



# Working for California

A MONTHLY NEWSLETTER FROM THE CPUC

September 2018 edition

Produced by the CPUC's News & Outreach Office | [outreach@cpuc.ca.gov](mailto:outreach@cpuc.ca.gov)

## Working Together on Innovative and Far-Reaching Solutions to Wildfire Prevention

By *Elizaveta Malashenko, CPUC Safety and Enforcement Division Director*

In California, we know all too well that the threat from destructive wildfires is growing. This is a call to be more proactive and creative in working to keep people and property safe as climate change and persistent drought continue to pose enormous challenges.

Last month, I had the privilege of testifying at the Capitol in Sacramento before the Wildfire Preparedness and Response Legislative Conference Committee established by the Legislature to address this multi-faceted issue. Wildfire safety is a complex topic, and more than anything I tried to stress that it requires a comprehensive approach. We must constantly adjust our thinking on everything from land use and utility liability to vegetation management and enhanced use of technology.

As I said in my remarks, three components are needed for a wildfire to occur – fuel, an ignition source, and weather – and we need to think about all three to have a real impact.

On the fuel management side, we are primarily talking about vegetation management. This means reducing fuels around electric facilities and promoting compatible vegetation through policies such as Right Tree Right Place, which refers to utility programs that encourage removing trees not suited to growing near utility infrastructure and replacing them with vegetation that fits with the environment and

does not pose safety risks.

As an industry, we spend more than half a billion dollars across the investor-owned utilities in California on maintenance of rights of way. This is currently a highly labor-intensive process that relies on physical inspections by foresters and arborists. For the utilities, their primary focus is on compliance, particularly ensuring maintenance of required clearances. However, when winds start to exceed 50 miles per hour, healthy trees fall and branches break and fly into energized conductors from outside the clearance space and ignite. Therefore, if utilities focus only on maintaining clearances and adequate rights of way, it is still nowhere near a fail-safe way to mitigate the vegetation fuel risk we face.

For management of vegetation beyond clearance requirements, and especially beyond utility rights-of-way, the challenge becomes daunting. There are more than 129 million dead trees and more than 260,000 miles of electric transmission and distribution lines in California. However, the good news is that there are technical solutions that can help utilities and regulators get ahead of the problem. These rely on “big data” solutions, advanced analytics, machine learning paired with data streams coming from sensors, aerial patrols, LiDAR, and other advanced surveying techniques. Expanded use of advanced technologies can enable utilities to do much more robust risk management than what can be done with boots on the ground.



*Safety and Enforcement Division Director Elizaveta Malashenko testifies at the Capitol during recent wildfire hearings*

There are advanced technologies on the ignition-prevention side that are also being deployed, such as fault detection and isolation technology. And there are also many examples of infrastructure hardening, such as increasing wire-to-wire clearances and pole replacement programs. Some utilities are also starting to use coated conductors, which have been deployed on the East Coast to enhance reliability. When it comes to ignition control, the main concern is with utility equipment itself as the cause of the fire, such as sparks from electric infrastructure. The risk of ignition can be reduced by making utility assets less likely to fail and identifying issues more quickly when they do.

When it comes to weather, it is all about situational awareness and better predictive modeling. That means deploying weather stations, high-definition cameras, understanding how the climate is behaving and getting better at responding to these conditions in real time. Using weather stations and collecting granular wind, temperature, humidity, and fuel moisture information enhances a utility's awareness of what's happening near electric lines and can eventually enable better computer modeling of wildfire risks. That information can also inform other climate adaptation efforts.

At the California Public Utilities Commission (CPUC), we've been working on wildfire safety for



California Public Utilities Commission

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## Working Together — Wildfire Prevention: *continued from page 1*

some time and have a long history of decisions that have strengthened regulations.

