

CPUC Public Agenda 3483

Thursday, April 15, 2021 10:00 a.m.

Remotely



Commissioners:
Marybel Batjer, President
Martha Guzman Aceves
Clifford Rechtschaffen
Genevieve Shiroma
Darcie L. Houck



California Public
Utilities Commission

www.cpuc.ca.gov

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 call in to toll-free number: 1-800-857-1917
- Passcode: 9899501
- 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 bell will ring when time has expired.

Public Comment is not permitted on the following items:

- All items on the Closed Session Agenda



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, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, and 33.
- 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 44, 46, and 50 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 7 has been moved to the Regular Agenda.
- Item 6 has been withdrawn.
- The following items have been held to future Commission Meetings:

Held to 5/6/21: 2, 11, 20, 37, 37A, and 45.



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 Virtual Escutia Table.



Regular Agenda – Orders and Resolutions

Item #7 [19240] – Community Union, Inc.'s Motion for Disqualification of Commissioner Clifford Rechtschaffen for Cause and Request for New Evidentiary Hearing In Investigation 18-07-009

Res L-609

PROPOSED OUTCOME:

- Denies Community Union, Inc.'s (Community Union) Motion for Disqualification of Commissioner Clifford Rechtschaffen for Cause and Request for New Evidentiary Hearing in Investigation 18-07-009 (Motion).
- Among other things, the Resolution considers that Community Union's Motion was untimely and failed to satisfy Rule 9.5 of the Commission's Rules of Practice and Procedure.

SAFETY CONSIDERATIONS:

- There are no safety considerations associated with this resolution.

ESTIMATED COST:

- There are no costs associated with this resolution.

Regular Agenda – Energy Orders

Item #34 [19202] – San Diego Gas & Electric Company to Extend and Modify the Power Your Drive Pilot Approved by Decision 16-01-045

A.19-10-012

Application of San Diego Gas & Electric Company to Extend and Modify the Power Your Drive Pilot Approved by Decision 16-01-045.

Ratesetting

Comr. Rechtschaffen - Judge Goldberg

PROPOSED OUTCOME:

- Approves with modifications an extension of the Power Your Drive program, San Diego Gas & Electric Company's light-duty electric vehicle charging infrastructure program.
- Orders an Audit of cost overruns in the Power Your Drive Pilot Program.
- Closes the proceeding.

SAFETY CONSIDERATIONS:

- All approved projects must comply with the Safety Requirements Checklist made available at <http://www.cpuc.ca.gov/sb350te/>.

ESTIMATED COST:

- \$43.5 Million (over 2 years).

Regular Agenda – Energy Orders (continued)

Item #35 [19298] – COVID-19 Disconnection Moratorium for Medium-Large Commercial and Industrial Electric and Natural Gas Customers

R.18-03-011

Order Instituting Rulemaking Regarding Emergency Disaster Relief Program.

Quasi-Legislative

Comr. Batjer - Judge Rizzo

PROPOSED OUTCOME:

- Adopts a COVID-19 disconnection moratorium for medium-large commercial and industrial electric and natural gas customers.

SAFETY CONSIDERATIONS:

- There are no safety considerations associated with this decision.

ESTIMATED COST:

- No costs are approved in this decision. This decision requires the investor-owned utilities to establish a memorandum account to record their respective costs associated with the disconnection moratorium. Costs will be later scrutinized to ensure they are reasonable and eligible for any rate recovery.

Regular Agenda – Energy Resolutions and Written Reports

Item #36 [19236] – Places Pacific Gas and Electric Company into Step 1 of the Enhanced Oversight and Enforcement Process Adopted in Commission Decision 20-05-053

Res M-4852

PROPOSED OUTCOME:

- Places Pacific Gas and Electric Company (PG&E) into Step 1 of Enhanced Oversight and Enforcement Process due to failure to prioritize highest risk power lines in carrying out vegetation management.
- Requires PG&E to comply with a Corrective Action Plan to explain in detail how it models risk to ensure the highest risk power lines are cleared of vegetation first.
- Requires changes to PG&E's risk modeling and output proactively.
- Requires PG&E to report accurately to Wildfire Safety Division where it intends to engage in Enhanced Vegetation Management, demonstrate that it is prioritizing high risk power lines for vegetation management work first.

SAFETY CONSIDERATIONS:

- Proper vegetation management focused on mitigating the highest wildfire risk first is essential to public safety and mitigation of catastrophic wildfire.

ESTIMATED COST:

- Costs are not addressed in this Resolution, but will be addressed in PG&E's next General Rate Case or suitable application.

