February 1, 2019, by the Commission's Consumer Protection and Enforcement Division.

Comr Randolph

PROPOSED OUTCOME:

- Dismisses Citation No.F-5517 to GoGo Technologies.
- Closes K.19-03-015.

SAFETY CONSIDERATIONS:

- There are no safety considerations associated with this resolution.

ESTIMATED COST:

- There are no costs associated with this resolution.





Regular Agenda - Orders Extending Statutory Deadline

Item #36 [18108] – Order Extending Statutory Deadline

R.18-07-017

Order Instituting Rulemaking Regarding Continued Implementation of the Public Utility Regulatory Policies Act and Related Matters.

Ratesetting

Comr Rechtschaffen - Judge Allen

PROPOSED OUTCOME:

- Extends Statutory Deadline for completion of this proceeding until July 25, 2020.

SAFETY CONSIDERATIONS:

- There are no safety considerations implicated with this Order Extending Deadline.

ESTIMATED COST:

- There are no costs associated with this Order Extending Deadline.





Regular Agenda - Orders Extending Statutory Deadline (continued)

Item #37 [18109] – Order Extending Statutory Deadline

A.15-09-001

Application of Pacific Gas and Electric Company for Authority, Among Other Things, to Increase Rates and Charges for Electric and Gas Service Effective on January 1, 2017.

Ratesetting

Comr Batjer - Judge Cooke

PROPOSED OUTCOME:

- Extends Statutory Deadline for completion of this proceeding until June 20, 2020.

SAFETY CONSIDERATIONS:

- There are no safety considerations implicated with this Order Extending Deadline.

ESTIMATED COST:

- There are no costs associated with this Order Extending Deadline.





Regular Agenda - Orders Extending Statutory Deadline (continued)

Item #38 [18127] – Order Extending Statutory Deadline

I.18-07-009

Order Instituting Investigation on the Commission's Own Motion into the California's One Million New Internet Users Coalition's Misuse of California Advanced Services Fund Grant Funds; and Order to Show Cause Why the Commission Should Not Impose Penalties and/or Other Remedies for Violating Terms of Their Grant and for Refusing to Return Funds Previously Demanded by the Commission's Division.

Adjudicatory

Comr Rechtschaffen - Judge Zhang

PROPOSED OUTCOME:

- Extends Statutory Deadline for completion of this proceeding until August 12, 2020

SAFETY CONSIDERATIONS:

- There are no safety considerations implicated with this Order Extending Statutory Deadline.

ESTIMATED COST:

- There are no costs associated with this Order Extending Statutory Deadline.





Management Reports





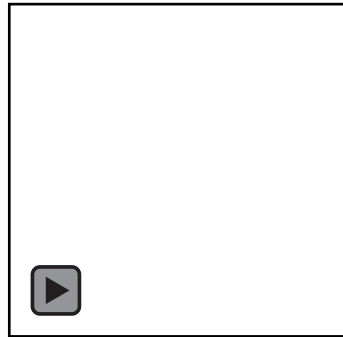
Regular Agenda - Management Reports and Resolutions

Item #40 [18126] –

Report on Railroad At-Grade Crossings – Red Pavement Project



Railroad At-Grade Crossings Pavement Markings Project



Roger Clugston, Director

Rail Safety Division

California Public Utilities Commission

February 6, 2020



Highway-Rail Crossing Safety Issues

Problem Statement:

Accidents at highway-rail at-grade crossings are a serious public safety problem and are among the deadliest locations that the California Public Utilities Commission (CPUC) regulates.

The United States has more than 250,000 highway-rail grade crossings where roadways intersect railroad tracks. California alone has approximately 12,500 highway-rail crossings. Nationwide, over the ten years from 2009 through 2018, 20,897 accidents, resulting in over 2,500 deaths and over 9,000 injuries, occurred at these crossings. In California, 1,436 highway-rail accidents resulted in 327 deaths and 723 injuries during this period.



Whippany Railway Museum image

Pavement Markings, generally

Pavement markings show great promise in increasing driver awareness and reducing accidents.



SF Examiner photos

Pavement Markings Improvements for At-Grade Crossings



Pavement markings also provide a promising approach to enhancing crossing safety. By improving the ability of drivers to recognize railroad crossings and where to safely stop, pavement markings can help drivers avoid stopping at dangerous locations in proximity to railroad tracks.

