BEFORE THE PUBLIC UTILITIES COMMISSION OF THE

STATE OF CALIFORNIA

Order Instituting Rulemaking to Further Develop a Risk-Based Decision-Making Framework for Electric and Gas Utilities.	Rulemaking 20-07-013
NOT CONSOLIDATED	
Application of Southern California Edison Company (U 338-E) Regarding 2022 Risk Assessment Mitigation Phase.	Application 22-05-013
NOT CONSOLIDATED	
Application of Southern California Edison Company (U 338-E) for Authority to Increase its Authorized Revenues for Electric Service in 2025, Among Other Things, and to Reflect that Increase in Rates.	Application 23-05-010

SOUTHERN CALIFORNIA EDISON COMPANY'S (U 338-E) 2023 SAFETY PERFORMANCE METRICS REPORT

CLAIRE E. TORCHIA
PETER VAN MIEGHEM

Attorneys for
SOUTHERN CALIFORNIA EDISON COMPANY

2244 Walnut Grove Avenue
Post Office Box 800
Rosemead, California 91770
Telephone: (626) 543-8527
E-mail: Peter.Vanmieghem@sce.com

Dated: **April 2, 2024**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE

STATE OF CALIFORNIA

Order Instituting Rulemaking to Further Develop a Risk-Based Decision-Making Framework for Electric and Gas Utilities.	Rulemaking 20-07-013
NOT CONSOLIDATED	
Application of Southern California Edison Company (U 338-E) Regarding 2022 Risk Assessment Mitigation Phase.	Application 22-05-013
NOT CONSOLIDATED	
Application of Southern California Edison Company (U338E) for Authority to Increase its Authorized Revenues for Electric Service in 2025, Among Other Things, and to Reflect that Increase in Rates.	Application 23-05-010

SOUTHERN CALIFORNIA EDISON COMPANY'S (U 338-E) 2023 SAFETY PERFORMANCE METRICS REPORT

Pursuant to Ordering Paragraphs 1 and 2 of Decision 19-04-020 and Ordering Paragraph 9 of Decision 21-11-009,[1] Southern California Edison Company (SCE) respectfully submits the 2023 Safety Performance Metrics Report, attached as "Appendix A."

[1] In compliance with D.21-11-009 at Ordering Paragraph 9, p. 145, this 2023 SPMR is being filed in and served on the "most recent or current Risk Assessment Mitigation Phase (RAMP) (A.22-05-013) and GRC proceeding (A.23-05-010)," and on the successor S-MAP proceeding, Rulemaking (R.) 20-07-013. SCE will also concurrently email the Safety Performance Metrics Report to RASA_Email@cpuc.ca.gov. D.21-11-009 (issued November 9, 2021) at Ordering Paragraph 9, p. 145.

Respectfully submitted,

CLAIRE E. TORCHIA
PETER VAN MIEGHEM

/s/ Peter Van Mieghem
By: Peter Van Mieghem

Attorneys for
SOUTHERN CALIFORNIA EDISON COMPANY
2244 Walnut Grove Avenue
Post Office Box 800
Rosemead, California 91770
Telephone: (626) 543-8527
E-mail: Peter.VanMieghem@sce.com

Dated: April 2, 2024

Appendix A

Southern California Edison Company's 2023 Safety Performance Metrics Report

Southern California Edison Company's
2023 Safety Performance Metrics Report

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I.

INTRODUCTION

Southern California Edison Company (SCE) submits its 2023 Safety Performance Metrics Report (SPMR) in accordance with Decision (D.) 19-04-020[1] and D.21-11-009. SCE's 2023 SPMR is divided into two chapters. Chapter 1 discusses SCE's Safety Performance Metrics (SPM or Metric) and use of SPM data; the relationship between SPMs and SCE's executive compensation, including bias controls; and SCE's progress toward meeting its safety goals.[2] Chapter 2 explains the seventeen approved SPMs for SCE and, for each SPM, SCE's historical data and, where applicable, bias controls and/or links to financial incentives.

Chapter 1 is organized as follows:

- Section I.A provides examples of how SCE has used SPM data to improve employee and contractor training and take corrective actions to minimize top risks or risk drivers, and how SCE has used this data to support risk-based decision-making in accordance with the Safety Model Assessment Proceeding (SMAP) and Risk Assessment Mitigation Phase (RAMP) processes.
- Section I.B discusses the seventeen approved SPMs that are linked to or used for the purpose of determining executive compensation levels and/or incentives and which are linked to individual and group performance goals. This section also identifies the director-level or higher executive positions linked to these SPMs and describes the bias controls SCE has in place.
- Section I.C explains how the SPM data reflect progress toward SCE's RAMP and General Rate Case (GRC) safety goals and provides a high-level summary of SCE's total estimated risk mitigation spending level as approved in its last GRC decision.

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[1] D.19-04-020 requires that SCE annually file and serve its SPMR on March 31. However, March 31, 2024 is a Sunday and April 1, 2024 is a State Holiday, so SCE is filing this report on April 2, consistent with California Public Utilities Commission (CPUC) Rule of Practice and Procedure 1.15.