Proposed Draft Resolution M-4852

Placing Pacific Gas & Electric Company into Step 1 of the CPUC Enhanced Oversight and Enforcement Process

Rachel Peterson, Executive Director

April 15, 2021



California Public
Utilities Commission

Draft Resolution M-4852

- Issued 2/25/2021
- Comments received:
 - PG&E
 - Public Advocates Office
 - Rural County Representatives of California (RCRC)
 - The Utility Reform Network (TURN)
- Joint public letter received from California Environmental Justice Alliance, Communities for a Better Environment, Local Clean Energy Alliance, Movement Generation, North Bay Organizing Project, People Organizing to Demand Environmental and Economic Rights
- If Draft Res. M-4852 is approved today, proposed Corrective Action Plan would go into effect with the first report due to CPUC by **May 5, 2021** and update reports every 90 days (Aug 5 2021, Nov 5 2021, Feb 5 2022)
- Safety & Enforcement Division will lead evaluation of Corrective Action Plan progress, with subject matter expertise support from Wildfire Safety Division/Office of Energy Infrastructure Safety
- All Corrective Action Plan reports will be served and made publicly available

Context: Pacific Gas and Electric Company's Reorganization Plan

- PG&E entered bankruptcy in 2019 following several catastrophic wildfires in its service territory.
- On June 1, 2020, the Commission issued Decision D.20-05-053, which approved Pacific Gas and Electric Company's (PG&E) bankruptcy reorganization plan with conditions and modifications.
- As part of D.20-05-053, the Commission adopted an Enhanced Oversight and Enforcement Process (EOE Process).
- The EOE Process is a new oversight and enforcement tool designed to hold PG&E accountable for improving its safety record, including the need to reduce the risk of catastrophic wildfire caused by its infrastructure.

CPUC's Enhanced Oversight and Enforcement Process

The CPUC's EOE Process identifies specific events that will trigger six enforcement steps of increasing operational oversight:

- Step 1: Enhanced Reporting
 - Step 2: Commission Oversight of Management and Operations
 - Step 3: Appointment of Independent Third-Party Monitor
 - Step 4: Appointment of a Chief Restructuring Officer
 - Step 5: Appointment of a Receiver
 - Step 6: Review of PG&E's Certificate of Public Convenience and Necessity
- **Draft Resolution M-4852 finds that it is appropriate to place PG&E in Step 1 of the EOE Process due to a triggering event.**

Step 1 of the Enhanced Oversight and Enforcement Process

- Step 1, Enhanced Reporting, is triggered by the following events:
 - PG&E fails to obtain an approved wildfire mitigation plan or fails in any material respect to comply with its regulatory reporting requirements;
 - PG&E fails to comply with, or has shown insufficient progress toward, any of the metrics (i) set forth in its approved wildfire mitigation plan including Public Safety Power Shutoffs (PSPS) protocols, (ii) resulting from its on-going safety culture assessment, (iii) contained within the approved Safety and Operational Metrics, or (iv) related to other specified safety performance goals;
 - PG&E demonstrates insufficient progress toward approved safety or risk-driven investments related to the electric and gas business; or
 - PG&E fails in any material respect to comply with the Commission's requirements and conditions for approval of its emergence from bankruptcy.

Finding: PG&E's Enhanced Vegetation Management in 2020 Insufficiently Prioritized by Risk

- The Commission may invoke the EOE Process if PG&E self-reports, or the Commission becomes aware of, a triggering event.
- An audit by the Wildfire Safety Division has shown that in 2020, PG&E did not sufficiently prioritize its Enhanced Vegetation Management based on risk.
- As a result, Draft Resolution M-4852 finds that PG&E has “demonstrat[ed] insufficient progress toward approved safety or risk-driven investments related to the electric and gas business.”

CPUC Standards for Enhanced Vegetation Management

- Commission Resolutions WSD-002 and WSD-003 require PG&E to use a system of risk prioritization in all of its wildfire mitigation work, including its decisions concerning where to target its EVM work.
- PG&E submitted three separate risk rankings to Wildfire Safety Division in September 2020, December 2020, and January 2021.
- In all, PG&E completed 1,800 miles of EVM work on 161 circuits in 2020.
- However, under any of PG&E's rankings, the utility completed less than five percent of that EVM work on the 20 highest-risk power lines. Using the January 2021 risk ranking, PG&E completed less than 92 miles on the top 20 highest-risk circuits, of the 1,800 total miles completed.
- Instead, PG&E's lower-risk circuits received the utility's greatest focus in 2020.
- As stated in Draft Resolution M-4852, this is the opposite of the desired result from PG&E's safety and risk-driven investments approved by the CPUC.