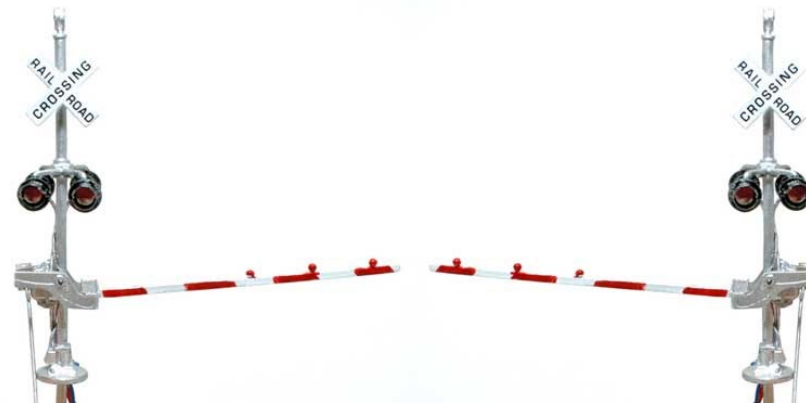


US DOT 2014 Report



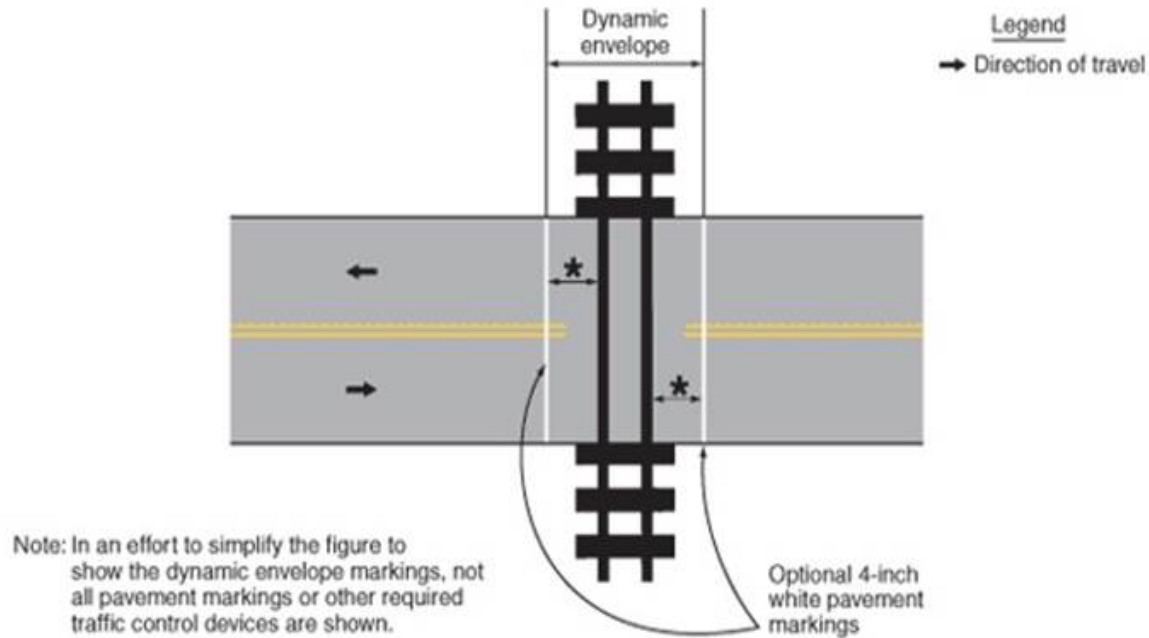
In a U.S. Department of Transportation study conducted in Fort Lauderdale, Florida (*Effect of Dynamic Envelope Pavement Markings on Vehicle Driver Behavior at a Highway-Rail Grade Crossing*, April 2014, DOT/FRA/ORD-14/04), yellow pavement markings were placed within the dynamic envelope of a grade crossing - the area between and six feet adjacent to each side of railroad tracks at a highway-rail track grade crossing - along with new corresponding signage.

These measures were found to reduce the number of vehicles that stopped within the dynamic envelope zone and increased the number of vehicles that stopped safely behind the stop line.