[2] *See* D.19-04-020, Ordering Paragraph (OP) 6.

- Section I.D provides a brief narrative overview of the approved Metrics for SCE, which are shown in detail below in Table I-1.

Table I-1
SCE Approved Safety Performance Metrics[3]

Metric Name	Units	Metric Description
1. Transmission & Distribution (T&D) Overhead Wires-Down Non-Major Event Days	Number of Wires Down Events	Number of instances where an electric transmission or primary distribution conductor is broken, or remains intact, and falls from its intended position to rest on the ground or a foreign object; a conductor is considered energized unless confirmed in an idle state (i.e. normally de-energized); excludes down secondary distribution wires and "Major Event Days" (typically due to severe storm events) as defined by the IEEE.
2. Transmission & Distribution (T&D) Overhead Wires-Down Major Event Days	Number of Wires Down Events	Number of instances where an electric transmission or primary distribution conductor is broken, or remains intact, and falls from its intended position to rest on the ground or a foreign object; a conductor is considered energized unless confirmed in an idle state (i.e. normally de-energized); includes down secondary distribution wires. Includes "Major Event Days" (typically due to severe storm events) as defined by the IEEE.
3. Electric Emergency Response Time	The time in minutes that an electric crew person or a qualified first responder takes to respond after receiving a call which results in an emergency order.	Average time and median time in minutes to respond on-site to an electric-related emergency notification from the time of notification to the time a representative (or qualified first responder) arrived onsite. Emergency notification includes all notifications originating from 911 calls and calls made directly to the utilities' safety hotlines. The data used to determine the average time and median time shall be provided in increments as defined in GO 112-F 123.2 (c) as supplemental information, not as a metric.
4. Fire Ignitions	Number of ignitions	The number of fire incidents annually reportable to the California Public Utilities Commission (CPUC) per Decision 14-02-015.
14. Employee Days Away, Restricted and Transfer (DART) Rate	DART Cases times 200,000 divided by employee hours worked	DART Rate is calculated based on number of Occupational Safety and Health Administration (OSHA)- recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer, and hours worked.
15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)	Number of SIF-Actual cases among employees x 200,000/employee hours worked	Rate of SIF Actual (Employee) is calculated using the formula: Number of SIF-Actual cases among employees x 200,000 / employee hours worked, where SIF Actual is counted using the methodology developed by the Edison Electrical Institute's (EEI) Occupational Health and Safety Committee (OHSC) Safety and Classification Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Actual, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Actual using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Actual differs and why it chose to use it. As a supplemental reporting requirement to the SIF Actual Rate for comparative purposes, *all utilities* shall also provide SIF Actual data based on OSHA reporting requirements under Section 6409.1 of the California Labor Code.
16. Rate of SIF Actual (Contractor)	Number of SIF-Actual cases among contractors x 200,000/contractor hours worked	Rate of SIF Actual (Contractor) is calculated using the formula: Number of SIF-Actual cases among contractors x 200,000 / contractor hours worked, where SIF Actual is counted using the methodology developed by the EEI OSHC Safety and Classification Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing incidents where a SIF occurred, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Actual using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Actual differs and why it chose to use it. As a supplemental reporting requirement to the SIF Actual Rate for comparative purposes, *all utilities* shall also report SIF Actual Rate data based on OSHA reporting requirements under Section 6409.1 of the California Labor Code.
17. Rate of SIF Potential (Employee)	Number of SIF-Potential cases among employees x 200,000/employee hours worked	Rate of SIF Potential (Employee) is calculated using the formula: Number of SIF Potential cases among employees x 200,000 / employee hours worked, where a SIF incident, in this case would be events that could have led to a reportable SIF. Potential SIF incidents are identified using the EEI OSHC Safety Classification and Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Potential, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Potential using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Potential differs and why it chose

[3] These metrics are provided in Appendix B – SPMs Table to D.21-11-009.