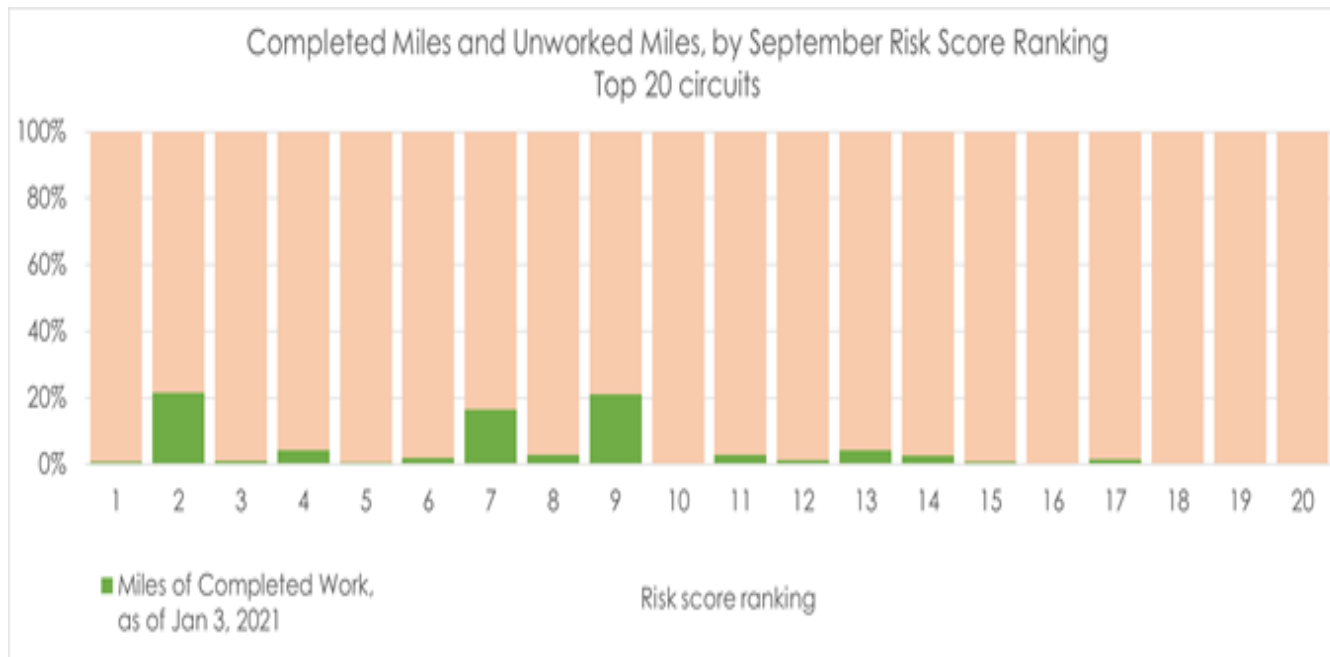
PG&E's Performance of Enhanced Vegetation Management

- Table 1 - Work Completed on Top 20 Circuits as Proportion of Total EVM Work Completed (September 2020 and January 2021 Risk Rankings)

	Miles of Work Completed, as of January 3 2021	Work completed as % of total
Top 20 circuits, September risk rankings	59.19	3.2%
Top 20 circuits, January risk rankings	91.72	4.9%
All circuits	1877.94	

PG&E's Performance of Enhanced Vegetation Management

- Figure 1 - Miles Completed and Unworked Miles, Top 20 Circuits (September 2020 Risk Ranking)



Consequences of Step 1: Corrective Action Plan

- Step 1 triggers a requirement for PG&E to submit a Corrective Action Plan for approval by the Commission's Executive Director.
- PG&E's Corrective Action Plan must:
 - Report on the 13 measures identified in Resolution M-4852 by **May 5, 2021** and every 90 days thereafter.
 - Explain how the utility will model the highest risk power lines and demonstrate that the utility is prioritizing the highest risk lines in its EVM program in 2021.
 - Report accurately to the Commission where PG&E is performing EVM work and keep the Commission apprised of changes in its plans or risk model.
- All reports will be publicly served and available.

Regular Agenda – Energy Resolutions and Written Reports

Item #36 [19236] – Places Pacific Gas and Electric Company into Step 1 of the Enhanced Oversight and Enforcement Process Adopted in Commission Decision 20-05-053

Res M-4852

PROPOSED OUTCOME:

- Places Pacific Gas and Electric Company (PG&E) into Step 1 of Enhanced Oversight and Enforcement Process due to failure to prioritize highest risk power lines in carrying out vegetation management.
- Requires PG&E to comply with a Corrective Action Plan to explain in detail how it models risk to ensure the highest risk power lines are cleared of vegetation first.
- Requires changes to PG&E's risk modeling and output proactively.
- Requires PG&E to report accurately to Wildfire Safety Division where it intends to engage in Enhanced Vegetation Management, demonstrate that it is prioritizing high risk power lines for vegetation management work first.

SAFETY CONSIDERATIONS:

- Proper vegetation management focused on mitigating the highest wildfire risk first is essential to public safety and mitigation of catastrophic wildfire.

ESTIMATED COST:

- Costs are not addressed in this Resolution, but will be addressed in PG&E's next General Rate Case or suitable application.

Regular Agenda – Orders Extending Statutory Deadline

Item #38 [19309] – Order Extending Statutory Deadline

A.10-07-009, A.19-03-002 - Related matters.

In the Matter of the Application of San Diego Gas & Electric Company for Approval of its Proposals for Dynamic Pricing and Recovery of Incremental Expenditures Required for Implementation.

Ratesetting

Comr. Shiroma - Judge Lee - Judge Lirag - Judge McKinney

PROPOSED OUTCOME:

- Extends Statutory Deadline for completion of this proceeding until August 30, 2021.

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.

Regular Agenda – Orders Extending Statutory Deadline (continued)

Item #39 [19312] – Order Extending Statutory Deadline

A.18-03-015

Application of Pacific Gas and Electric Company to Recover Costs Recorded in the Catastrophic Event Memorandum Account Pursuant to Public Utilities Code Section 454.9 and Forecasted Pursuant to Resolution ESRB-4.

