

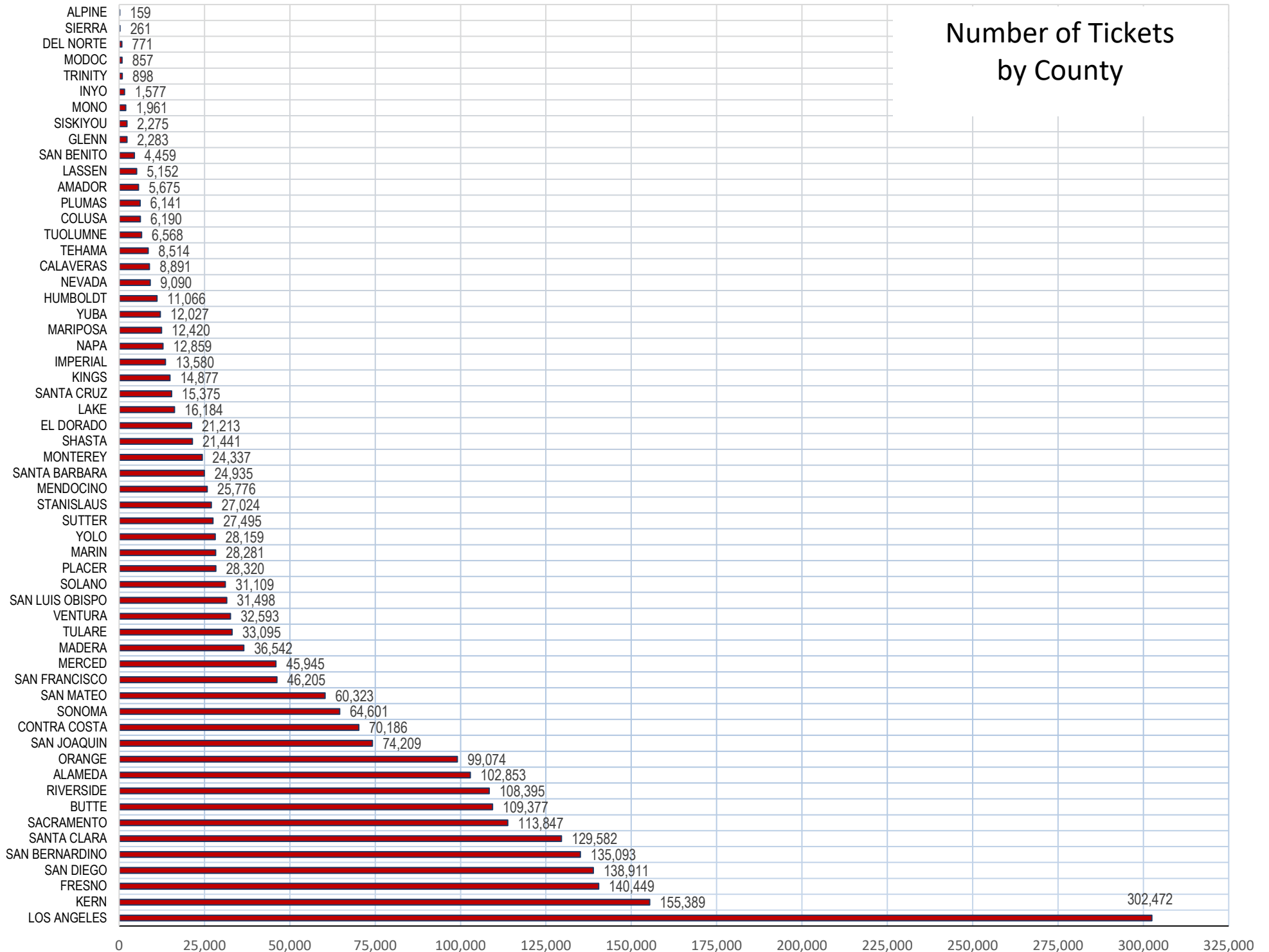


2019
CARCGA
Incident Event Report

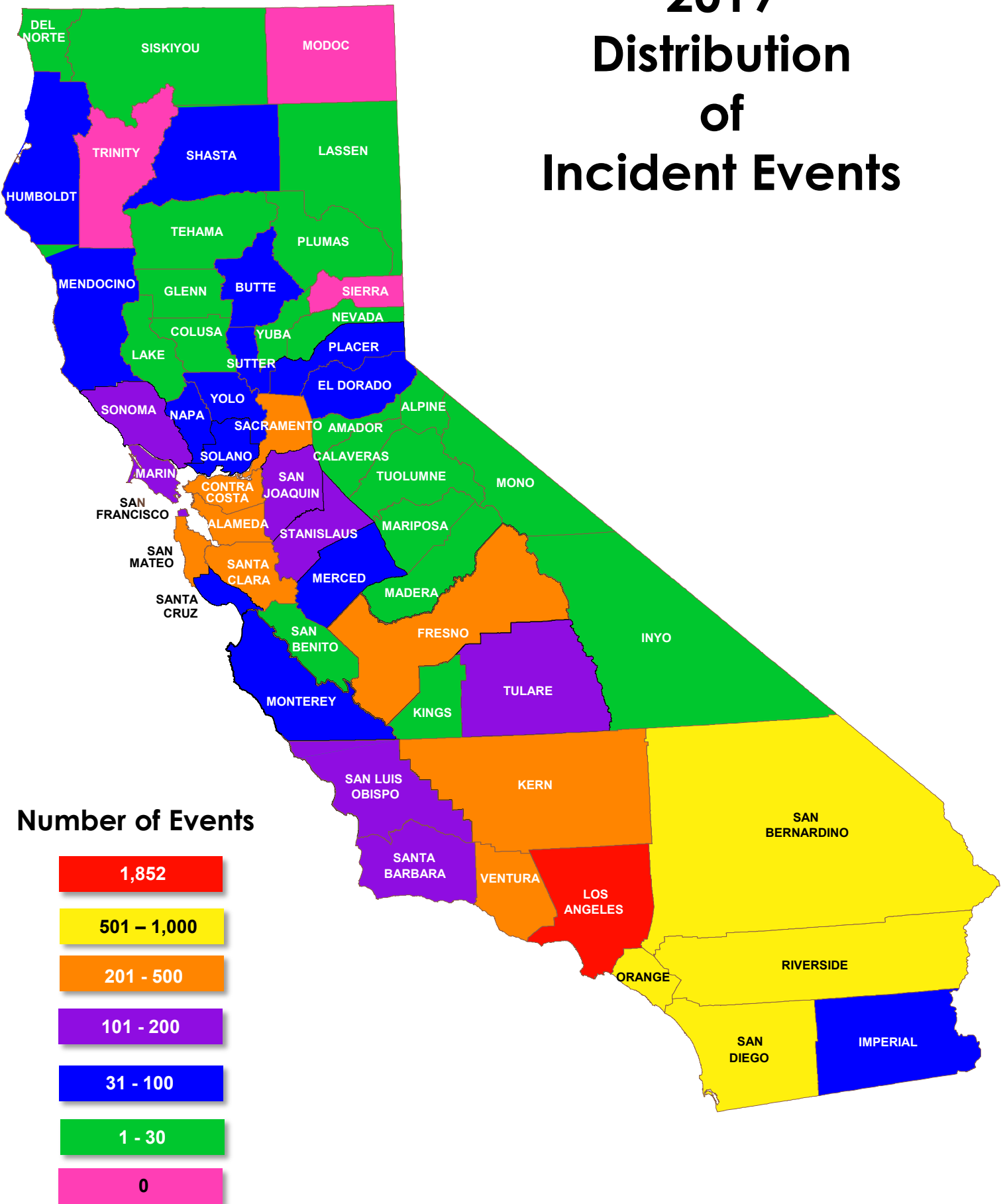
2019 Distribution of Tickets



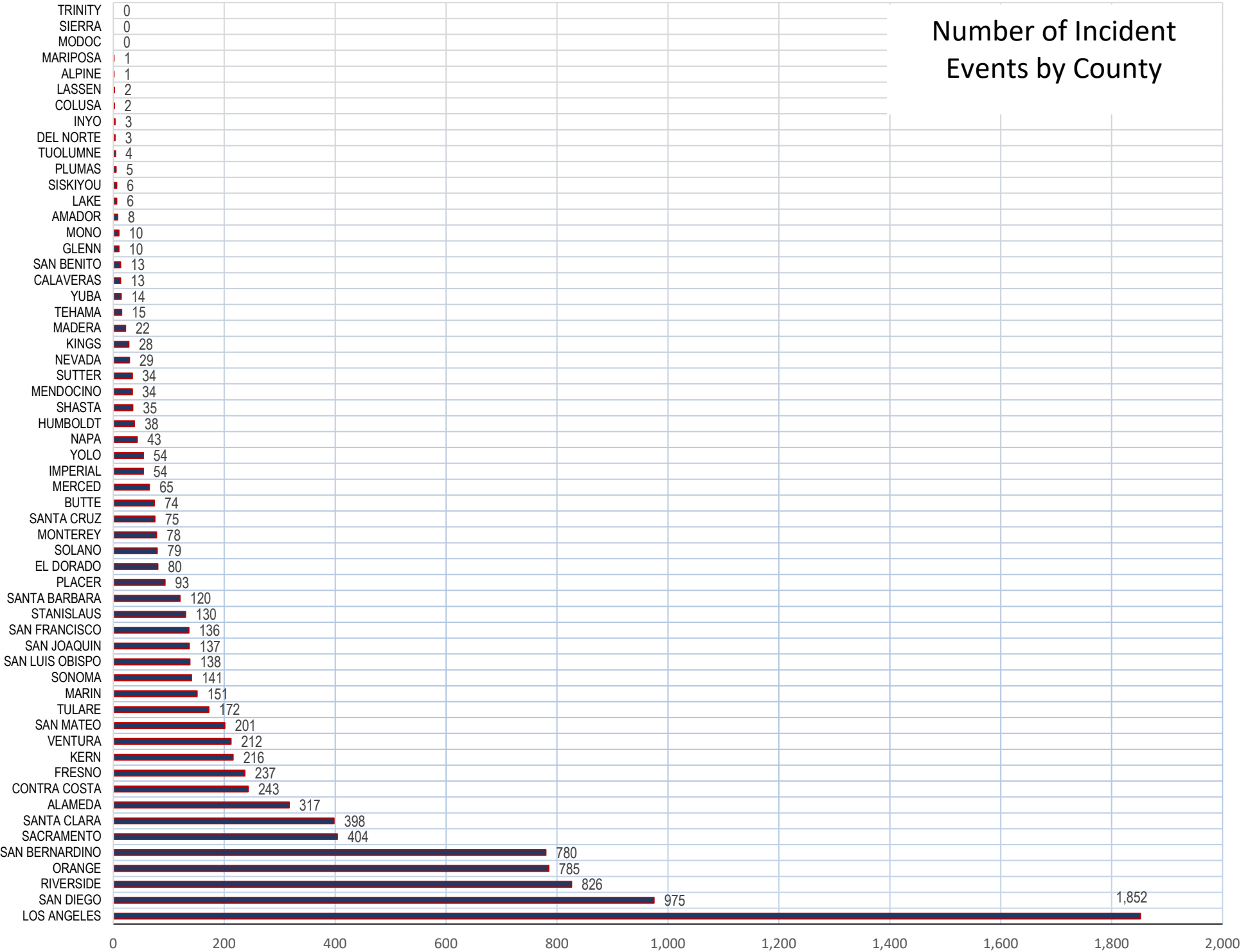
Number of Tickets by County

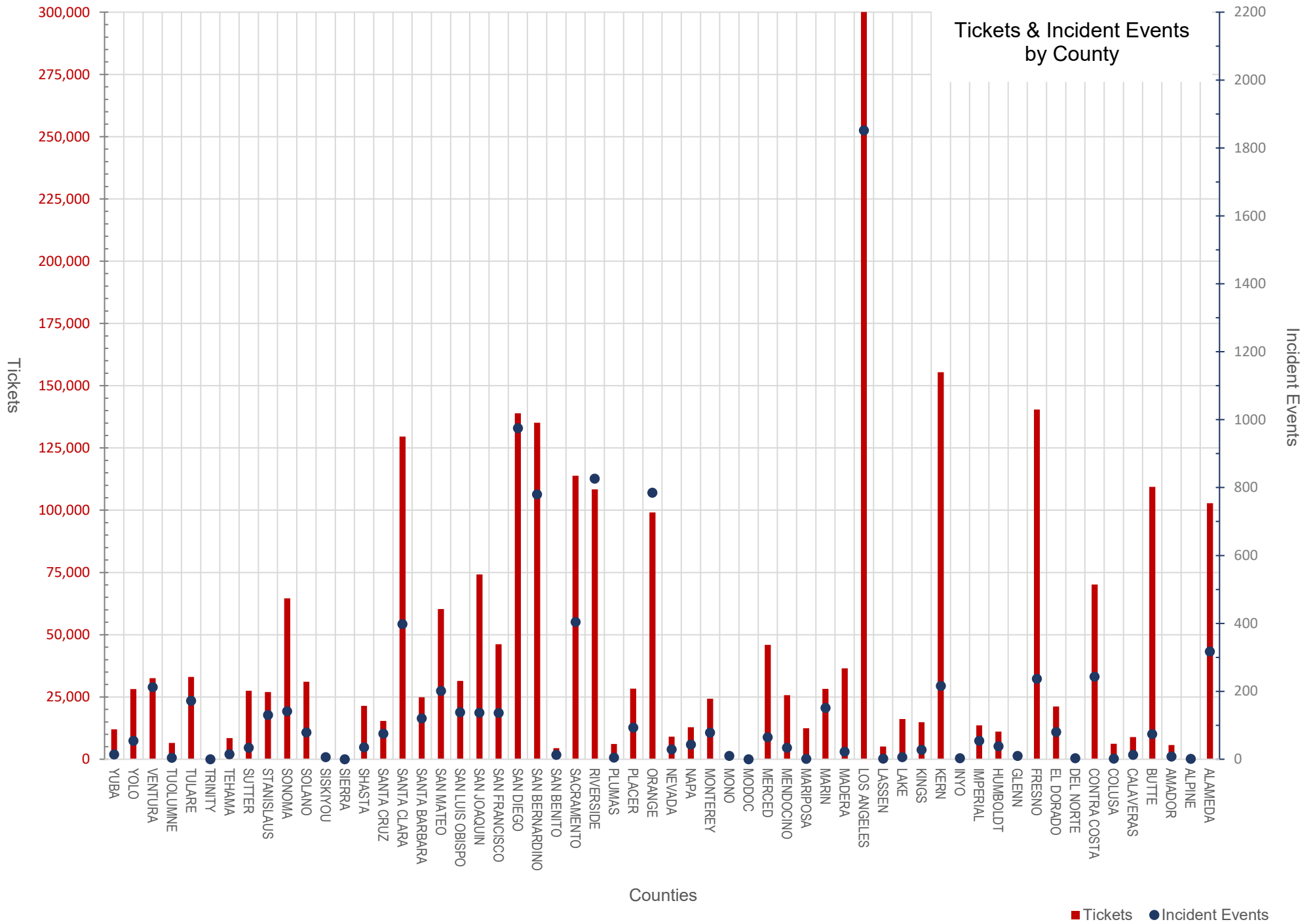


2019 Distribution of Incident Events