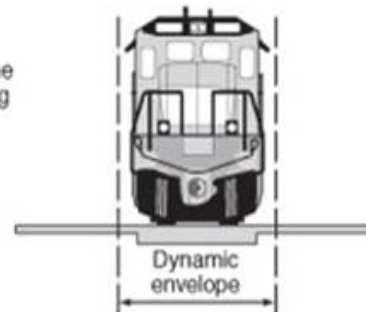


Grade Crossing Dynamic Envelope

Example of Dynamic Envelope Pavement Markings at Grade Crossings



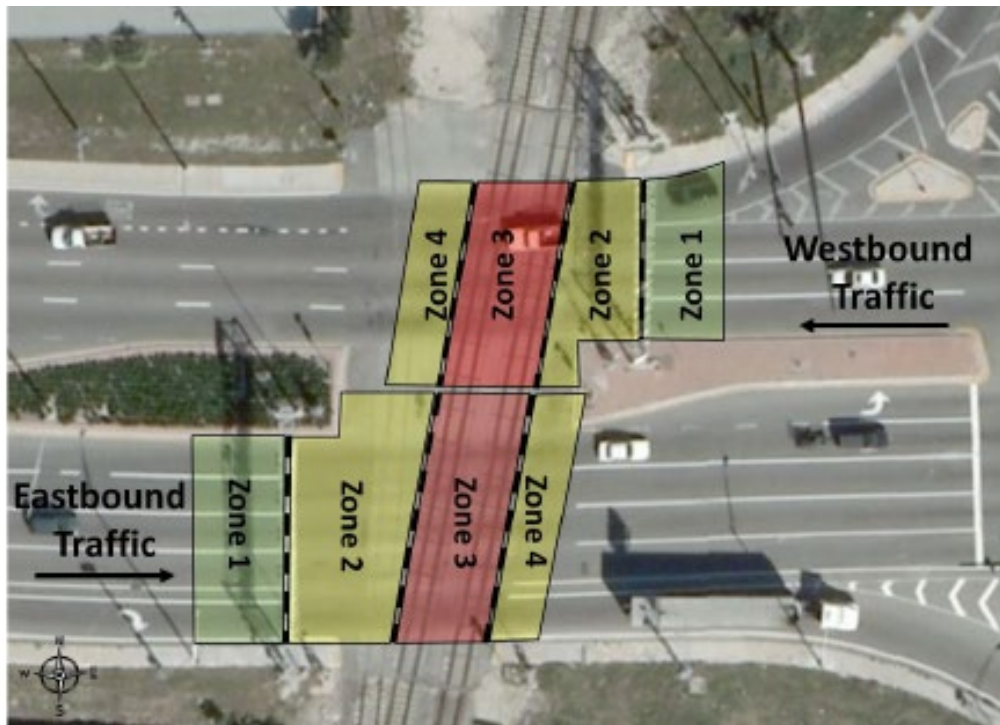
- * The distance between the rail and the dynamic envelope pavement marking should be equal to 6 feet unless otherwise advised by the operating railroad or light rail transit agency.





What Stopping Behavior Is Safe?

The study utilized a zone system to identify four potential hazard areas where cars stop in front of and behind railroad crossings.



Commercial Blvd & FECR crossing. Picture and graphic from Page 19, Figure 14, DOT Report: DOT/FRA/ORD-14/04

Zone 1 (not dangerous): A motorist who stops in Zone 1 has stopped before the stop line where the gate descends during an activation. Motorists stopping in this zone are behaving safely.

Zone 2 (moderately dangerous): A motorist who stops in Zone 2 has stopped after the stop line, but before the dynamic envelope. Motorists stopping in Zone 2 would be stuck inside of a descended gate but not struck by a train.

Zone 3 – Dynamic Envelope Zone (very dangerous): A motorist who stops in Zone 3 has stopped in the most dangerous part of the crossing—the dynamic envelope zone. In this zone, a train and vehicle would collide.

Zone 4 (moderately dangerous): A motorist who stops in Zone 4 has stopped past but adjacent to the dynamic envelope zone. Motorists stopping in Zone 4 would not be struck by a train.

Driver Behavior



- The crossing was filmed for 112 hours before and 112 hours after the installation of pavement markings and improved signage.
- Over 6,000 vehicles and associated stopping behaviors were observed in each phase (12,000 total).
- Driver stopping behavior was observed before and after improvements.