Ratesetting

Comr. Houck - Judge Jungreis

PROPOSED OUTCOME:

- Extends Statutory Deadline for completion of this proceeding until April 30, 2022.

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.

Regular Agenda – Orders Extending Statutory Deadline (continued)

Item #40 [19317] – Order Extending Statutory Deadline

A.19-11-003, A.19-11-004, A.19-11-005, A.19-11-006, and A.19-11-007 - Related matters.

Application of Pacific Gas and Electric Company for Approval of Energy Savings Assistance and California Alternate Rates for Energy Programs and Budgets for 2021-2026 Program Years. Consolidated applications include Southern California Edison Company, San Diego Gas & Electric Company, Southern California Gas Company, and Marin Clean Energy.

Ratesetting

Comr. Shiroma - Judge Tran

PROPOSED OUTCOME:

- Extends statutory deadline for completion of this proceeding until December 31, 2021.

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.

Regular Agenda – Orders Extending Statutory Deadline (continued)

Item #41 [19347] – Order Extending Statutory Deadline

A.19-10-012

Application of San Diego Gas & Electric Company to Extend and Modify the Power Your Drive Pilot Approved by Decision 16-01-045.

Ratesetting

Comr. Rechtschaffen - Judge Goldberg

PROPOSED OUTCOME:

- Extends Statutory Deadline for completion of this proceeding until September 30, 2021.

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.

Regular Agenda – Orders Extending Statutory Deadline (continued)

Item #42 [19348] – Order Extending Statutory Deadline

R.18-12-006

Order Instituting Rulemaking to Continue the Development of Rates and Infrastructure for Vehicle Electrification.

Ratesetting

Comr. Rechtschaffen - Judge Doherty - Judge Goldberg

PROPOSED OUTCOME:

- Extends Statutory Deadline for completion of this proceeding until May 1, 2022.

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.

Regular Agenda – Orders Extending Statutory Deadline (continued)

Item #43 [19357] – Order Extending Statutory Deadline

A.18-10-008, A.18-10-009, A.18-10-010 - Related matters.

Application of Pacific Gas and Electric Company in Compliance with Ordering Paragraph 37, Resolution E-4906.

Quasi-Legislative

Comr. Guzman Aceves - Judge Hymes

PROPOSED OUTCOME:

- Extends Statutory Deadline for completion of this proceeding until October 19, 2021.

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



California Public
Utilities Commission

Regular Agenda – Management Reports and Resolutions

Item #49 [19361] – Bay Area Rapid Transit to Meet Commission Compliance Ordered by Decision 18-10-020, Paragraph 5.e.

Bay Area Rapid Transit (BART) to report on Annual Safety and update on BART's ongoing efforts to improve safety.

Safety Presentation to CPUC

Commission Meeting, April 15, 2021



▶ Safety Presentation to CPUC

Tamar Allen, Assistant General Manager, Operations

Jeffrey Lau, Chief Safety Officer



Condition of Probation: Fine

- 1st Installment of \$224,666.67 paid in Dec 2018
- 2nd Installment of \$224,666.67 paid in Sep 2019
- 3rd Installment of \$224,666.67 paid in Oct 2020

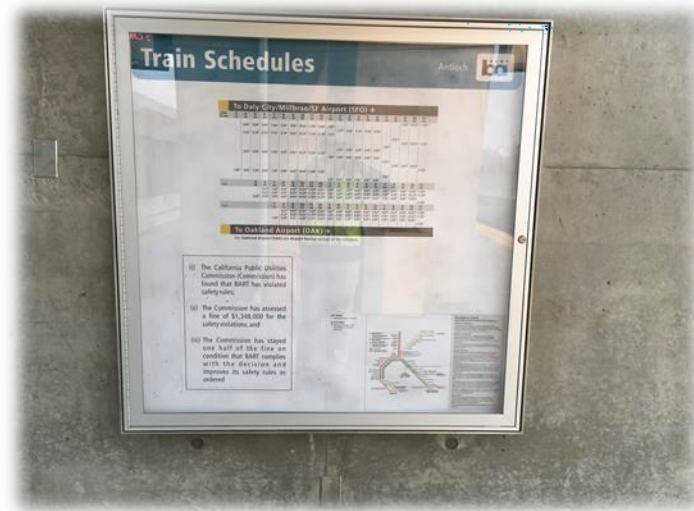
Status: **Completed**

Condition of Probation: Signage

Probation Term #1

Signage remains posted at each station

Status: **Completed**



Condition of Probation: Annual Safety Reporting

Probation Term #2

Safety violations tracking

- 1st Annual Report submitted to SED on 1/28/19
- 2nd Annual Report submitted to RSD on 1/27/20
- 3rd Annual Report submitted to RSD on 1/27/21