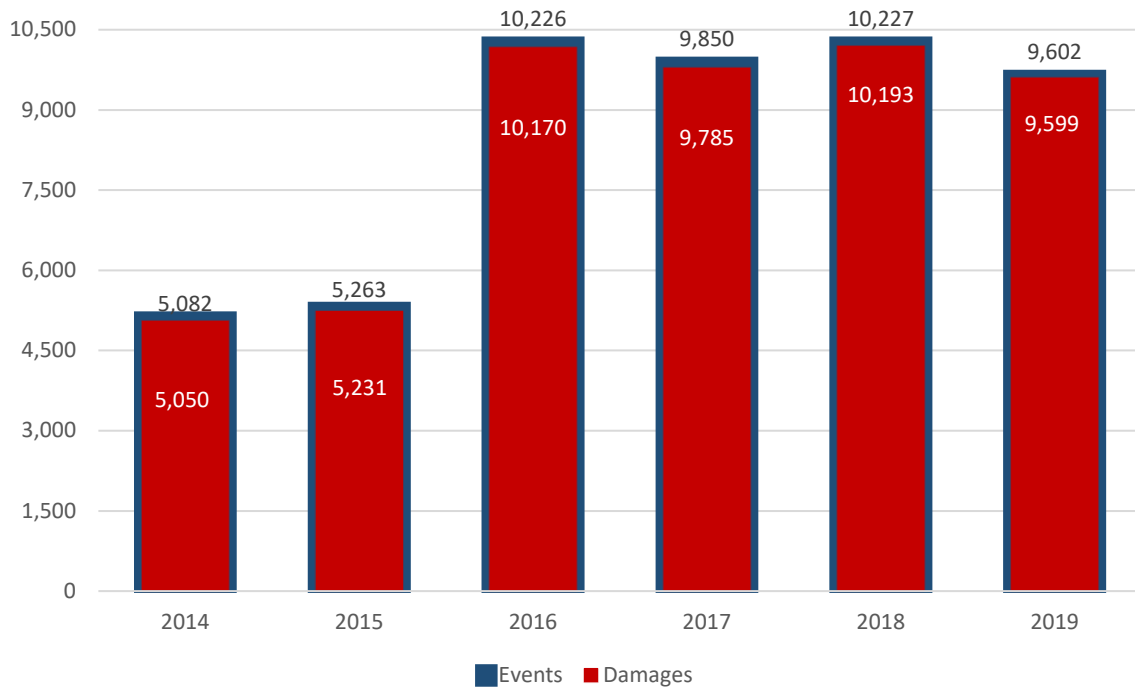
Number of Incident Events by County



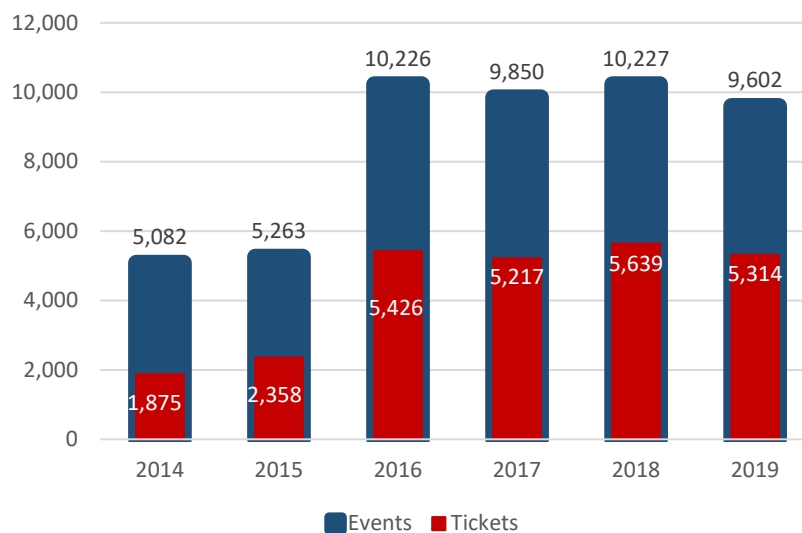


In 2019, the California Regional Common Ground Alliance (CARCGA) Virtual Private Damage Information Reporting Tool (aka California 811 Virtual Private DIRT) had 9,602 incident events reported. An incident event is the occurrence of excavator downtime, damages, near misses and other violations of California Government Code section 4216 et seq. This statewide information is voluntarily provided by operators and excavators. The following statistics are gleaned from that voluntarily provided information.