Findings of DOT Study



There was a positive effect on driver behavior after installation of pavement markings and signage:

- There was a 9% increase in vehicles stopped in safest position (Zone 1).
- There was a 45% decrease in vehicles stopping on the tracks (Zone 3).
- Descending violations (when motorists continue under a gate arm while it is descending but not yet horizontal) were reduced by 50%.
- There was a 36% decrease in vehicles stopping in Zone 4, and a slight decrease in Zone 2.

The study stated that additional field testing would be necessary before recommendations for wider use could be made.

Why not try this in California?

No studies of the effectiveness of pavement markings for this purpose have been conducted in California.



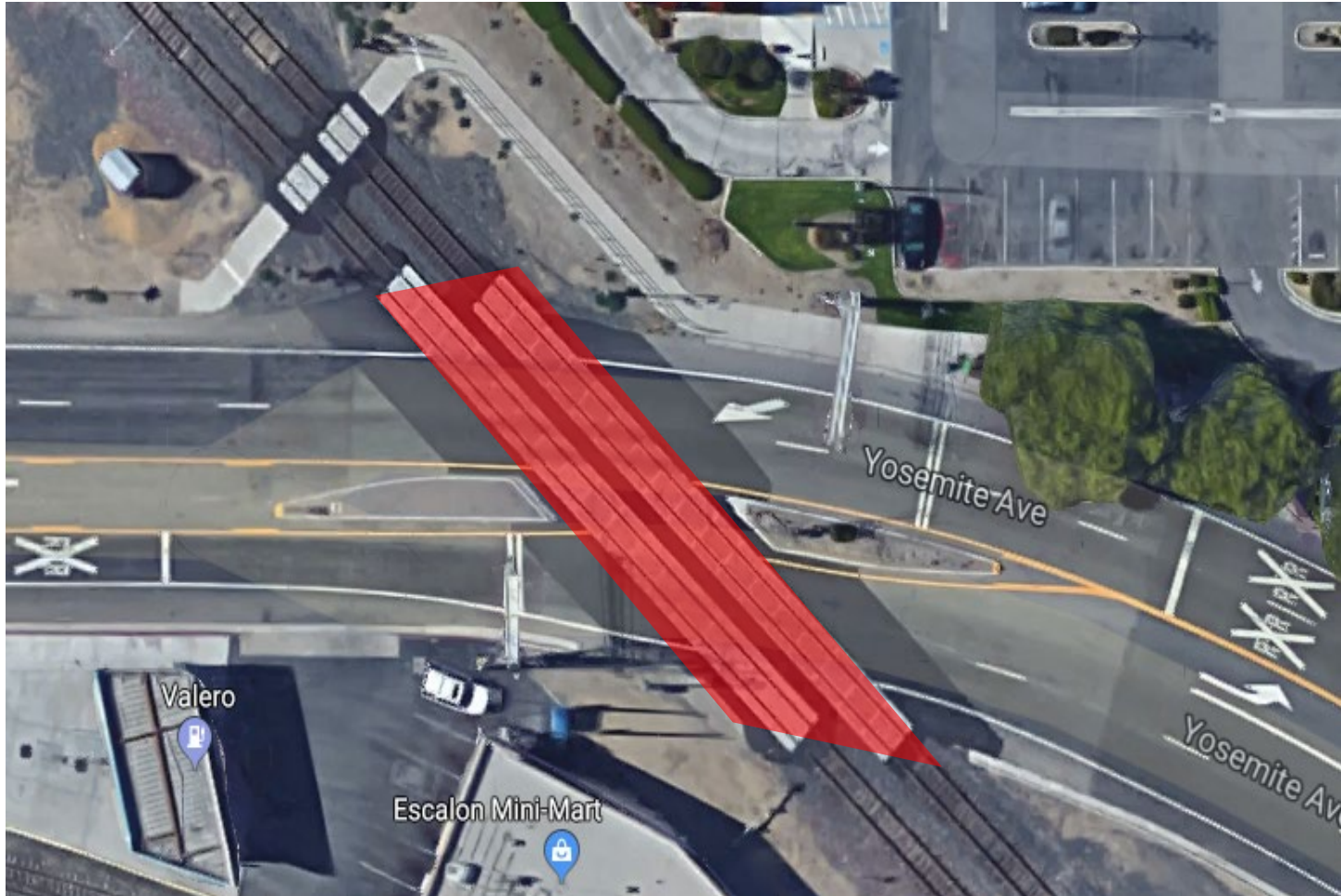
Our proposal...