Status: **Completed**

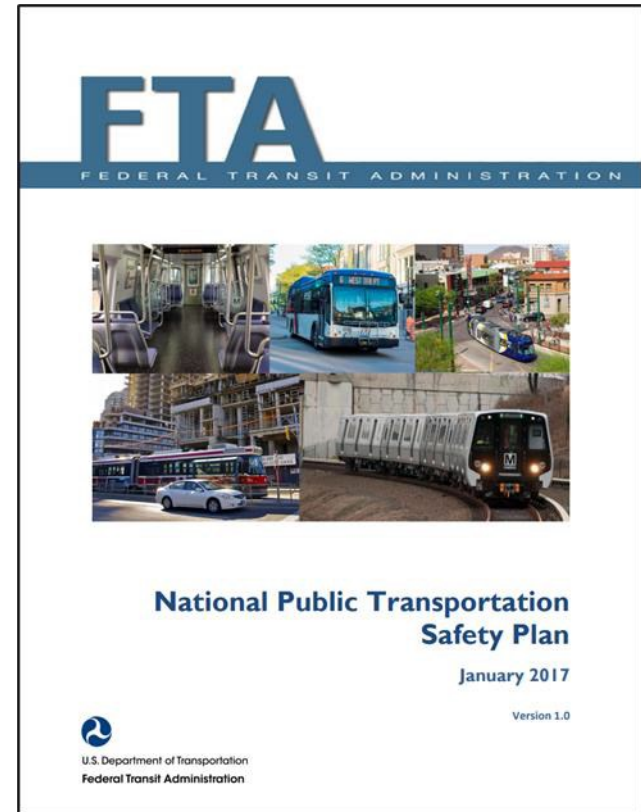
Condition of Probation: Safety Culture

Probation Term #3

Safety culture assessment

Status: **Completed**

- Assessment results have guided the development of SMS and BART PTASP



Condition of Probation: Safety Training

Probation Term #4

40-hour annual safety refresher courses for managers and supervisors

Status: **In Progress**; On Track for Completion by 2022

- First Year Program- Originally scheduled to be completed by May 2020 but unfortunately came to a halt due to COVID-19 Shelter in Place orders
 - Converted to remote delivery amid COVID-19 Pandemic
 - Completed by 2020

BART is committed to completing the entire training program:

- Second Year Program - in progress and to be completed by Dec 2021
- Third Year Program - will be completed by Dec 2022

Safety Culture at BART

Since our 2020 presentation, here is an update on:

- COVID-19 Response
- Safety Management System (SMS) Training
- PTASP Development and Submittal
- SMS Manager
- Maximo HSE – Safety Data Analysis and Dashboard
- Increased Operations & Safety Focus Meetings
- Safety Communications
- Improved Safety Reporting System
- Department of Fire Life Safety

COVID-19 Response

- Remote work where possible
- Social Distancing
 - Maintenance Shops
 - Staggered breaks
 - No face-to-face shift turn over
 - Job briefings – outside where possible, social distanced
 - KN95 Masks required when more than one person in a vehicle together
 - Stations
 - Single Agent per booth
 - One person limit for Breakrooms
 - Train Ops
 - Limited breakroom capacity
 - Identified alternative spaces for breaks and lunches



COVID-19 Response

- Disinfection Protocols
 - Customer Facing
 - High touch points multiple times per shift
 - Inside trains daily
 - Employee work areas
 - Started before it was a requirement
 - Fogging responsive to an incident and preventative
 - Areas include train cabs, employee break rooms, etc.
- Mandated Mask Wearing at work
- Education and Training Outreach



BART Vaccination Efforts

As part of regional collaboration, BART has provided facilities and parking lots for our partners as COVID-19 community testing & vaccination sites:

Testing Sites

- 24th St/Mission
- West Oakland
- Coliseum
- Fruitvale
- Bay Fair
- Union City

Vaccination Sites

- Bay Fair (single-day)
- Metro Building
- Coliseum
- Fruitvale
- Antioch (being planned)



SMS Training

SMS Safety Training for Managers

- Training focus on SMS, FTA CFRs, CPUC General Orders, Roadway Worker Protection rules, Personal Electronic Devices rules, etc.
- Over 300 Managers and Senior Employees Completed Training
- During 2021, they will complete additional OSHA safety training to enhance knowledge base and improve safety culture

BART PTASP

FTA requires all transit agencies to have an approved Agency Safety Plan in place by July 2020

- BART Agency Safety Plan was completed and submitted to CPUC on June 16, 2020
- Approved by BART Board on May 28, 2020
- Approved by CPUC on June 25, 2020
- Certified to the FTA for FY20

**San Francisco
Bay Area Rapid Transit District**

**Public Transportation Agency
Safety Plan**

Jeffrey Lau
Chief Safety Officer
System Safety Department

Tamar Allen
AGM Operations Concur:

Robert Powers
General Manager Approved:

BART Board of Directors Approval Date: May 28, 2020
Date: June 8, 2020
Revision 2

San Francisco Bay Area Rapid Transit District
System Safety Department
300 Lakeside Drive, 15th Floor
Oakland, CA 94612

BART Public Transportation Agency Safety Plan (Rev. 2, June 8, 2020) 1

SMS Manager

SMS Manager will oversee and support BART SMS implementation:

- Conduct SMS training and outreach
- Create safety communications
- Foster continuous improvement of BART Safety Culture
- *Update:* Job offer accepted in early March



Maximo HSE (Safety Database)