Metric Name	Units	Metric Description
		to use it. As a supplemental reporting requirement to the Potential SIF Rate (Employee), *all utilities* shall provide information about the key lessons learned from Potential SIF (Employee) incidents.
18. Rate of SIF Potential (Contractor)	Number of SIF-Potential cases among contractors x 200,000/contractor hours worked	Rate of SIF Potential (contractor) is calculated using the formula: Number of SIF Potential cases among contractors x 200,000/contractor hours worked, where a SIF incident, in this case would be events that could have led to a reportable SIF. Potential SIF incidents are identified using the EEI Safety Classification and Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Potential, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Potential using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Potential differs and why it chose to use it. As a supplemental reporting requirement to the Potential SIF Rate (Contractor), *all utilities* shall provide information about key lessons learned from SIF Potential (Contractor) incidents.
19. Contractor Days Away, Restricted Transfer (DART)	OSHA DART Rate.	DART Rate: Days Away, Restricted and Transfer (DART) Cases include OSHA-recordable Lost Work Day Cases and injuries that involve job transfer or restricted work activity. DART Rate is calculated as DART Cases times 200,000 divided by contractor hours worked.
20. Public Serious Injuries and Fatalities	Number of Serious Injuries and Fatalities	A fatality or personal injury requiring in-patient hospitalization involving utility facilities or equipment. Equipment includes utility vehicles used during the course of business.
21. Helicopter/ Flight Accident or Incident	Number of accidents or incidents (as defined in 49 CFR Section 830.5 "Immediate Notification") per 100,000 flight hours.	Defined by Federal Aviation Regulations (FARs), reportable to Federation Aviation Administration per 49-Code of Federal Regulations (CFR)-830.
25. Wires-Down not resulting in Automatic De-energization	Percentage of wires down occurrences	This metric is defined as the number of occurrences of wire down events in the past calendar year that did not result in automatic (i.e., not manually activated) de-energization by circuit protection devices such as fuses, circuit breakers, and reclosers, etc. on all portions of a downed conductor that rest on the ground. This metric does not consider possible energization due to induced voltages from magnetic coupling of parallel circuits. Metric excludes secondary conductors and service drops. The metric is reported as a percentage of all wires down events in the past calendar year. Separate metrics are provided for transmission and distribution systems.
26. Missed Inspections and Patrols for Electric Circuits	Percentage of structures that missed inspection relative to total required structures.	Metrics are calculated as annual number of overhead electric structures that did not comply with the inspection frequency requirements divided by total number of overhead electric structures with inspections due in the past calendar year. Separate metrics are provided for patrols, detailed inspections. Separate metrics are provided for primary distribution and transmission overhead circuits. "Minimum patrol frequency" refers to the frequency of patrols as specified in GO 165. "Structures" refers to electric assets such as transformers, switching protective devices, capacitors, lines, poles, etc.
27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	Percentage relative to total circuit miles	Percentage of primary distribution overhead conductors in Tiers 2 and 3 HFTD that is #6 copper. Secondary conductors are excluded.
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)	Percentage of corrective actions completed	The number of Priority Level 2 notifications that were completed on time divided by the total number of Priority Level 2 notifications that were due in the calendar year in Tiers 2 and 3, HFTD. Consistent with GO 95 Rule 18 provisions, the proposed metric should exclude notifications that qualify for extensions under reasonable circumstances. Separate metrics are provided for distribution and transmission systems.
32. Overhead Conductor Safety Index	Number of occurrences per circuit mile	Overhead Conductor Safety Index is the sum of all annual occurrences on overhead transmission or primary voltage distribution conductors satisfying one or more of the following conditions divided by total circuit miles in the system x 1,000: 1) A conductor or splice becomes physically broken; 2) A conductor is dislodged from its intended design position due to either malfunction of its attachment points and/or supporting structures or contact with foreign objects (including vegetation); 3) A conductor falls from its intended position to rest on the ground or a foreign object; 4) A conductor comes into contact with communication circuits, guy wires, or conductors of a lower voltage; or 5) A power pole carrying normally energized conductors leans by more than 45 degrees in any direction relative to the vertical reference when measured at ground level. Separate metrics are reported for transmission and primary voltage distribution conductors. Secondary voltage conductors and service drops are not included in this metric.

Chapter 2 is divided into seventeen sections for each SPM shown in Table I-1. For each SPM, the first subsection provides a narrative description and visual depiction of the annual historical SPM data.[4] The next subsection addresses whether the SPM is used for the purposes of determining executive level compensation or incentives or is linked to the determination of individual or group performance goals. The final subsection describes what, if any, bias controls are in place for the SPM.

A. SCE's Use of Safety Performance Metrics Data

In Ordering Paragraph 6.D. of D.19-04-020, the Commission directed each of the investor-owned utilities (IOUs)[5] to "[p]rovide three to five examples of how the utility has used Safety Performance Metrics data to improve staff and/or contractor training, and/or to take corrective actions to minimize top risks or risk drivers; and provide three to five examples how the utility is using [SPM] data to support risk-based decision-making as required in the SMAP and RAMP processes." The following sections provide the requested examples.

1. Use of Safety Performance Metrics Data to Improve Staff and/or Contractor Training, and/or to Take Corrective Actions to Minimize Top Risks or Risk Drivers

a) Underground Flash Safety Workstream – DART and SIFs (Metrics 14 and 15).

To reduce the risks of underground flash incidents, SCE will identify gaps in procedures and protocols related to work in underground structures, conduct an engineering study on pumping structures and component failures, implement mitigations across procedures, training, job planning and execution.

b) Induction Safety Workstream – DART and SIFs (Metrics 14 and 15).

SCE will focus on reducing induction-related incidents by: enhancing documented industry knowledge of induction mitigation practices; strengthening crew ability to identify

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[4] SCE provides the monthly historical data in Attachment A and in the Excel file served concurrently with this report.

[5] The IOUs are defined in D.19-04-020 as SCE, Pacific Gas and Electric Company (PG&E), San Diego Gas & Electric Company (SDG&E), and Southern California Gas Company (SoCalGas).

differences in potential that could lead to induction; creating a procedure document for performing work in high-risk induction corridors; annual induction training; and assessing the potential use of induction suits.

c) Fall From Heights Safety Workstream – DART and SIFs (Metrics 14 and 15).