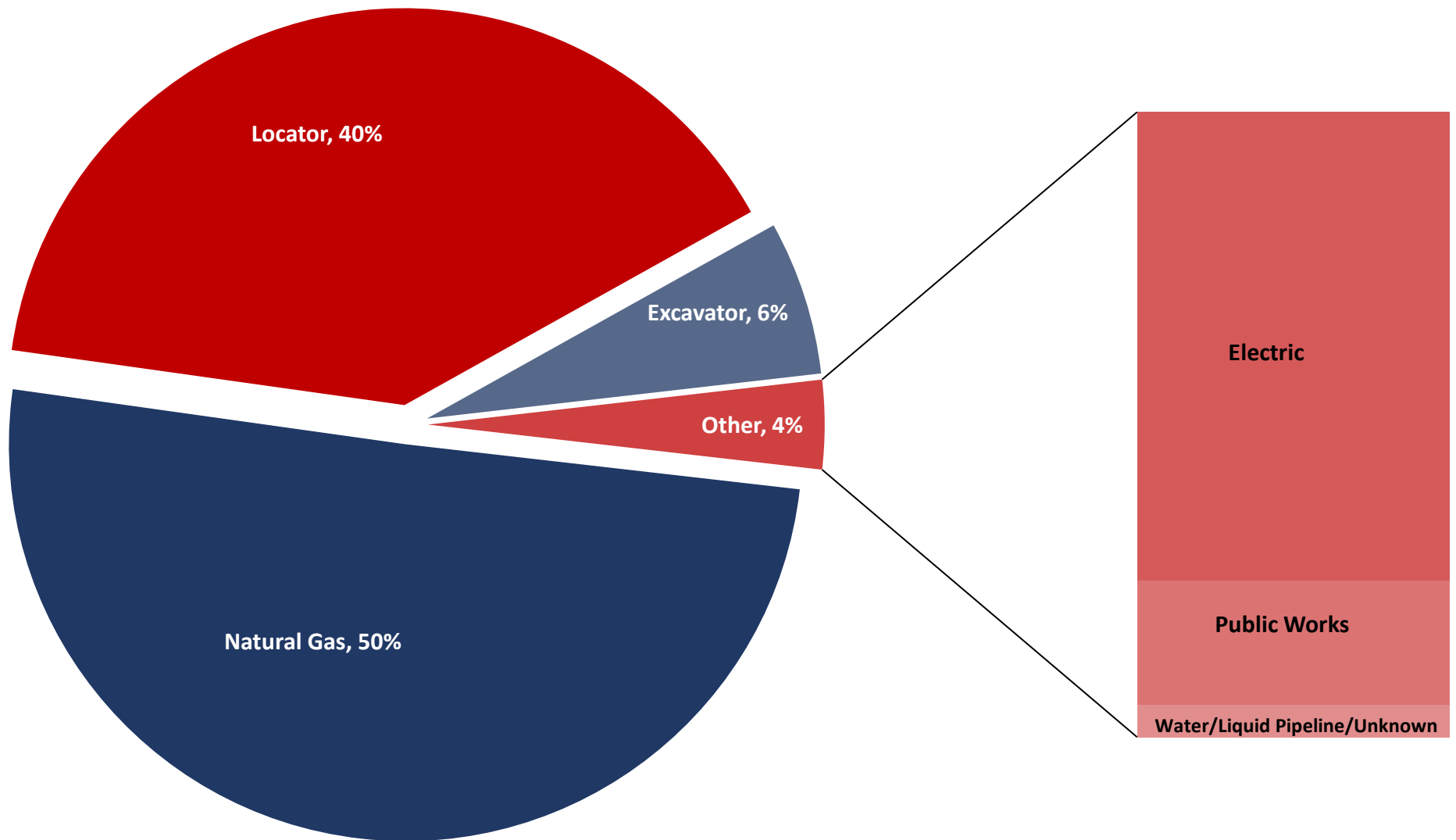
99% of the incident events reported are damages – which has been consistent over the last 6 years of reporting.



Since 2016 incident events that had tickets has been averaging 54%.



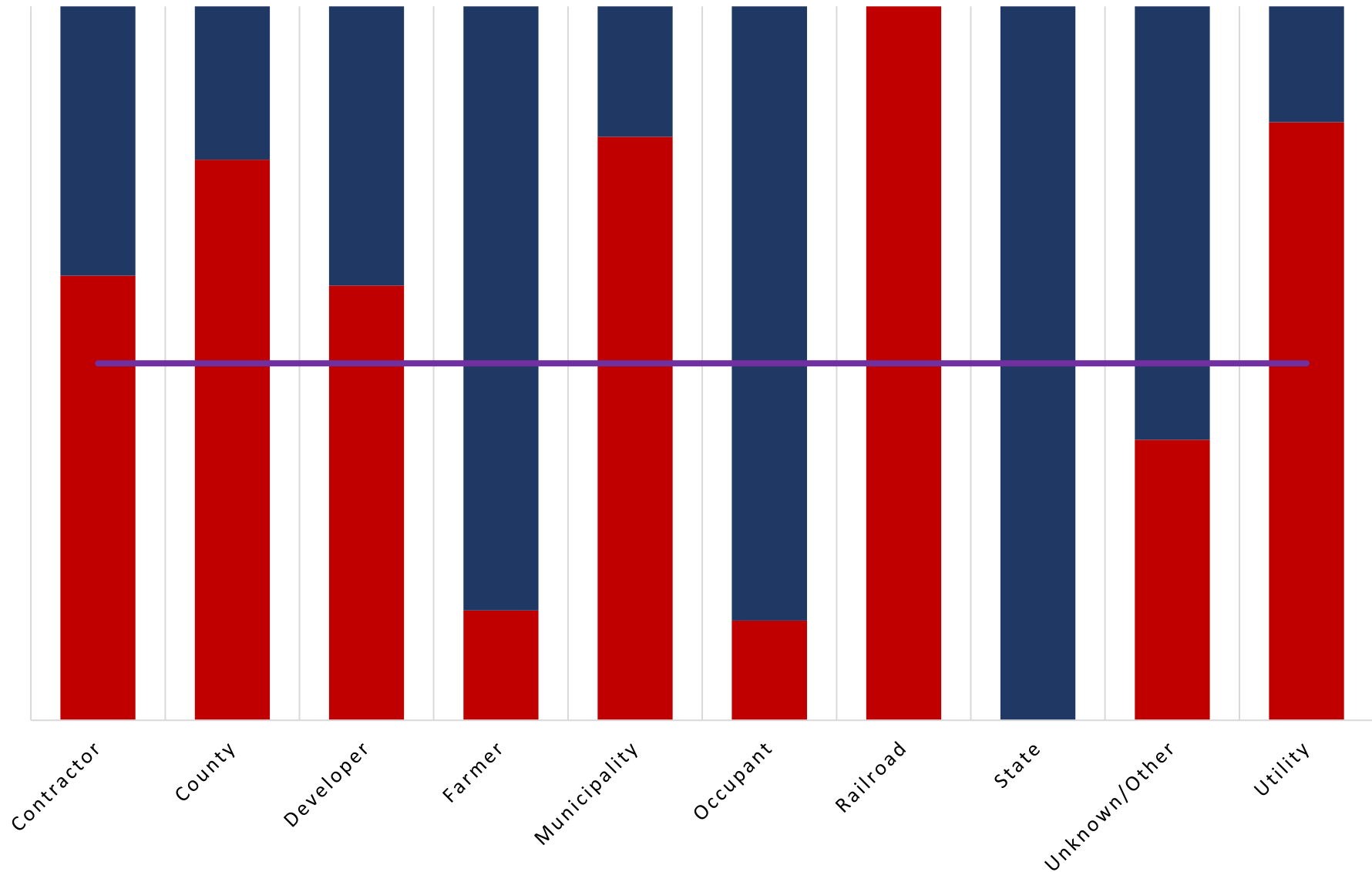
2019 Reporting Stakeholder Distribution



Of the 2019, incident events reported 90% were reported by *Natural Gas* and *Locator* Stakeholder groups. Excavators reporting increased from 4% of the total in 2018 to 6% in 2019.