- Safety database provides safety data analysis and dashboarding
- Continuously being improved based on stakeholders' feedback
- SMS Manager will evaluate and improve safety dashboarding as one of first tasks
- *Update:* New accidentreporting@bart.gov created for more efficient reporting District-wide

Safety Committee & Focus Meetings

Safety staff attendance in:

- Quarterly Meetings with Training Professionals
- Shop Tailgate Safety Meetings
- Local Safety Committee Meetings
- M&E/Engineering Safety Bi-weekly Meetings
- M&E Safety Committee Monthly Meetings
- Design & Construction/Environmental Safety Bi-weekly Meetings
- Quarterly Project Engineering Review Meetings
- Construction Safety Meetings

Safety Communications

Operations publishes a monthly newsletter “Frontline with Ops” for employees:

- Safety Corner in every issue
- Safety communication written by System Safety staff

Safety issues a “Safety Rule of the Week”:

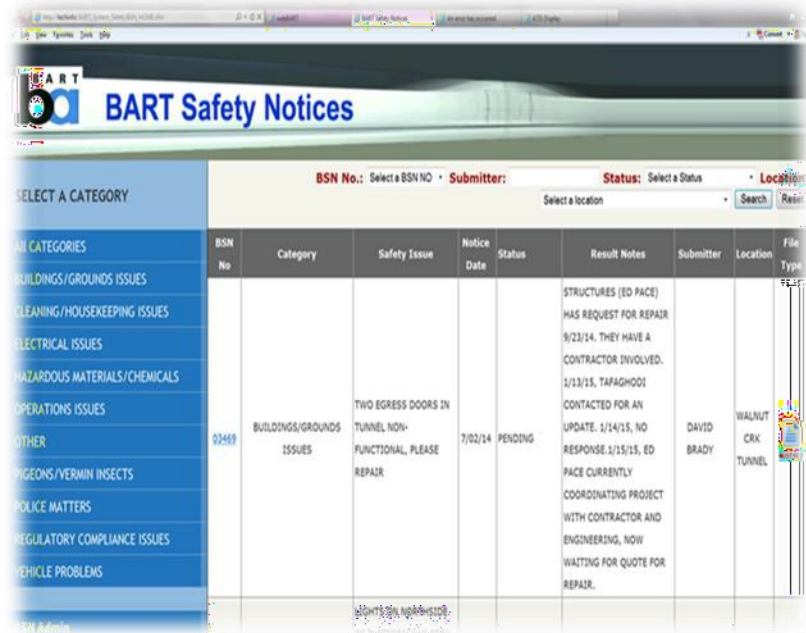
- Safety refresher
- Safety education



Improved Safety Reporting System

Multiple ways for employees to report safety issues:

- Email - systemsafety@bart.gov
- 24/7 Access – Day/Night safety staff
- BART Safety Notice – Online portal
- Unusual Occurrence Report
- Safety committees & meetings
- Staff email/phone/fax
- Safety Hotline
- Near-Miss Reporting



BSN No.	Category	Safety Issue	Notice Date	Status	Result Notes	Submitter	Location	File Type
03469	BUILDINGS/GROUNDS ISSUES	TWO EGRESS DOORS IN TUNNEL NON-FUNCTIONAL, PLEASE REPAIR	7/02/14	PENDING	STRUCTURES (ED FACE) HAS REQUEST FOR REPAIR 9/23/14. THEY HAVE A CONTRACTOR INVOLVED. 1/13/15, TAFAGHOOI CONTACTED FOR AN UPDATE. 1/14/15, NO RESPONSE. 1/15/15, ED FACE CURRENTLY COORDINATING PROJECT WITH CONTRACTOR AND ENGINEERING, NOW WAITING FOR QUOTE FOR REPAIR.	DAVID BRADY	WALNUT CRK TUNNEL	

SMS Wallet Card

Safety Reporting Wallet Card was distributed to all frontline employees:

<p>Useful Numbers:</p> <ul style="list-style-type: none">• BART main: 510-464-6000• Safety Hotline: 510-464-7535• OCC: x4152, 510-834-1297• OAC Central Control Room: 510-568-5637 Ext. 4120• eBART Control Center: 925-776-8001• BART Police Dispatch: x7000, 510-464-7000• Emergency Operations Center (EOC): x7810• ATIS: x7288 <p>In case of injury, call the BART workplace injury line: x3002, 888-247-7202</p> <p>If I am injured, please contact:</p> <p>_____</p> <p>Name Phone Number</p>	<p>When Wayside:</p>    
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BART Safety Management System (SMS)

Your safety role and accountability in SMS:

