



Safety & Enforcement Division



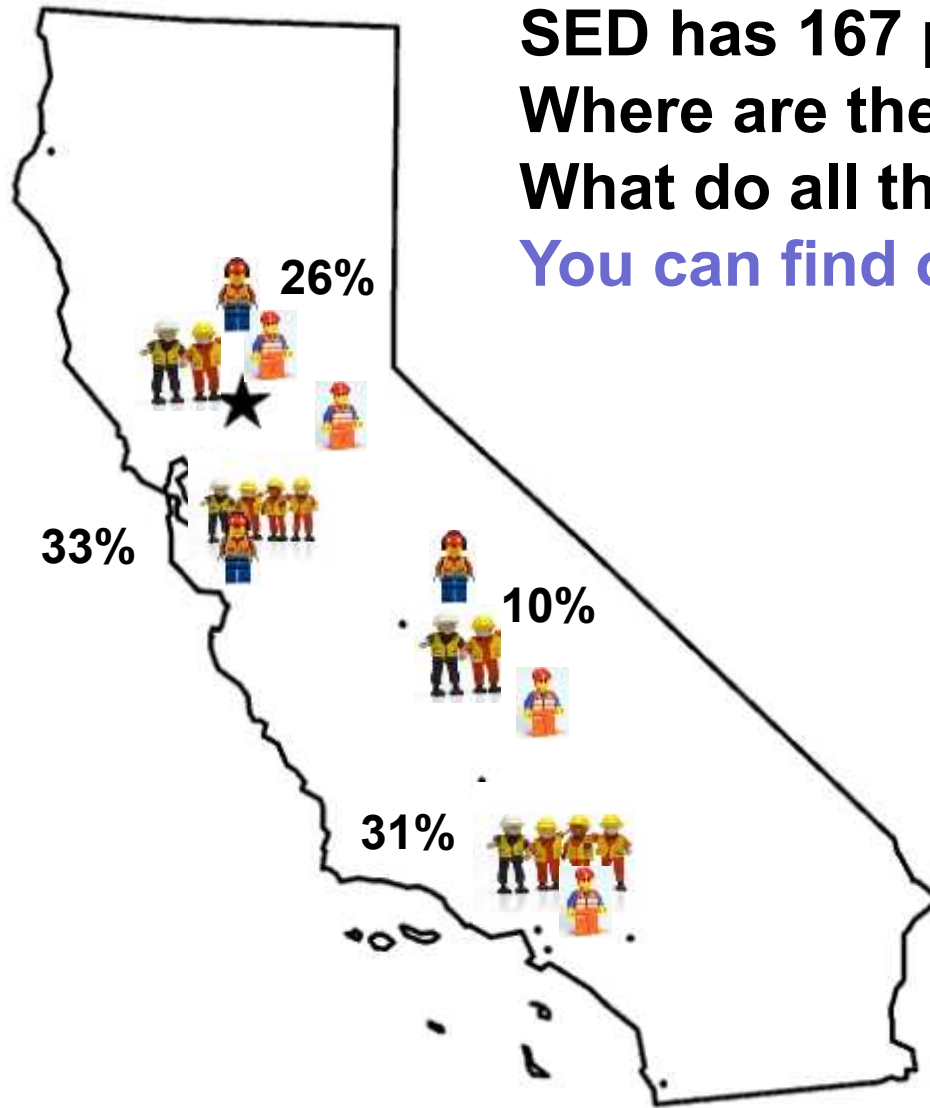
Annual Work Plan 2017

March 23, 2017



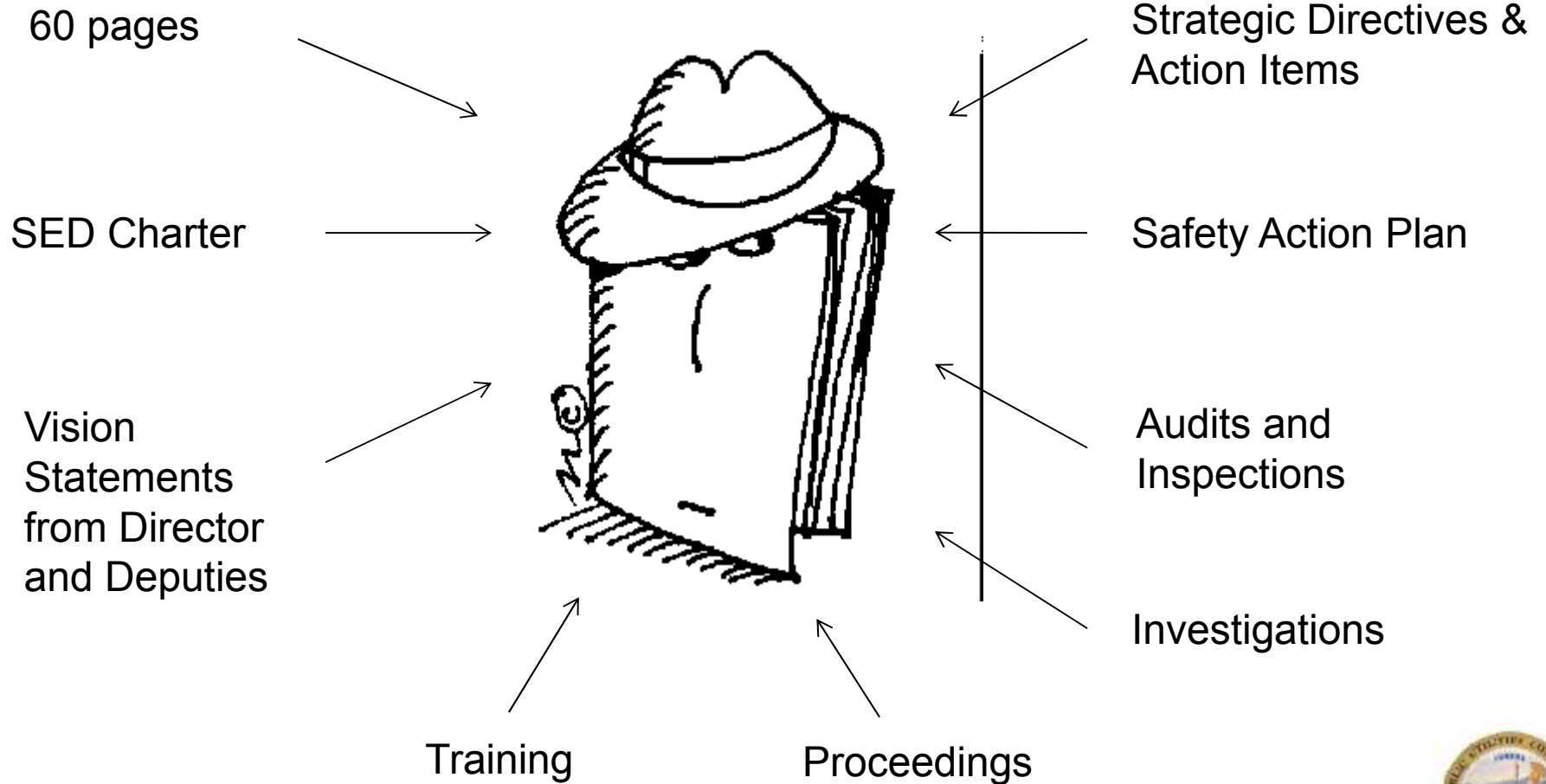


**SED has 167 positions.
Where are they all?
What do all these people do?
You can find out in our annual plan!**





What is SED Planning? It's Not a Mystery!





SED Director has Priorities

1. Administrative support and internal operations hold SED back. I'm going to fix this.
2. Partner up! SED will expand collaboration with communities, local governments, State and Federal agencies.
3. Make safety visible. We do great work and I'm going to talk about it.

Editorial: Metropolitan Director's Vision

My goal as MET Director has always been to build a premier safety organization in the United States. About three years ago, Ken Brisco and I visited Washington State, DRIWA and Transportation Commission to learn how they turned around their pipeline safety program after an explosion like the explosion in Michigan that killed three people on Jan 10, 2009. We spent several days there as Washington staff worked as always. They also had a big effort to build a program that is now considered to be one of the top pipeline safety programs in the nation. I wanted to figure out what they did, so that at some point across the line the DRIWA could do it their share. After Ken and I came back from Washington, we got together with the gas branch and over a three month period completely redesigned our gas safety program. It was the way that we worked really to focus on interstate safety incidents. There were a few incidents in a 22 percent drop in the pipeline and interstate safety address incidents (PMSI) since it just a year. I'm honestly proud of all we went that DRIWA gas branch has done, but I can't only as the negotiating for what I think address.

One area that continues to hold SED back is administrative support and internal operations. It is critical: inter budget management, travel approval and reimbursement, timekeeping, procurement of safety gear, vehicle management, medical management, Motor program, document management, process documentation and many other supporting activities that are vital to making it all run. This waste has been a challenge for the DRIWA for some time. MET Executive Director Tim Sullivan refers to this problem as the "collapse of CPUC's administrative core", which he attributes to a lack of resources and attention that this area has experienced for many years. As the CPUC moves forward to rebuild the administrative core, we must participate in that effort and make the related problems that exist within our own Division work related to improving MET administrative support and internal operations is going to be one of my top priorities for 2014. My vision for this work is "the only injured witness", we may not be able to solve all of the issues, since many of them are outside of SED's control, but whatever is within our control we must fix.