A few years ago, the CPUC also revamped the ratemaking process to incorporate risk assessment into the evaluation of utility rate cases. Among various changes, the CPUC introduced the Safety Model Assessment Proceeding (SMAP) and Risk Assessment Mitigation Phase (RAMP) processes. Together, these two procedural avenues enable the CPUC to establish risk management models and provide transparency into how utilities categorize and quantify risks. Utilities rank the risks they face and identify the costs to mitigate them as part of the rate cases that the CPUC considers on a three-year cycle. Mechanisms are also in place for the CPUC to ensure that the money allocated for safety measures is adequately spent. Since the beginning of this program, the electric utilities have identified wildfires as the top risk.

In response to rising risk of wildfires in the state, the CPUC has adopted more stringent vegetation management requirements that are now the most far-reaching in the nation. The CPUC also developed and adopted wildfire maps and corresponding risk-based regulations. Depending on the wildfire hazards in the area, these include stricter maintenance requirements and more patrolling in high fire-risk zones. The CPUC has also adopted an updated de-energization policy that sets up a process for

utilities to shut-off electric lines as an ignition prevention measure of last resort, as well as requiring outreach to local communities and advanced notification.

Staff at the CPUC work to assure that the utilities comply with the CPUC's regulations, but they also must stay current on industry best practices. Having adequate resources is crucial, of course, and in just the past two years, we have more than doubled our safety program at the CPUC. Six years ago, the CPUC had just one group of 30 people who oversaw all electricity, telecommunications, and natural gas facilities for the entire state. Now we have more than 30 people dedicated to gas safety and more than 30 people in electric safety as well.

As in my testimony, I am addressing only on a few areas of this complex topic. Staff at the CPUC are always learning, striving to improve, and reassessing and examining what went well and what needs refinement. When it comes to safety, there is no single step we can take that will eliminate all possible risks. To address the increasing challenge of devastating wildfires it's going to take all key stakeholders working together to put in place innovative and far-reaching solutions. The robust dialogue on wildfires that has been taking place this year between government agencies, elected officials, local governments, utilities, and many other stakeholders must continue.

## CPUC Tackles Utility Emergency Planning and Disaster Preparedness



*There are many safety initiatives underway at the California Public Utilities Commission (CPUC) as it works to assure Californians' access to safe and reliable utility infrastructure and services. Safety-related articles will be featured again in future issues.*

**By Commissioner Clifford Rechtschaffen**

In the early morning darkness of April 16, 2013, one or more snipers fired approximately 100 rounds of high-caliber rifle ammunition at the Metcalf Substation south of San Jose that Pacific Gas and Electric Company (PG&E) uses to send power to Silicon Valley. The attack knocked out 17 large transformers and caused more than \$15 million in damages that took almost a month to repair.

Luckily, a blackout was averted because working power plants in the Silicon Valley were able to generate more electricity to address the situation. But the near-disaster was a frightening wake-up call for the electricity industry and for public safety officials and regulators. At the time, Jon Wellinghoff, then Chairman of the Federal Energy Regulatory Commission, called the still unsolved crime "the most significant incident of domestic terrorism involving the grid that has ever occurred."



*Workers inspecting the damage at the scene of the 2013 Metcalf Substation incident*

Whether it was a terror attack or a dress rehearsal for something more ominous has never been determined for sure, but the episode captured California's attention. Spurred by that incident, the CPUC is now well into a multi-phase rule-

making proceeding on physical security threats to electric utility facilities, and emergency planning and disaster preparedness for electric and water utilities that are regulated by the CPUC.

We will soon hold our [second public workshop](#) on the issue – it's scheduled for Friday, Sept. 28, 2018, at the San Diego County Op-

eration Center. As lead Commissioner on the proceeding, I want to make sure we are working closely not just with the utilities, but with local government officials and other key parties that may not have been fully part of the preparedness

conversation up to now but are critical to successful emergency response efforts. With all the deadly wildfires we've been experiencing in California, this proceeding could not be timelier, as we've seen with the keen focus of the Legislature and Governor on wildfire safety and related issues in the recently

concluded legislative session. We need to have smart, comprehensive plans in place, and they must be implemented effectively. Successful communication and

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# The Docket: Proceedings Filed at the CPUC in August 2018

## PROCEEDING NUMBER • FILED DATE • FILER

A1808003 • 30-July-2018 • Service First Northern California  
Application of Service First Northern California for authority to operate a scheduled and on-call Passenger Stage Corporation Throughout Northern California; and to establish a Zone of Rate Freedom.  
(HARD COPY FILING)