Common work practices that involve walking or standing on top of coffin bins or catwalks continue to put employees at risk of falling from vehicles. To mitigate this risk, in 2024 SCE will evaluate and pilot alternative work practices for working from elevated positions on vehicles, benchmark alternative vehicle designs that mitigate the Fall from Vehicle hazard, implement near-term solutions, and prioritize long-term engineering mitigations.

d) Vehicle Safety Workstream – DART and SIFs (Metrics 14 and 15).

To mitigate the hazards associated with heavy and off-road vehicles (ORV), in 2024 SCE will seek to identify training gaps among field personnel. SCE will verify that workers are qualified and possess the necessary training and experience before operating these vehicle types. Additionally, SCE will seek to ensure consistent availability of suitable vehicles for the job and prevailing road conditions across all field locations.

e) Expansion of Safety Culture Requirements for SCE Contractors (Metrics 16 and 18)

SCE's safety culture extends to our contractors, especially contractors who perform higher-risk work (Tier 1 Contractors). In 2024, SCE expanded the Leader Safety Culture Training Requirement to include all higher-risk contractors, by removing the previous 25,000 hours threshold. As of 2023, SCE required all Safety Tier 1 Contractors who worked more than 25,000 hours for SCE to perform a mandatory annual safety culture assessment. In 2024, SCE also implemented a requirement for contractors to confirm their action plans resulting from their safety culture assessments, as well as refresher training status by the first Friday in May using the third-party Administrator ISNetworld®. The expected outcome is to ensure all Safety Tier 1 HR contractors received and provided leader safety culture training, understand where opportunities exist and implement steps to strengthen

the program's effectiveness. SCE also facilitated the sharing of best practices and lessons learned among contractors who implemented their program at OU contractor safety forums. SCE uses prequalification and onboarding controls for contractors before work begins to reduce SIF. These components include a third-party assessment and mitigation plans when needed. SCE also incorporates safety requirements into our requests for proposal.

2. Use of Safety Performance Metrics Data to Support Risk-Based Decision-Making as Required in the SMAP and RAMP Processes

a) Expanded Analysis on Vegetation Wire Down Events (Metrics 1 and 2)

In 2023, SCE saw increases in wire down events in January through March due to increased rain and snow in certain areas that contributed to increased sole erosion. This in turn led to an increase in vegetation related wire down events where trees and other vegetation fell into SCE's lines. To address these weather-related vegetation wire down events, in 2023 SCE introduced a new initiative requiring vegetation management specialists to review all documented wire down events to confirm the cause. SCE will enhance our collection of information on the tree attributes (e.g. whether the tree is part of our inventory (inspection schedule), the last inspection date, the last trim date). This data will help inform whether vegetation management related risks associated with the event could have been better mitigated and if so what mitigation would have been optimal.

b) Risk Prioritization of Notification Backlogs (Metric 29)

As noted in our 2022 SPMR and as discussed in depth in the 2023-2025 WMP, in 2023, SCE updated its prioritization methodology for its backlog and applied it to all open notifications. In 2023 SCE also incorporated new factors, such as whether a notification was located in high risk areas such as Areas of Concern or along PSPS circuits into our prioritization methodology for all notifications. Similarly, in 2024, SCE continues to investigate how it can de-prioritize low-risk notifications via problem statement analysis, while focusing on compliance requirements to reduce the backlog and continue to prioritize higher ignition risk open notifications.

c) Asset Failure and Mitigation Register (Metrics 1 and 2)

The Asset Failure and Mitigation Register (AFMR) was established in 2021 with the designed intent to track key asset failures and associated mitigations. The asset failures are investigated through events such as ignitions, wires down, and Underground Equipment Failures (UEF). The investigation results are evaluated by engineers for trends based on the asset and failure types. This evolving process continues to undergo enhancements to help inform appropriate mitigation strategy development with input from a variety of perspectives such as asset engineers, data scientists, risk management, reliability, wildfire, and public safety. As asset failure mitigations are implemented, failure engineers continue to track failure trends to provide data-driven feedback on mitigation effectiveness through the AFMR process. The AFMR process has enabled SCE's ability to further analyze and evaluate leading causes/trends for wire-downs and recognized SCE identified approximately 43% of all 2023 wire-downs occurred during Q1 due to the significant weather conditions experience throughout Southern California. For 2023 Distribution wire-downs SCE recognized the top three (3) leading causes were vegetation contact (~27%), contact from object (~25%), and equipment/facility/failures (~21%). Also, of the 25% contact from object, approximately 19% account for car-hit pole events. These insights have led SCE to further evaluate opportunities to enhance maintenance strategies for the current Vegetation Management Program and potential design standards to help reduce future trends or occurrence of wire-downs and/or circuit interruptions. The maintenance strategies for both vegetation and car-hit poles are still in progress and any new strategic changes post implementation will be evaluated to measure effectiveness.