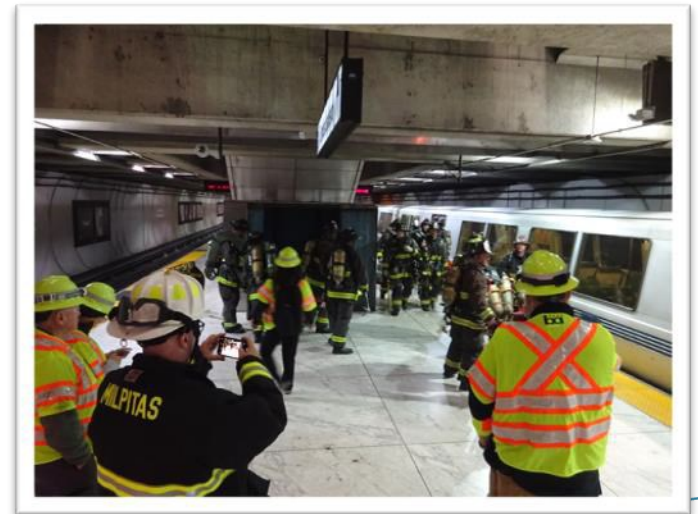
- Always take safe course of action
- Work safely and follow all Operating and Safety rules and procedures

Report safety concerns, hazards, near misses/close calls, suggestions to the System Safety team by using any of the following:

- SystemSafety@bart.gov
- Talk to any System Safety staff member (see phone list on Sharepoint)
- Raise it at your local Safety Committee Meeting
- Submit a BART Safety Notice (Maximo or hardcopy); or
- Unusual Occurrence Report - UOR (Maximo or hardcopy); or
- Roadway Worker Near Miss Report (anonymously or confidentially)

Department of Fire Life Safety

- Fire Life Safety has been established
- Department active since Fall 2019
- Completed FY20 inspections of all BART Stations, Yards, and Shops
- Inspections conducted in partnership with Local Fire Departments
- FY21 inspections have begun
- Fire Department issues addressed:
 - New Transbay Tube Mine Phones
 - New Station Maps for FD Operations
 - Skeds Placed in Stations to Support FD Response



Operations Safety Compliance Program

- CPUC Mandated
- Field Safety Compliance Checks/Audits by Supervisors & Managers
- Overseen by System Safety which also conducts its own checks

2020 Safety Compliance Checks		
	Number of Checks	Safety Areas/Categories Checked
M&E	6,047	88
Transportation	2,408	36
RS&S	2,674	12

M&E Operations Safety Compliance Program

Program CY20	Minimum Yearly Checks	Areas Checked	Compliance	Number of Employees
Electrical	888	20	100%	651
Escalator/Elevator	350	8	100%	310
General	1348	11	99.7%	913
NRVE	169	12	100%	86
Systems Maintenance	1311	16	99.5%	920
Way and Facilities	1981	21	100%	1494
Total Checks	6047	88	99.8%	4374

Division	Completed in 2020	Safety Areas
ROW Maintenance	3754	50
Facilities Maintenance	2293	16

RS&S Operations Safety Compliance Program

Program CY20	Minimum	Locations	Compliance	Number of Employees
Radio Communications		6	100%	235
Under-Floor Lift Operation		4	100%	114
Move Crew	52	5	100%	291
Transit Vehicle Hostling		5	100%	5
Personal Protective Clothing & Equipment and Ergo Devices		17	98%	946
Overhead Crane Operation		4	100%	34
Personal Electronic Device Rule Compliance		11	100%	487
Workstation Safety (Secondary)		5	100%	335
Forklift		4	100%	41
Lockout/Tagout		1	100%	3
Ascending and Descending From Top of Revenue Vehicles		2	100%	8
Safe Working Within Car Over Work Pit		5	86%	42
Total Checks	2674		99%	2541

Transportation Ops Safety Compliance Program

Program CY20	Minimum Yearly Checks	Areas Checked	Compliance	Number of Employees
Train Operator/Foreworker Safety Compliance Plan (OSCP)	26 annually per supervisor	15	98%	519*
Train Operator In-Cab Video Reviews (General Order 172)	178 annually	1	100%	444**
Train Operator Ride Checks	444 annually	20	100%	444**
Total Individual Supervisor Checks	2408***	36		

*Total number of Foreworkers 75 + Total number of Train Operators 444 = Total Number of Employees 519

** Total Number of Train Operators (Full and Part Time) = 444

***Performed 1676 compliance checks + 401 in-cab camera reviews + 331 ride checks. Ride checks did not meet minimum requirements due to social distancing rules mandated by CDC.

Operations Control Center (OCC)

Monthly No-Notice Drills

- Ensures the readiness of the Control Center for emergencies
- No-Notice Drills are conducted every shift, every month on the console or as tabletop exercises with a representative of each group in the room (Train Controller / Power Support / Comspec / Tango) at least one drill per month shall include a ventilation scenario
 - **2020: 48 drills or tabletops completed**
- Completed the implementation of the OCC “Safety Compliance Checks” within the Maximo system in August 2020
 - Allows drills, Controller observation check-rides and other compliance to be entered and tracked in Maximo

eBART Ops Safety Compliance Program

Program CY20	Min Yearly Checks	Areas Checked	Compliance	Number of Employees
Operations Safety Compliance Plan - Ops	25% of Engineers/Qtr. 100% annually.	2 (yard and mainline)	Quarterly 100% Annual 94 % Covid-19	18
Operations Safety Compliance Plan-Systems	25% of Systems workers/Qtr. 100% annually.	2	Quarterly 50% Covid-19 Annual 100%	10
Operations Safety Compliance Plan – Vehicle Maintenance	25% of CVMs/ Qtr. 100% annually.	6	Quarterly 75% Covid-19 Annual 100%	11
In-Cab Video Reviews per General Order 172	25% random checks of Engineers and CVM's/ Qtr.	1 (operating cab)	100%	29
DMU Engineer Evaluations	1 per Qtr. per Engineer	2 (yard and mainline)	25% Covid-19	18