Excavator Type

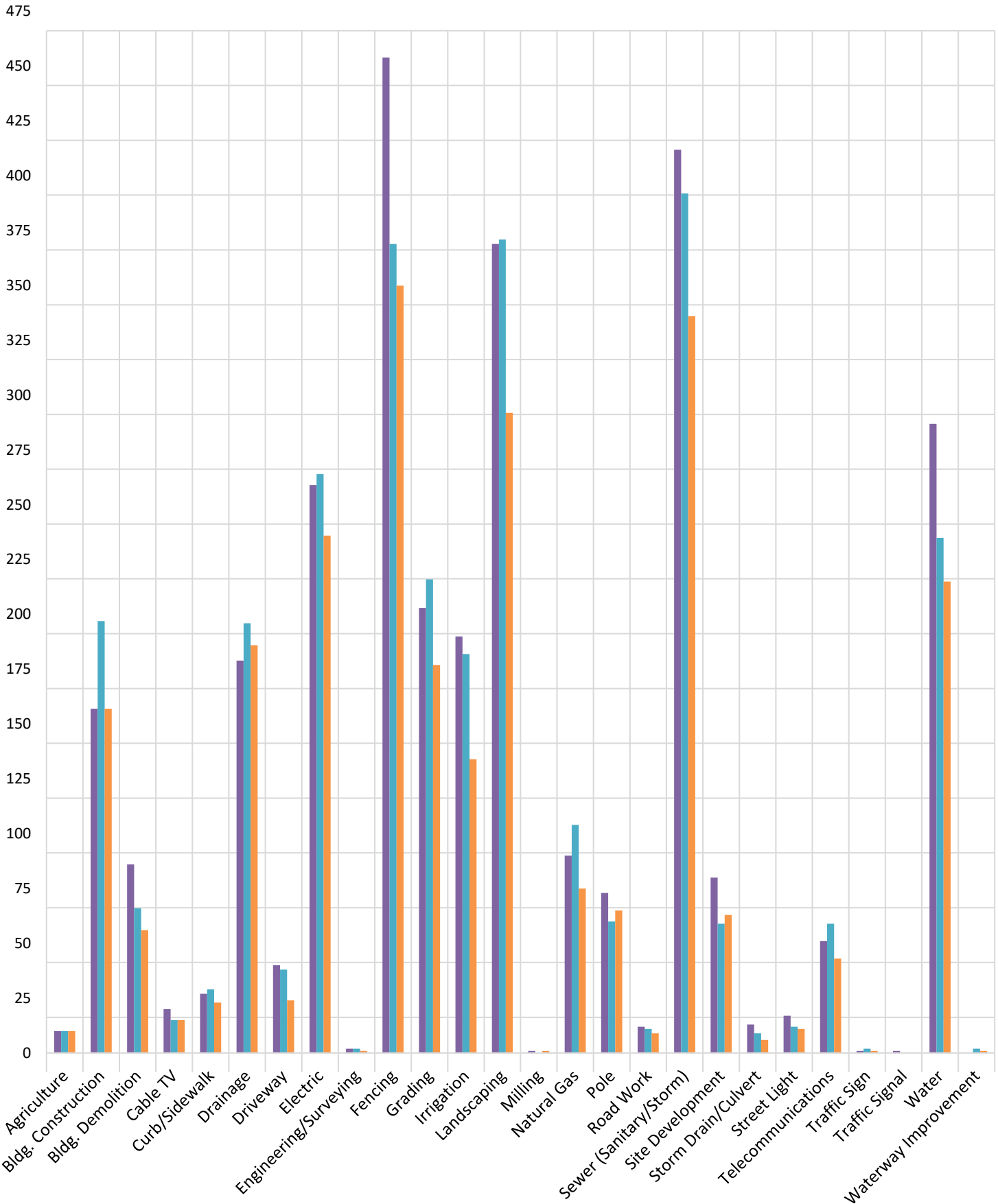
Tkt Yes Tkt No 50%



Removing *Unknown/Other* and *Contractor* from the mix, excavator types most likely to get a ticket are utilities, municipalities, developers, and counties. *Occupants* are least likely to get a ticket. There was only one incident event where the excavator type was *Railroad* and there was a ticket. From the reported incident events in 2019, *Contractors* obtained a ticket 67% of the time.