B. Description of Executive Compensation Links and Bias Controls

Pursuant to D.19-04-020,[6] this section discusses (1) SPMs linked to or used for the purpose of determining executive compensation level and/or incentives, (2) SPMs linked to individual and group performance goals, (3) the director-level or higher executive positions linked to SPMs, and (4) bias controls associated with the reporting of SPMs.

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[6] *See* D.19-04-020, Ordering Paragraph 6.A-C.

During 2023, five SPMs were directly linked to SCE's incentive compensation plans, including for those individuals in executive positions through SCE's goal measures. Specifically, Fire Ignitions, Employee SIF, Public SIF, Employee DART Rate and GO-95 Corrective Actions contributed, in part, to determining whether SCE's corporate goals were met which, in turn, impacted the amount of incentive compensation paid under SCE's Executive Incentive Compensation (EIC) Plan.[7] As further described herein, SCE annually conducts audits of corporate goal metrics to prevent bias in metrics reporting.

1. Overview of Annual Incentive Awards Programs Applicable to Executives

For SCE employees holding director-level or higher positions, the annual incentive awards are paid under the EIC Plan and are based on the achievement of specific safety, operating, financial stability, and strategic objectives that benefit our customers and other stakeholders. Whether SCE meets those objectives directly impacts the level of incentives paid under the EIC Plan. For additional information on the EIC Plan, please refer to SCE's 2025 GRC testimony and 2023 Executive Compensation Structure Submission pursuant to Assembly Bill 1054.[8]

2. Development of SCE's Corporate Goals

The process for establishing SCE's 2023 corporate goals began in June 2022 when the Company's senior management conducted a strategic refresh of business priorities with the Board of Directors (Board). A supplemental review and refresh of the resulting Goal Framework was performed in July 2022 to validate goal categories and alignment with business priorities. Thereafter, the team developed representative success measures for goals within each category reflecting desired outcomes.

Criteria employed to develop success measures include the meaningfulness of the metric in representing the desired outcomes or performance levels, the maturity of the metric (e.g., the availability and quality of data, level of understanding of the drivers that influence the metric, and the degree of influence the company has over those drivers), the likelihood of achievement due to various

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[7] In lieu of the EIC, non-executive employees are eligible for incentive compensation under the Short Term Incentive Plan (STIP). STIP and EIC are aligned with the same set of Company performance goals.

[8] See Exhibit SCE-06 Vol. 04 – Employee Benefits, Training & Support and Executive Compensation Submission of Southern California Edison Pursuant to Assembly Bill 1054 (accessible at Executive Compensation | Office of Energy Infrastructure Safety (ca.gov).

factors (e.g., budgetary and regulatory commitments, resource availability and/or constraints, and historical performance) and the potential for improvement over past years' performance.

Draft metrics and milestones were refined through a series of reviews by senior executives beginning in September 2022, by the Safety and Operations Committee in October and December 2022, and by the Compensation and Executive Personnel Committee (Compensation Committee) in December 2022 and February 2023, when it approved final metrics and milestones. The Compensation Committee is comprised of independent Board members who have significant experience and qualifications in using incentive compensation to drive performance. No SCE officers or employees serve on the Compensation Committee.

In February 2024, the Compensation Committee assessed company performance against goals for 2023. The Compensation Committee duly considered both what was accomplished and the manner in which it was accomplished. The goals must be achieved while living SCE's values, which include safety. The Compensation Committee retains discretion to reduce or eliminate entirely annual incentive awards should circumstances warrant. The Compensation Committee has exercised this discretion in recent years to reduce or eliminate payouts when safety goals were not met.[9]

3. Safety Performance Metrics Linked to Executive Compensation Through SCE's Corporate Goals

SCE's corporate goals for 2023 are shown in Table I-2. In 2023, SCE's corporate goal structure continued to include an overarching goals framework related to safety and compliance, consistent with prior years. Safety and compliance are foundational to SCE, and events such as employee fatalities or serious injuries to the public can result in meaningful deduction or full elimination of EIC awards, regardless of the performance of the other goal categories. The overarching goals framework can supersede all of the other goals for purposes of determining incentive payouts. The Compensation Committee has the discretion to determine whether the reduction or elimination tied to that framework applies to all plan participants, all executives, or only specific officers. After year-end,

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[9] *See* Table I-3 below.

the Compensation Committee assesses the individual representative success measures approved at the beginning of the year alongside other important activities and developments during the year. At that point, the Compensation Committee evaluates the relative importance of the various success measures and scores the subcategories.

SCE's 2023 goals and goal framework were largely consistent with those in 2022. The 2023 goals and goal framework incorporated a new High Hazard Safety Observation goal (a leading indicator for employee safety) and modified Diversity, Equity and Inclusion and Operational Excellence goals. In addition, SCE shifted to pre-set weights specified at the individual goal success measure level instead of using a pre-set weight at the goal category level. Overall weighting for Safety and Resiliency (55%) and Performance and Operational Excellence (45%) goal categories remain unchanged from 2022. Table I-2 identifies the instances where SMAP Safety Performance Metrics are linked to a corporate goal in the third column.