A1808001 • 01-Aug-2018 • PacifiCorp  
In the Matter of the Application of PacifiCorp (U901E) for Approval of its 2019 Energy Cost Adjustment Clause and Greenhouse Gas-Related Forecast and Reconciliation of Costs and Revenue.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=219472371>

R1706026 • 01-Aug-2018 • ALJ/ROSCOW/CPUC  
Proposed Decision modifying the Power Indifference Adjustment Methodology.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=219474629>

A1301012 • 02-Aug-2018 • ALJ/COLBERT/CPUC  
DECISION DENYING THE PETITION FOR MODIFICATION OF DECISION 14-08-045.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=219474638>

R0110024 • 03-Aug-2018 (Reopen date) • CPUC  
Reopen case: Order Instituting Rulemaking to Establish Policies and Cost Recovery Mechanisms for Generation Procurement and Renewable Resource Development.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=220547169>

A1308002 • 03-Aug-2018 (Reopen date) • Southern California Edison Company  
Reopen case: In the Matter of the Application of Southern California Edison Company (U338E) for approval of Greenhouse Gas Cap-and-Trade Program Cost and Revenue Allocation. [Per ALJ McKinney's Ruling issued on 9/9/2013, proceedings A.13-08-002, A.13-08-003, A.13-08-005, A.13-08-007, And A.13-08-008 are consolidated.]  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=219472380>

A1308003 • 03-Aug-2018 (Reopen date) • Pacific Gas and Electric Company  
Application of Pacific Gas and Electric Company Setting Forth Forecast Greenhouse Gas Emissions Compliance Costs and Allowance Revenues, and Related Administrative and Customer Outreach Costs for 2014 Pursuant to D.12-12-033 (U39E)  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=219472380>

A1308005 • 03-Aug-2018 (Reopen date) • San Diego Gas & Electric Company

## PROCEEDING NUMBER • FILED DATE • FILER

Reopen case: Application of San Diego Gas & Electric Company (U902E) to Return Revenues from the Sale of Greenhouse Gas Allowances and to Recover Forecasted Costs Associated with California's Greenhouse Gas Emissions Reduction Program for 2013 and 2014.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=219472380>

A1308007 • 03-Aug-2018 (Reopen date) • PacifiCorp  
Application of PacifiCorp (U901E), an Oregon Company, to Establish Forecast GHG Costs for 2014 and to Estimate GHG Allowance Revenues to be Distributed to Eligible Customer Classes.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=219472380>

A1308008 • 03-Aug-2018 (Reopen date) • Liberty Utilities (CalPeco Electric)  
Application of Liberty Utilities (CalPeco Electric) LLC (U 993 E) Setting Forth Forecast Greenhouse Gas Allowance Revenue, Greenhouse Gas Allowance Costs, Customer Outreach Costs, and Program Administrative Costs for Calendar Year 2014.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=219472380>

A1808004 • 06-Aug-2018 • Metro Gold Line Foothill Extension Construction Authority  
Application of the Metro Gold Line Foothill Extension Construction Authority for an order authorizing construction of two light rail tracks, and alteration of two commuter rail tracks and two freight tracks, at two highway-rail crossings at (1) at Garey Avenue, and (2) Fulton Road in the Cities of Pomona and La Verne in Los Angeles County.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=220547203>

A1508027 • 08-Aug-2018 • ALJ/KERSTEN/CPUC  
Proposed Decision approving Certificate of Public Convenience and Necessity for the Suncrest Dynamic Reactive Power Support Project.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=220547205>

A1808005 • 08-Aug-2018 • County of Riverside  
Application of the County of Riverside to construct an overpass grade-separation structure for State Route 111/Avenue 66 in the Community of Mecca, Riverside County.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=220547204>

A1204019 • 13-Aug-2018 • ALJ/HAGA/HOUCK/WEATHERFORD/CPUC  
Decision approving a modified Monterey peninsula Water Supply Project, adopting settlement agreements, issuing certificate of public convenience and necessity and certifying combined environmental report.