Type of Work - No Ticket

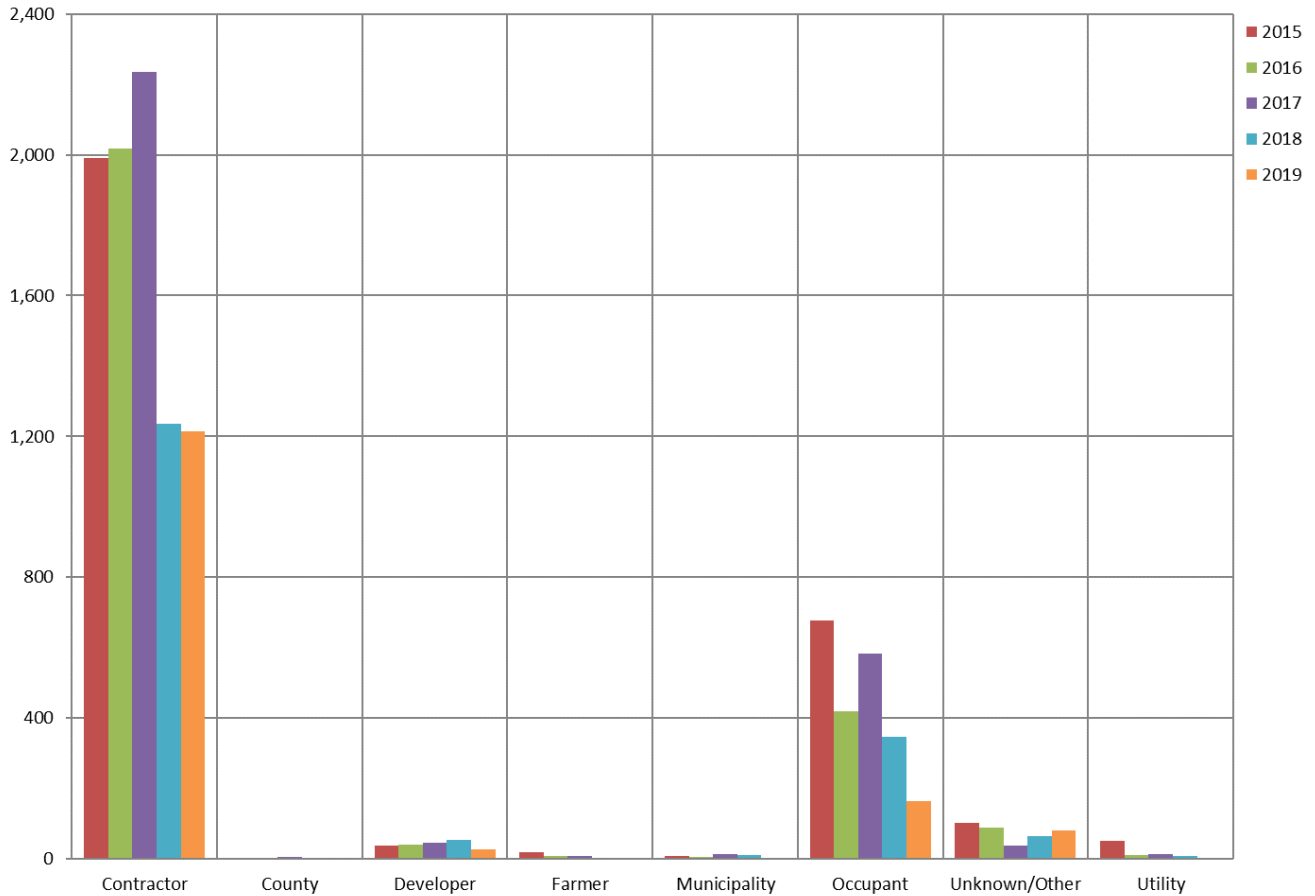
2017 2018 2019



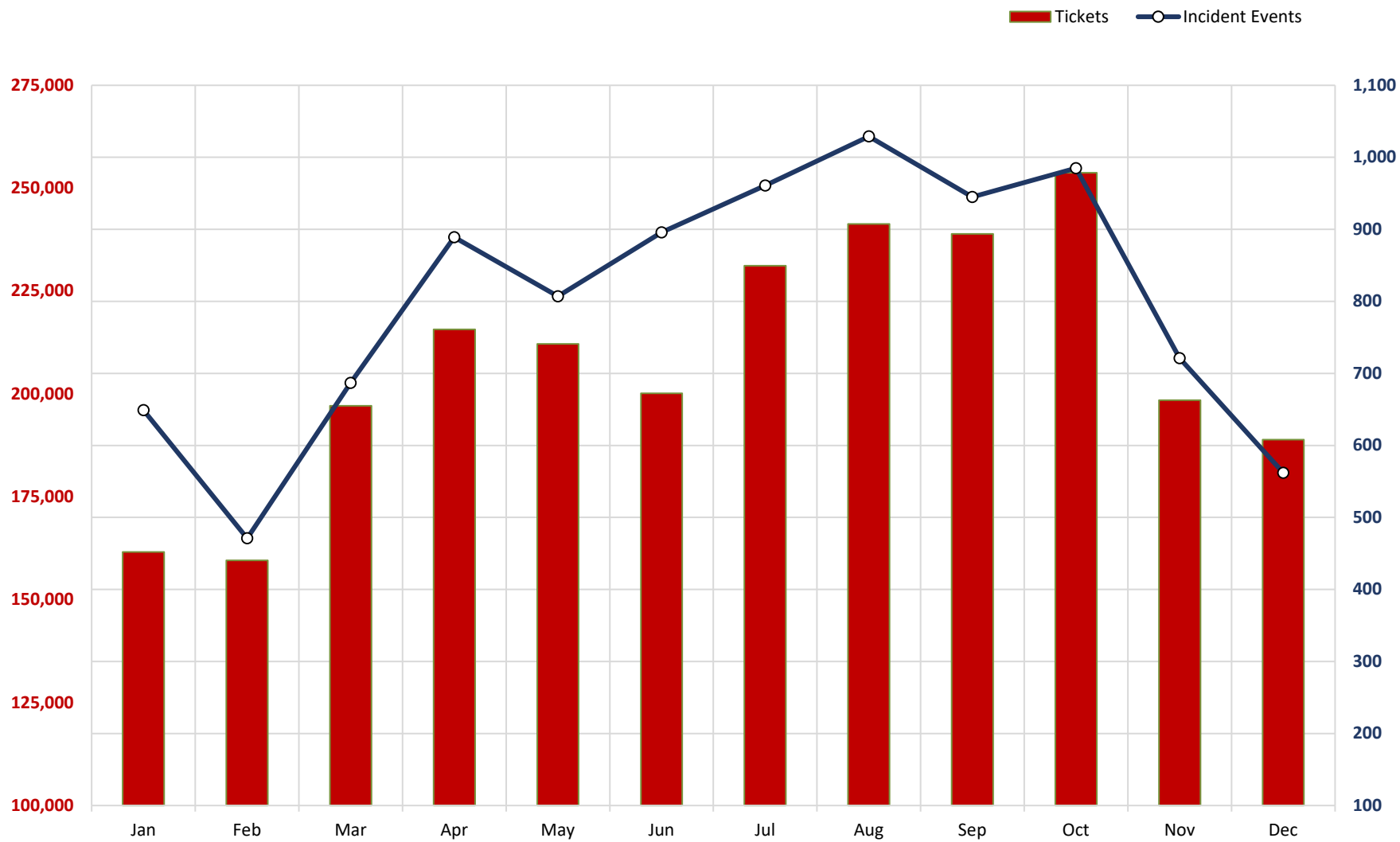
Excluding data points that noted *Data Not Collected*, *Unknown* and *Other* as the type of work without a ticket, over the last 3 years of data collected, the top three types of work that do not obtain a ticket before digging are: *Fencing*, *Sewer*, and *Landscaping*. A positive trend is that each of the top three work types without a ticket are decreasing each year.

From 2015 – 2019 incident events listed as *Work on Private Property*; the work was predominately done by contractors. In 2019, excavation by contractors resulted in 81% of the incident events reported on private property. Of the 1,496 incident events on private property, 1,001 were without tickets and 814 of those incident events were by contractors. California Government Code Section 4216.8 exempts owners of real and residential real property from obtaining a ticket if the work does not require a permit. Contractors doing work are required to get a ticket no matter where the work is taking place.