Table I-2
SCE Company Goals Included in EIC for the 2023 Plan Year

Goal Category and Target Score for Goal Category	Representative Success Measures for Goal Category	SMAP Safety Performance Metrics Linked to Executive Compensation
Overarching Goals Framework[10]	○ The goals will be achieved while living the Company's values, which include safety ○ Safety and compliance are foundational and events such as fatalities or significant non-compliance issues can result in meaningful or full elimination of short-term incentive compensation	○ No employee fatalities (Employee SIF Rates – fatality component) ○ Public SIF
Safety and Resiliency 55	○ Employee Safety: Make significant progress toward eliminating Serious Injuries and Fatalities (SIF) ○ Reduce Employee Edison Electric Institute (EEI) SIF Rate ○ Reduce Employee Days Away, Restrictions, and Transfer (DART) Rate ○ Percentage increase in number of observations of employees in high-hazard occupations[11] that include either opportunities for improvement or recognition	○ Employee SIF Rate ○ Employee DART rate
	○ Public Safety & Wildfire Resiliency: Reduce risk of public injuries and catastrophic wildfires related to our electric infrastructure by executing our Wildfire Mitigation Plan (WMP) and programs ○ CPUC reportable ignitions in High Fire Risk Areas (HFRA) ○ Covered Conductor: installation of circuit miles ○ Overhead Inspections: complete ground and aerial HFRA inspection scope and remediate findings 30 days before compliance due date ○ Vegetation Line Clearing: execute trims within planned schedule to support compliance with GO 95 requirements ○ Improve PSPS customer notifications: Percentage of customers receiving at least one notification prior to de-energization and percentage of customers receiving notifications once de-energization is initiated	○ Subset of Fire Ignitions metric (HFRA only) ○ % of GO-95 Corrective Actions Completed on Time
	○ Cybersecurity: Maintain effective controls to prevent and mitigate significant disruptions, data breach or system failure by maturing enterprise-wide phishing program ○ Simulation exercise click rate ○ Simulation exercise reporting rate	

[10] The potential score for each goal category (other than Overarching Goals Framework described above) ranges from zero to twice the target score for the goal category. The potential total score is from zero to 200.

[11] High-hazard occupations defined as all job titles included in the following OUs and/or departments: Distribution, Transmission, Substation Construction & Maintenance, Grid Operations, Generation, Transportation Services, and Supply Chain. Opportunities for Improvement include recommendations for how work can be performed more safely.

Goal Category and Target Score for Goal Category	Representative Success Measures for Goal Category	SMAP Safety Performance Metrics Linked to Executive Compensation
	○ Quality: Sustain execution quality in operations ○ Sustain quality performance in key programs: quality conformance index	
	○ Capital Deployment: Execute grid, technology, electrification, and other improvements to deliver safe, reliable, clean, and affordable energy for customers. ○ Achieve CPUC and FERC jurisdictional capital improvement plan execution, consistent with appropriate regulatory direction	
Performance Management and Operational Excellence 45	○ Financial Stability: Achieve SCE core earnings target	
	○ Reliability: Improve reliability for repair outages ○ Achieve System Average Interruption Duration Index (SAIDI), Repair.	
	○ Diversity, Equity and Inclusion: Improve Organizational Unit (OU) accountability for employee diversity, equity and inclusion and sustain a diverse supplier base ○ Implement OU DEI action plans measured by milestone completion index Achieve Diverse Business Enterprise (DBE) spend	
	○ Clean Energy Transition: Advance electric technology adoption to enable emissions reductions across economic sectors ○ Advance SCE's clean energy pathway objectives ○ Transportation Electrification installs, charging port installations and medium/heavy duty electric vehicle conversions ○ Building Electrification heat pump installs	
	○ Customer Experience: Improve customer experience to address targeted interactions ○ Achieve Billing and Payment (B&P) and Outage Net Score Index	
	○ Operational Excellence: Execute continuous improvement efforts for Catalyst Program ○ Implement planned improvement projects	

Annual incentive awards are based on corporate and individual performance. Corporate performance is based on accomplishments related to the goal success measure weights established at the beginning of the year. For each goal success measure, the Compensation Committee assigns a target score and potential score range reflecting the relative weight given that goal success measure. Some goals have quantitative metrics for determining if the goal was unmet, met or exceeded. Other goals are activity-based or assessed by the quality of the respective outcome, all of which are subject to the judgment of the Compensation Committee.

In review of SCE's 2019 SPMR, Safety Policy Division (SPD) requested information on what years executive compensation was impacted, how many executives were impacted, and what percentage of their total bonus compensation was affected.[12] For 2023, SCE's year-end performance resulted in a total deduction of 25 points due to unmet foundational goals and due to Employee Safety SIF and DART rates and below-target performance for PSPS customer notifications. As mentioned above, the Compensation Committee has exercised discretion frequently in recent years to reduce or eliminate payouts for not meeting safety goals. Table I-3 below summarizes SCE's annual incentive award deductions for senior vice presidents and above due to safety performance in the past five years.

[12] SPD's Review of Southern California Edison's 2020 Safety Performance Metrics Submittal Pursuant to Decision 19-04-020, p. 20.