CPUC, in conjunction with Caltrans, proposes to conduct an experiment utilizing red or yellow pavement markings at the at-grade crossing at the Yosemite Avenue – State Route 120 intersection in the City of Escalon in San Joaquin County. The experiment would be administered by Caltrans.

In the proposed experiment, red or yellow markings would be placed within the dynamic envelope - the area between and six feet adjacent to each side of railroad tracks at a highway-rail track grade crossing - at this crossing.

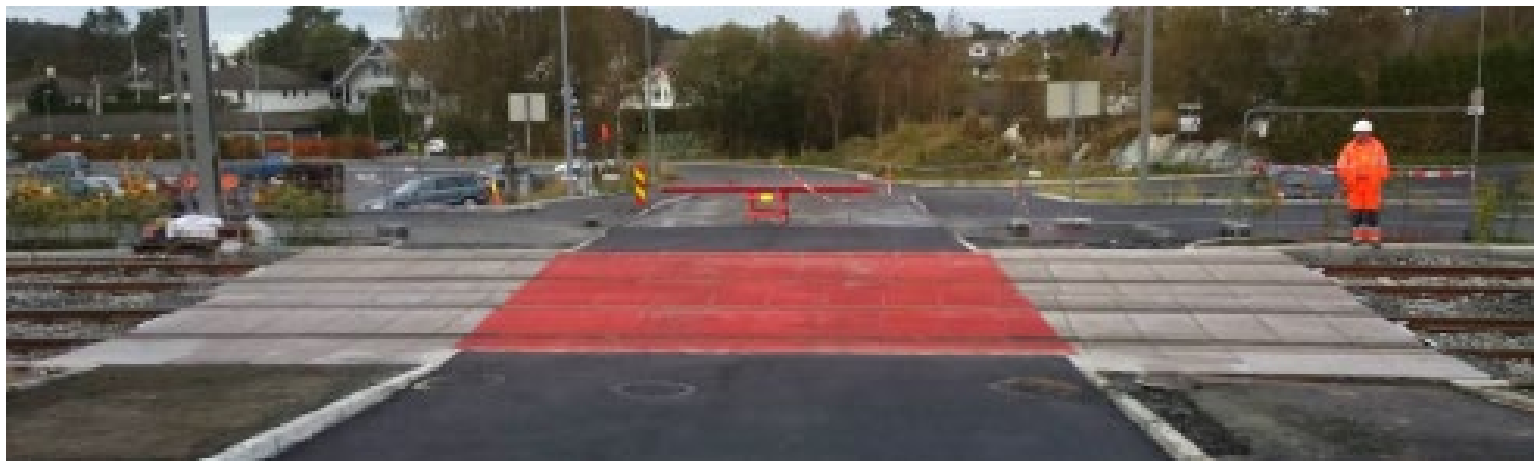
The proposed pavement markings would be a new type of road surface marking not covered under the current Manual of Uniform Traffic Control Devices (MUTCD).

Proposed site: SR 120 (Yosemite Blvd) Escalon, CA



Concept sketch generally showing the proposed use of red markings within the dynamic envelope at Yosemite Avenue-State Route 120 (DOT# 028781R)

Example: BODAN® Highway-Rail Grade Crossing Surface



Examples of "BODAN" concrete system in "RED" with train and driver views.