Excavator Type Working on Private Property

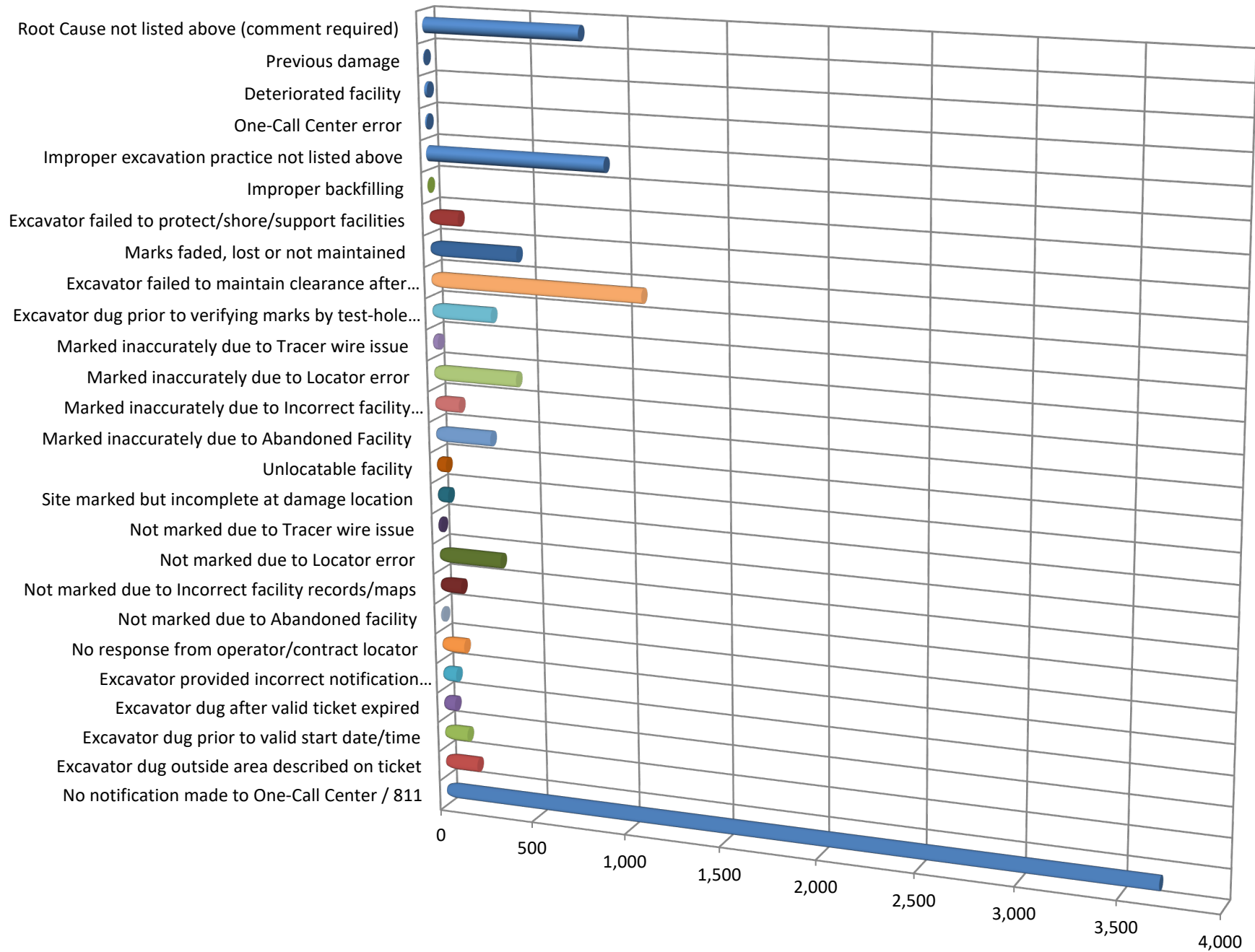


Tickets & Incident Events by Month 2019



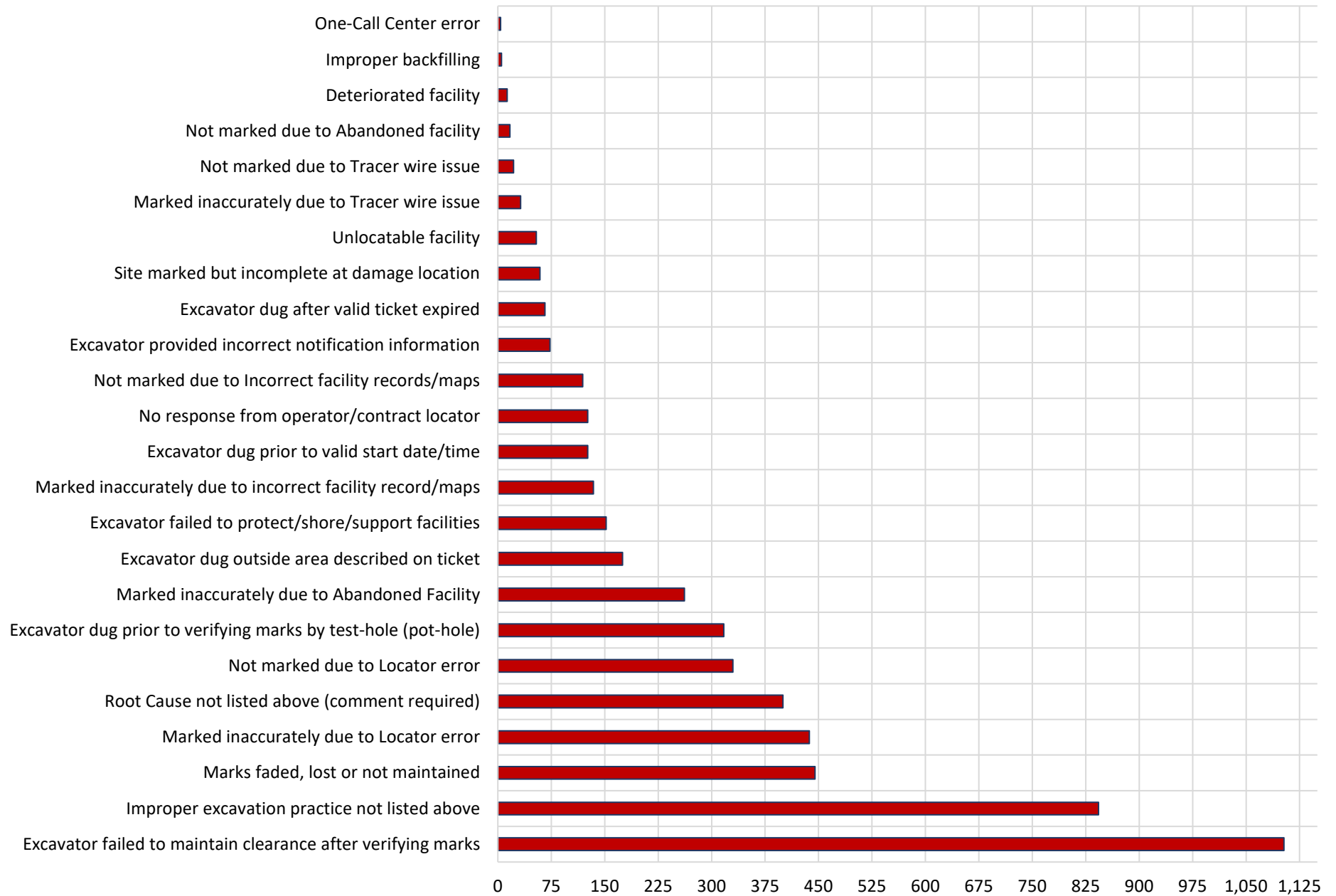
Despite record rainfall in 2019, ticket volume was 29% more than in 2018. Reported incident events were down 6%. Historically, October and August are the busiest months in California.