Table I-3
Annual Incentive Award Deductions for Safety Performance

Year	Total Deduction for Executive Officers Due to Unmet Safety Goals, Wildfire Resiliency Goals and/or Overarching Goals Framework	Summary of Unmet Safety Goals, Wildfire Resiliency Goals, and/or Overarching Goals Framework
2023	25-point deduction[13]	Employee fatality; two serious public injuries from power lines; below-target performance for employee SIF and DART and PSPS customer notifications
2022	12-point deduction[14]	Public injury from a downed power wire; SIF and DART rates worse than threshold
2021	5-point deduction[15]	Below-target performance for Wildfire Resiliency, Safety and Resiliency Capabilities, and Contractor Management
2020	13-point deduction[16]	Three contractor fatalities; third-party contractor seriously injured from contact with line with insufficient clearance; SIF rate worse than target
2019	14-point deduction[17]	Three contractor fatalities; transformer failure that seriously burned a member of the public; DART injury rate worse than target

Corporate goals for 2024 continue to use the same goal structure as 2023. Notable changes to goal measures include:

[13] The 25-point deduction was comprised of: 8-point deduction to overall company modifier and 5-point deduction to individual performance modifier due to unmet foundational goals and 12-point deduction due to below-target performance for employee SIF and DART and PSPS customer notifications.

[14] The 12-point deduction was comprised of: 2-point deduction due to unmet foundational goal and 10-point deduction to Employee Safety goal due to SIF and DART rates.

[15] Wildfire Resiliency was scored 2 points below target due to reportable ignitions in High Fire Risk Areas and assessment and mitigation of hazardous trees being worse than target; Safety and Resiliency Capabilities were scored 1 point below target due to some field and work management tool development occurring behind schedule; Contractor Management was scored 2 points below target due to a delay in the revised end-to-end contractor management process.

[16] The 13-point deduction was comprised of: 10-point deduction to the company modifier due to unmet overarching goal for all senior officers (and certain other officers) due to three contractor fatalities and a third-party contractor serious injury; and Worker Safety portion of the Safety and Resiliency goal category was scored 3 points below target for all employees (including non-executive) due to the SIF rate.

[17] The 14-point deduction was comprised of: 10-point deduction to company modifier due to unmet overarching goals; Safety portion of Operational and Service Excellence goal category was scored 4 points below target due to DART injury rate.

- A new leading indicator goal measure for employee safety focused on High Energy Control Assessments (HECA) has replaced Days away, Restrictions and Transfers (DART), which will continue to be a priority focus for the company. The change reflects SCE's priority and focus on making progress toward eliminating serious injuries and fatalities. Focus of HECAs on mitigations for high energy work that can be benchmarked across SCE regions and other IOUs.
- Cyber phishing simulations advancing to level 3
- A modified Diversity, Equity and Inclusion (DEI) goal focused on development programs and Business Resource Groups
- A modified Operational Excellence (OE) goal focusing on planned improvement efforts.

4. Bias Controls for the Reporting of the Corporate Goals

For the corporate goals, each year, on a sample basis, the internal audit team verifies that the reporting used to determine the STIP and EIC payouts is accurate. This includes obtaining supporting documentation for the reported goal, reviewing and validating the accuracy of the performance standard, metric, or target number used for assessing obtainment of that goal, and comparing the data to internal and/or external sources as applicable to validate the data. The internal audit team also periodically audits other company programs that track metrics, such as Employee DART or SIF. These audits include reviewing the program processes and controls, including event and/or injury classifications, to validate the accuracy of the reported rate. The internal audit team is accountable to the Audit and Finance Committee of SCE's Board, which is comprised of independent members in accordance with the Securities and Exchange Act of 1934. Please refer to Chapter II for a discussion of additional, metric-specific bias controls where applicable.

5. Individual and Group Performance Goals

In addition to company performance, annual incentive awards under the EIC also take into account individual performance. SCE non-represented employees, including executives, have individual performance goals and, in some circumstances, may also have group performance goals.

Individual and group performance goals are specific to an employee or organizational unit's scope of work, and are intended to align with and support the company's overall corporate goals. Thus, while individual and group performance goals may include safety competencies, they are generally not specific to any of the SPMs outside those already linked to corporate goals.[18] Additionally, to the extent that an individual or group performance goal intersects with one of the SPMs, success or lack of success on that goal would not necessarily impact compensation. For each individual, success on individual and group performance goals is typically determined holistically by the organizational unit's management (or, in the case of senior officers, by the Compensation Committee), which takes into account that individual's performance across all of their goals and benchmarking based on a comparison to the performance of that individual's peers within the organizational unit. Any impact on compensation (whether through an annual incentive award or a base salary increase) based on this assessment is subject to management discretion.[19] For executive officers, the compensation impact is decided by the Compensation Committee rather than by management.