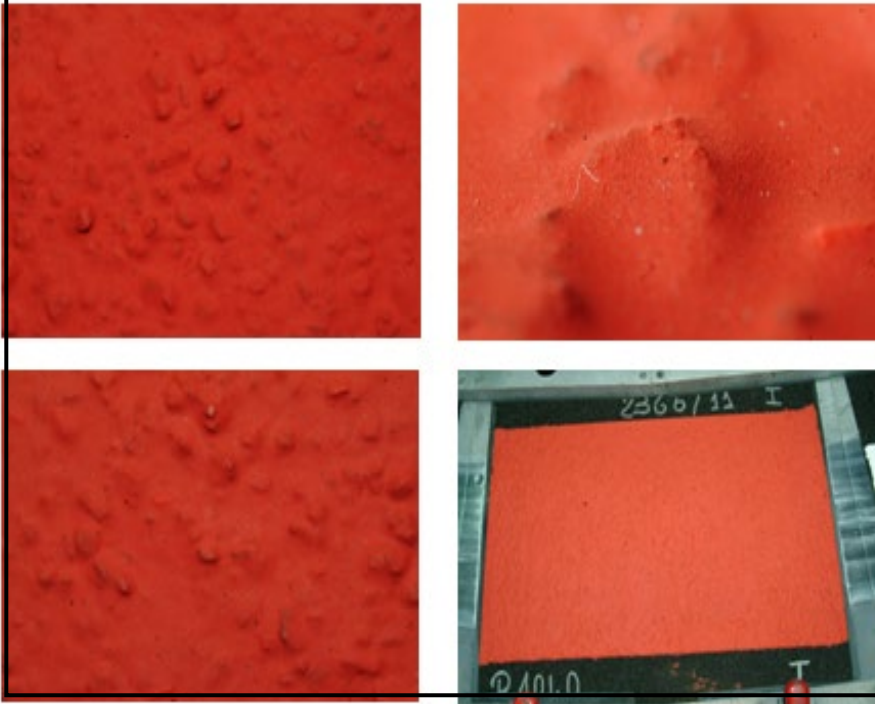
Example: Transpo® Acrylic MMA Visual Consistency



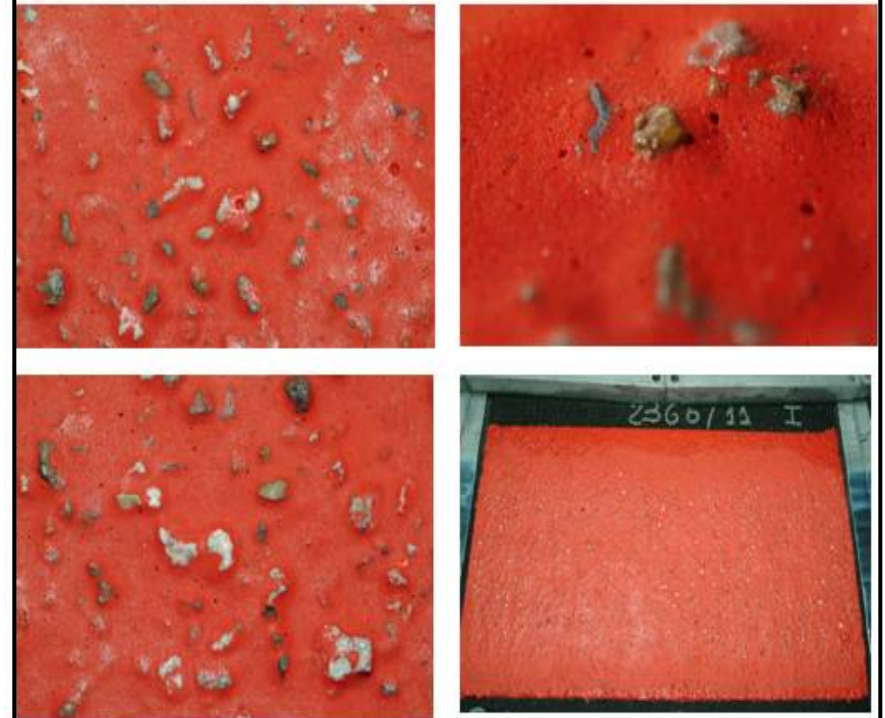
Acrylic MMA can be applied to any asphalt or concrete surface. MMA is engineered for longevity in comparison to other pavement based markings.

Visual consistency:

Pictures taken at the beginning
(prior to test run)



After 8,000,000 wheel passages



Conclusion and Further Issues



- Obtaining cooperation from the various stakeholders can be challenging
- Support from lawmakers is needed to bring this experiment to fruition
- This experiment could eventually be applied on many California at-grade crossings to heighten public awareness of rail grade crossing dangers



**Caltrain & Future High Speed Rail Crossing
Located at 16th Street and Mississippi Street (I-280 Overpass)
in San Francisco.**



California Public Utilities Commission



Thank you!

For additional information please contact me or visit our webpage:

<http://www.cpuc.ca.gov/rail/>



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Regular Agenda - Management Reports and Resolutions

Item #40 [18126] –

Report on Railroad At-Grade Crossings – Red Pavement Project





Commissioners' Reports





The CPUC Thanks You For Attending Today's Meeting

**The Public Meeting is adjourned.
The next Public Meeting will be:**

**February 27, 2020 at 10:00 a.m.
in San Francisco, CA**