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## Emergency Preparedness: *continued from page 2*

coordination between utilities, public safety, and residents is absolutely essential and could be a matter of life or death. Our goal for the proceeding is to establish a consistent set of standards for disaster and emergency preparedness plans for the utilities that come under our regulatory purview so we're all better equipped to protect people and property no matter what may happen.

We held our first workshop on the issue in June at the Governor's Office of Emergency Services in suburban Sacramento. Our focus for that session was on utility disaster planning and emergency response. During the all-day session, we heard from the California Office of Emergency Services, utility safety personnel, local government officials, and a number of our own emergency preparedness and safety experts at the CPUC.

It was a productive meeting. Lots of good ideas were discussed, but there was palpable frustration on the part of many who participated.

Utility representatives described their existing emergency plans, engagement with the communities they serve in the context of emergency preparedness, and their experience in implementing these plans. How-

ever, other speakers, including a representative of Contra Costa County, expressed the need for significant improvements to utilities' emergency response plans, pointing to the lack of coordination between utilities and local officials.

At our second workshop later this month in San Diego, we'll dig deeper into the issue of communication and coordination between utilities and local government and emergency planning agencies. Among other things, we want to identify utility best practices to communicate with government agencies during emergencies, specific changes needed to make the participation of local government agencies in utilities' preparation of disaster and emergency preparedness plans more meaningful, and measures allowing for effective communication with people for whom standard forms of communication are not enough due to a disability or limited English proficiency.

My fellow Commissioners and I know that these are big issues to tackle but I also know it's crucial to look at what's working, what needs to be fixed, and how we can all work together to do a better job keeping people and their property safe.

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***“I want to make sure we are working closely not just with the utilities, but with local government officials and other key parties that may not have been fully part of the preparedness conversation up to now but are critical to successful emergency response efforts”***

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— ***Clifford Rechtschaffen***

## Docket: August Filings, *continued from page 3*

<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=222198355>

A1808007 • 13-Aug-2018 • Zuma Beach FM Emergency and Community Broadcasters Inc.  
Application for Rehearing of Resolution ESRB-8 (de-energization).

<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=221341400>

R1407002 • 13-Aug-2018 • ALJ/KAO/CPUC  
Decision denying petition for modification of decision 14-05-033 regarding designation of small net energy metering-eligible facilities paired with energy storage.

<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=220755142>

A1509007 • 14-Aug-2018 • ALJ/MACDONALD/CPUC  
Decision adopting all-party settlement, as modified and granting PacifiCorp approval to sell certain coal mining assets under section 851.

<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=221866068>

A1702001 • 14-Aug-2018 • ALJ/YACKNIN/CPUC  
Decision dismissing application of Southern Edison Company (U338E) for Authority to Lease Certain Fiber Optic Cables to Cellco Partnership D/B/A Verizon Wireless under the Master Dark Fiber Lease Agreement Pursuant to Public Utilities Code Section 851.

<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=221391373>

R1706026 • 14-Aug-2018 • CMMR/PETERMAN/CPUC  
Alternate Proposed Decision of Commissioner Peterman modifying the Power Charge Indifference Adjustment Methodology.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=222198352>

A1808009 • 15-Aug-2018 • Hamilton NG911, Inc.  
Application of Hamilton NG911, Inc. for a Certificate of Public Convenience and Necessity to provide limited facilities-based and resold competitive local exchange service and non-dominant interexchange service.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=225034065>

R1502020 • 17-Aug-2018 • ALJ/SIMON/MASON/ATAMTURK/CPUC  
Proposed Decision closing Rulemaking 15-02-020.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=222355704>

A1808008 • 20-Aug-2018 • Tofane Global US LLC  
In the Matter of the Joint Application of Tofane Global US LLC, KPN B.V., and iBasis Retail, Inc. (U7301C) for Approval to Transfer Indirect Control of iBasis Retail, Inc. to Tofane Global US LLC.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=224423159>

A1808010 • 21-Aug-2018 • City of Ione  
Application of the City of Ione for a public road crossing the extension of Foothill Boulevard and Mile Post No.0.84 of the Amador Central Railroad (AMC) Recreational Railroad Coalition

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# An Experiment in Red: Improving Rail Crossing Visibility

*By Roger Clugston, Deputy Director, CPUC Office of Rail Safety*

Sometimes the best solution to a tough problem can also be the least expensive and most simple option on the table. Consider railroad crossings, for example.