2019 Incident Event Root Causes



In 2019, 38% of the incident events reported had the root cause as *No Notification Made to 811*, which is down from 41% in 2018. This is still the number one root cause.

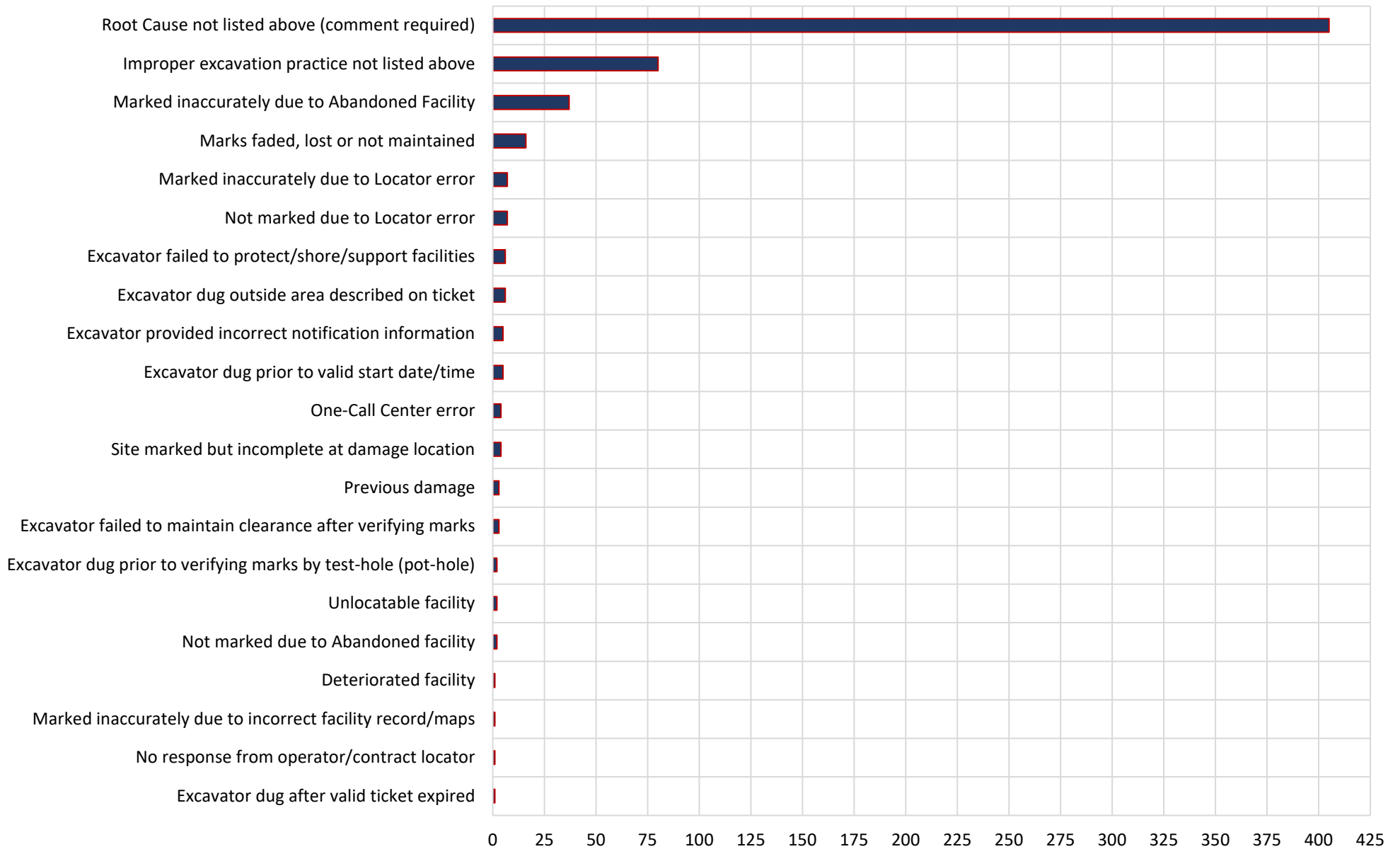
Root Cause of Damages with Tickets



Looking at the breakdown of root cause of damages with tickets, *Excavator Failing to Maintain Clearance after Verifying Marks* was the number one cause. *Improper Excavation Practice Not Listed Above* was second. Inexplicably, 14% of the incident events that reported no to the question “Was the one-call center notified”, did not have the damage cause as *No Notification Made to 811*. While the excavator may not have potholed as well as not having a ticket, the root cause of a damage without a ticket should be *No Notification Made to 811*.

Root Cause of Damages without Tickets*

* Other than no notification to 811



The top two root causes of damages other than *No Notification Made to 811* were *Root Cause Not Listed Above* and *Improper Excavation Practice Not Listed Above*.

Of the 9,602 reports voluntarily supplied, 31% listed the root cause as not enough data to determine cause. Locator stakeholder group continues to provide incident events that just add numbers to the total as the root causes are “not our client”, “screened by operator” or “located by utility”. These data points, along with those that just list a county and type of facility damaged and cause of damage with all other fields as unknown don’t provide meaningful data for analysis. There were over 400 incident events that were reported by the owner/operator and their locator. The root cause was not always the same. One would expect the excavator reporting the same incident would have a different root cause than the operator. However, the operator and locator should have the same root cause and they should not be as varied as didn’t pothole and no ticket.

With the advent of the Dig Safe Board requiring excavators to report damages, it may be that more accurate data could be forthcoming and true trends of damage prevention practices seen.

As the safety culture in California continues to evolve with new regulations, one hopes that the digging community starts their safe excavation by getting a ticket every time and following all safe excavation practices.