Another area where I would like to see SED continue to work is in the development of partnerships with our member local governments, as well as other non-governmental entities. Making safety of the infrastructure and rail transportation in California is an immense task and it's not something that SED can do alone. Last year, I negotiated agreements between CPUC and the Governor's Office of Emergency Services (GOES) and the Division of OH, Sea and Coastal Resources (DSCR), currently in the process of finalizing the agreement with Cal FIRE. There are many other state and federal agencies with whom CPUC can develop relationships to better to taking prevent infrastructure safety engagement with local governments and communities to also help. At the end of the day, safety is always a local issue. Making make that more apparent than when an incident happens and a community is impacted. I plan to have SED work in partnership with communities and local governments.



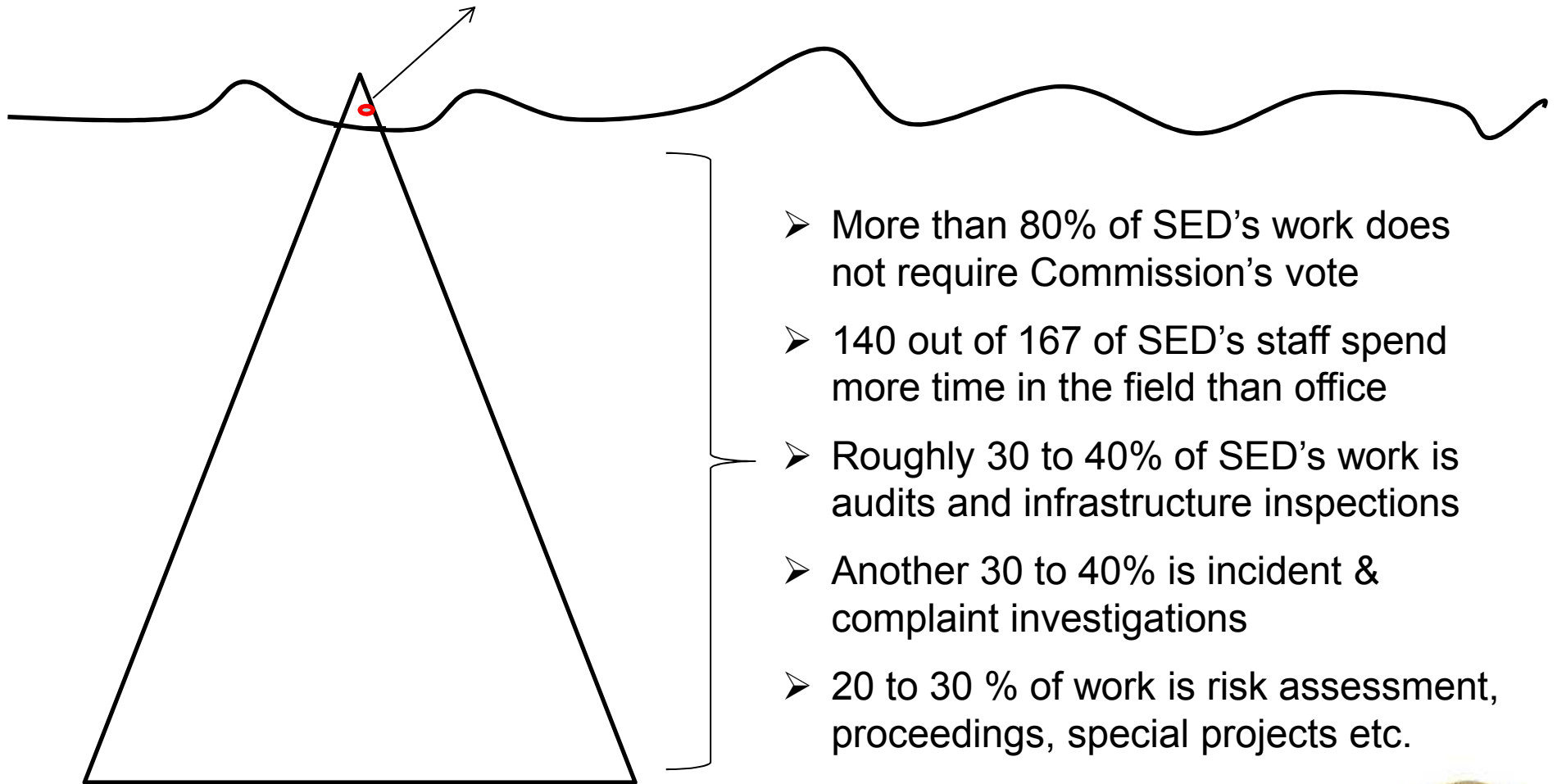


8 Action Items Pertaining to Strategic Directives





Director's Work & Priorities





2,180 Railroad Inspection Days

2,550 gas inspection field days

360 MHP and 94 propane inspections

20 electric and telco audits

500 inspection days of seaports

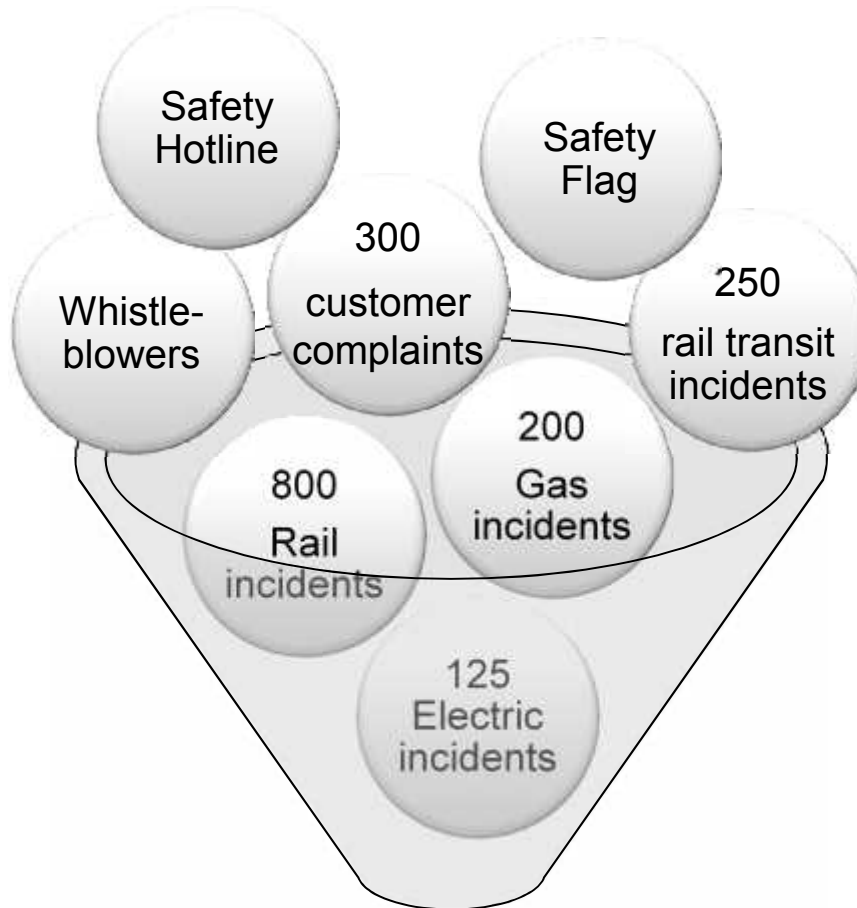
69 gas audits

3 triennial rail transit audits

CA Infrastructure