The U.S. has more than 212,000 highway-rail grade crossings where roadways intersect train tracks. California alone has more than 10,000 and they can be a safety concern. Nationwide, from 2008 through 2017, there were 21,095 accidents, resulting in more than 2,500 deaths and 9,000 injuries at these crossings. In California, 1,393 highway-rail accidents resulted in more than 300 deaths and 750 injuries during the same period.

I've been working around trains for more than 45 years and have a deep appreciation of the hazards that go with them. Railroad and Rail Transit at-grade crossings pose a danger to the public because of the simple need for motorists and pedestrians to cross over tracks to reach a destination. Even when such crossings are protected by safety warning flashers, bells, and warning gates, the danger is ever-present. The real key to safety requires the public to pay attention, heed the warnings, and not do anything risky. But human nature being what it is, we know people don't always behave that way.

We've all seen motorists get upset at being inconvenienced by having to wait for a passing train. In some cases, drivers will try to "beat" an approaching train to avoid waiting a few minutes, regardless of personal risk. Or, they will drive around lowered warning gates in blatant contempt of grade crossing safety warnings designed for their protection.

Other reasons for vehicle-versus-train crossing accidents are inattentiveness, lack of situational awareness, or plain misjudgment about the actual danger or speed of an approaching train. Sometimes drivers stop on the tracks at locations where there may be a road intersection near railroad tracks and find themselves queuing up in traffic, not fully realizing they



*A rendition of what the railroad crossing could look like after application of the red non-slip paint*

are in the dynamic envelope of the track, not foreseeing that there could be an approaching train any moment.

Another big challenge in keeping drivers and pedestrians safe when trains are present is the high cost of crossing improvements. It's also not easy to determine who is responsible for paying for those improvements, which tends to stall progress.

For some time now, I've been convinced we needed a low-cost alternative to railroad grade crossing safety enhancement that could potentially improve driver awareness and reduce the dangers for motorists and pedestrians at

crossing. This is a low-cost, low-maintenance concept compared to other crossing safety enhancements – just about \$2 a square foot to apply the bright red, non-slip aggregate paint.

Red markings would be placed within the dynamic envelope of an at-grade crossing, with the concurrence of the local jurisdiction and the railroad company. A researcher would review driver behavior to ascertain whether the markings reduce unsafe driver behavior, such as stopping on or near the dynamic envelope of the crossing. If test results are positive, the red pavement idea could spread to other railroad and rail

California Traffic Control Device Committee at Caltrans because the project needed its approval, which was granted in early August. The CPUC will be working in partnership with Caltrans' Division of Research, Innovation and System Information (DRISI). We are also seeking approval from the Federal Highway Administration (FHWA). We have selected State Route 120 in Escalon as a potential candidate for this project, and I'm happy to say city officials, as well as the BNSF Railway, have consented to work with us to see if we can bring this experiment to fruition.

We know traditional safety related installations can send costs soaring into the millions. Newer technological advancements, such as bollards that rise out of the ground to block vehicle intrusion onto railroad tracks, or quad gates that can repel vehicles from reaching the danger zone of a passing train, are even more expensive to install. There are limited data breaking down the various causes of highway-rail grade crossing accidents that show why drivers fail to stop before approaching a crossing. As hard as we work to keep people safe, California averages about one rail crossing-related fatality a week and I'm anxious to see if this less costly idea can save some of those lives.

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***“I'm confident this visual concept could improve vehicle driver awareness”***

***— Roger Clugston***

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railroad at-grade crossings. I am gratified to say we finally got the go-ahead to move forward with a pilot project in the San Joaquin Valley city of Escalon. Our CPUC Office of Rail Safety that I lead has proposed an experiment with painting the dynamic envelope of an at-grade railroad crossing red. I'm confident this visual concept could improve vehicle driver awareness at an otherwise ordinary location, reminding people that they should not stop on the red pavement area at a railroad

transit at-grade crossings throughout the state.