BART Emergency Drills & Training – 2020 & 2021



- Jan 17 20: Ops Unannounced Drill internal
- Jan 12-19-26: TBT full exercises multi agencies
- Feb 6 2020: SFFD New recruit Familiarization
- 06/18/20 – eBART Facility Evacuation Drill
- **Governors Stay-at-Home Orders on COVID-19 disrupted the CY2020 exercise and drill schedule**
- Feb & March 2021: Rotation tours of HMC facilities with Hayward Fire Dept
- May 4-5-6-7 Command & Control exercises with Fire Dept Command Staff
- May 16-23-30: TBT full exercises multi agencies

Internal Safety & Security Audit Program

- System Safety audits safety programs implemented by Operations and other departments every year
- CPUC staff participated and approved BART annual summary reports
- Number of recent audits performed:
 - 2018 – RS&S in 39 areas; Procurement in 1; Leave Management in 1; BPD in 1
 - 2019 – Transportation in 22 areas; BPD in 2
 - 2020 – M&E in 17 areas; System Safety in 6; BPD in 2 areas

eBART Internal Safety & Security Audit Program

- System Safety audits safety programs implemented by eBART Operations and other departments every year
- CPUC staff participated and approved eBART annual summary report
- Number of recent eBART audits performed:
 - 2018 – 3 Audits covering 6 sections of the eBART SSPP
 - 2019 – 4 Audits performed covering 8 sections of the eBART SSPP
 - 2020 – 4 Audits performed covering 7 sections of the eBART SSPP; 3-year audit schedule completed as required

Capital Projects

BART Essential Infrastructure

Track & Structures – Assets beyond design life

- Rail Replacement and Rail Grinding
- Interlocking Replacements

Electrical Power – Existing assets past design life/prone to failures

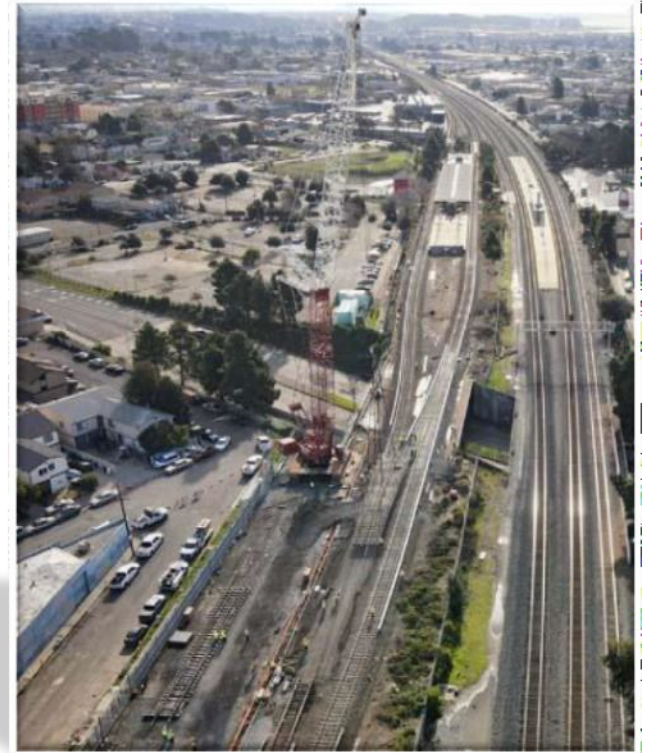
- Replacing 34.5 kV cable and substations
- Replacing 3rd Rail, Insulators, and Coverboards

Train Control – Heart of train movement, prone to failures

- Replacing existing switch machines, train control loops, and cabling

Extensions and Fleet Replacement – Improve transit connectivity and rail car reliability

- Silicon Valley Extension (SVBX)
- Rail Car Procurement



Capital Projects

BART Essential Infrastructure

Stations – Replace aging assets and protect new assets

- 19th Street Station (ADA improvements, Lighting)
- Union City Station (Fire Alarm, Lighting)
- El Cerrito Del Norte (CCTV, Elevators, Fire Alarm, Lighting)
- Downtown SF Canopies and Escalators

Transbay Tube – Asset needs code-compliant egress/longevity/earthquake safety

- Cross-Passage Doors
- Oakland Emergency Generator
- Cathodic Protection
- Earthquake Retrofit





Regular Agenda – Management Reports and Resolutions

Item #49 [19361] – Bay Area Rapid Transit to Meet Commission Compliance Ordered by Decision 18-10-020, Paragraph 5.e.

Bay Area Rapid Transit (BART) to report on Annual Safety and update on BART's ongoing efforts to improve safety.

Commissioners' Reports



California Public
Utilities Commission

The CPUC Thanks You For Participating in Today's Meeting

The next Public Meeting will be:

April 22, 2021 at 10:00 a.m.

Remote