- 4 million utility poles
- 200,000 miles of overhead electric lines
- 70,000 miles of underground lines
- 100,000 miles of utility-owned natural gas pipelines
- 3,200 small mobile home (MHP) and propane operators
- 1,000 power plants
- 9,000 miles of railroad track
- 13,500 rail crossings





**More than 1,500
Investigations a Year**





...And Much Much More

Evaluation of Risk Mitigation Effectiveness

Trends Toward Utility "Hot Work"

Utility use of contracting and impact on safety

Evaluation of National Electric Safety Code

Enforcement of 811 "Call before you dig" program

Expand Railroad Bridge Evaluation Program

Monitor Crude Oil and Coal Train Movements

Continue the Positive Train Control Program

Section 130 Program Contracts: Crossings Inventory

20 Rail Crossings Applications

Safety Model Assessment Proceeding (A.15-05-002, et al)

Gas Leak Abatement OIR (R.15-01-008)

PG&E Safety Culture Investigation (I.15-08-019)

Physical Security of the Electric Supply System (R.15-06-009)

Fire-Threat Maps and Fire-Safety Regulations OIR (R.15-05-006)

Vehicle Electrification (A.17-01-020/-021/-022)

SoCal Gas Safety Enhancement Plan (A.14-12-016)

Long-term Viability of Natural Gas Storage Facilities (I.17-02-002)

Consideration of Changes to Rule 18 in General Order 95 (R.16-12-001)

Physical Security of the Electric System (R.15-06-009)