There has been only one railroad crossing pavement painting test performed in the nation, and that was in Florida in 2014. This test had positive results, improving driver behavior and awareness. However, the Florida project used a yellow pavement color. While this proved effective, it is the contention of the CPUC that red pavement markings can be more effective.

I presented the idea to the

# Docket: August Filings, *continued from page 4*

Historical Society (RRCHS), City of Ione, County of Amador.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=225197094>

A1802013 • 21-Aug-2018 • ALJ/BEMESDERFER/CPUC  
Decision authorizing encumbrance of assets. Joint Application of Wild Goose Storage, LLC (U911G) and Lodi Gas Storage, L.L.C. (U912G). Opening comments, which shall not exceed 15 pages, are due September 10, 2018. Reply comments, which shall not exceed 5 pages, are due 5 days after the last day for filing comments.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=223633554>

R1407002 • 24-Aug-2018 • CMMR/GUZMAN ACEVES/CPUC  
Proposed Decision adopting net energy metering customer protection measures including solar information packet. Opening comments, which shall not exceed 15 pages, are due no later than September 13, 2018. Reply comments, which shall not exceed 5 pages, are due 5 days after the last day for filing opening comments.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=223669622>

R1206013 • 24-Aug-2018 • ALJ/MCKINNEY/TSEN/PARK/CPUC  
Proposed Decision granting compensation to Consumer Federation of California for substantial contribution to Decision (D.) 16-09-016 and D.17-09-036. Opening comments, which shall not exceed 15 pages, are due no later than September 13, 2018. Reply comments, which shall not exceed 5 pages, are due 5 days after the last day for filing opening comments.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=223633612>

I1703002 • 27-Aug-2018 • ALJ/KELLY/CPUC  
Proposed Decision regarding whether Aliso Canyon Natural Gas Storage Field was out of service for nine consecutive months. Opening comments, which shall not exceed 15 pages, are due no later than September 16, 2018. Reply comments, which shall not exceed 5 pages, are due 5 days after the last day for filing opening comments.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=224463567>

A1703019 • 27-Aug-2018 • ALJ/CHIV/CPUC  
Proposed Decision granting Application of San Diego Gas & Electric Company for waiver of certain affiliate transaction rules for interactions with unregulated subsidiary. Opening comments, which shall not exceed 15 pages, are due no later than September 16, 2018. Reply comments, which shall not exceed 5 pages, are due 5 days after the last day for filing opening comments.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=223669641>

A1706031, A1706034, A1706033 • 28-Aug-2018 • ALJ/GOLDBERG/COOKE/CPUC  
Decision on the priority review and standard review transportation electrification projects. Opening comments, which shall not exceed 15 pages, are due September 17, 2018. Reply comments, which shall not exceed 5 pages, are due 5 days after the last day for filing comments.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=224413126>

A1706006 • 31-Aug-2018 • ALJ/HYMES/CPUC  
Proposed Decision approving settlement between San Diego Gas & Electric Company and the Office of Ratepayer Advocates. Opening comments, which shall not exceed 15 pages, are due no later than September 20, 2018. Reply comments, which shall not exceed 5 pages, are due 5 days after the last day for filing opening comments.  
<http://docs.cpuc.ca.gov/SearchRes.aspx?DocFormat=All&DocID=225197122>

## About this publication

This monthly newsletter is to keep you informed of proposals by the CPUC's Commissioners and Administrative Law Judges, as well as utility applications, and other issues and work of note. We also include a list summarizing the filings at the CPUC in the previous month.

We want to hear from you! If you have topics you'd like us to cover or if you'd like to make comment on our proceedings or work, please contact us at [outreach@cpuc.ca.gov](mailto:outreach@cpuc.ca.gov) or call (855) 421-0400. You can find information about events we are having at [www.cpuc.ca.gov/Events](http://www.cpuc.ca.gov/Events).

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