C. Interim Risk Mitigation Accountability Report Requirements

In D.14-12-025, the Commission determined that IOUs should include in their annual Safety Performance Metrics Reports some of the information originally envisioned as part of the Risk Mitigation Accountability Report (RMAR) which is the subject of the SMAP proceeding. Specifically, the IOUs were directed to include an explanation of how the reported SPM data reflects progress against the safety goals in their respective RAMP and approved GRC application, and a high-level summary of total estimated risk mitigation spending level as approved in its most recent GRC.

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[18] Based on SCE's review of all director level and above individual performance plans for 2023, SCE identified instances where a Safety Performance Metric outside those already linked to corporate goals was directly incorporated into an individual director level or higher performance goal. It should be noted that these goals are only one of various considerations in individual performance goals and their compensation.

[19] The final component of compensation approved each year for director level and above positions is long-term incentive awards. Unlike with annual incentive awards, which are determined by looking back at the prior year's performance, long-term incentive awards are typically determined by considering the individual's longer-term performance as well as the company's longer-term goals and needs. None of the Safety Performance Metrics is linked to executive compensation through long-term incentive awards.

1. How the Safety Performance Metrics Reflect Progress Against SCE's RAMP and GRC Safety Goals

SCE is committed to delivering safe, reliable, affordable, and clean energy to its customers. Safety is our number one value, and part of implementing that value is making sure we empower employees with the knowledge, motivation, and means to make safe choices. SCE is also committed to collaborating with our contractors to strengthen safe work practices and educating the public to avoid hazards associated with our electrical grid. In some performance areas, SCE has seen a dramatic improvement in its safety results. However, SCE recognizes that it has more work ahead to ultimately achieve and maintain a fully mature safety culture, foster an injury-free workplace, and protect members of the public. In 2023, SCE saw decreases in fire ignitions from 2022 and historic levels. However, SCE did see year-over-year increases in Employee and Contractor DART and Contractor SIF rates. SCE provides a discussion on how we are addressing these increases below in Sections II.E, II.G and II.J.

Table I-4
Percent Improvement/Decline in SCE's 2023 Metric Performance Compared to Historical Average

Metric Name	2023 Performance	Historical Average	Percent Improvement/Decline in SCE's 2023 Metric Performance Compared to Historical Average	Average Notes
1. T&D Overhead Wires Down	984	980	-0.4%	5-year Average (2018 - 2022)
2. T&D Overhead Wires Down - Major Event Days	2,034	1,907	-6.6%	5-year Average (2018 - 2022)
3. Electric Emergency Response *(Avg time)*	56.1	55.8	-0.5%	5-year Average (2018 - 2022)
4. Fire Ignitions	90	136	33.6%	5-year Average (2018 - 2022)
14. Employee Days Away, Restricted and Transfer (DART) Rate	1.48	1.06	-40.2%	5-year Average (2018 - 2022)
15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)	0.09	0.09	-0.9%	5-year Average (2018 - 2022)
16. Rate of SIF Actual (Contractor)	0.102	0.167	38.6%	5-year Average (2018 - 2022)
17. Rate of SIF Potential (Employee)	0.142	0.135	-5.2%	5-year Average (2018 - 2022)
18. Rate of SIF Potential (Contractor)	0.270	0.426	36.6%	5-year Average (2018 - 2022)
19. Contractor Days Away, Restricted Transfer (DART)	0.44	0.4	-11.7%	5-year Average (2018 - 2022)

Metric Name	2023 Performance	Historical Average	Percent Improvement/Decline in SCE's 2023 Metric Performance Compared to Historical Average	Average Notes
20. Public Serious Injuries and Fatalities	13	12	-12.1%	5-year Average (2018 - 2022)
21. Helicopter/ Flight Accident or Incident	N/A	N/A	N/A	N/A
25. Wires-Down not resulting in Automatic De-energization	N/A	N/A	N/A	Insufficient historical data
26. Missed Inspections and Patrols for Electric Circuits				
Distribution Detailed	4%	2%	-89.8%	5-year Average (2018 - 2022)
Distribution Patrols	3%	2%	-92.9%	5-year Average (2018 - 2022)
Transmission Detailed	0%	6%	95.2%	5-year Average (2018 - 2022)
Transmission Patrols	0%	4%	97.2%	5-year Average (2018 - 2022)
27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	N/A	N/A	N/A	Insufficient historical data
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)				
Distribution	90%	86%	-4.9%	5-year Average (2018 - 2022)
Transmission	78%	69%	-13.2%	5-year Average (2018 - 2022)
32. Overhead Conductor Safety Index				
Distribution	23.3	23.7	1.7%	5-year Average (2018 - 2022)
Transmission	1.1	0.8	-26.5%	5-year Average (2018 - 2022)

SCE uses a form of most of the SPMs addressed in this report to develop the risk bowtie structures which inform the RIDM framework and the mitigation plans to address some of SCE's top risks as identified in the 2022 RAMP filing.[20] Table I-5 below indicates which 2022 RAMP risk(s) and which risk bowtie element(s) each metric is linked to.

[20] For additional information on how SCE developed our risk bowties for the 2022 RAMP, please refer to SCE's 2022 RAMP Application, A.22-05-013, Chapter 2 – Risk Model and RSE Methodology.

Table I-5
SPMR Metrics Linked to SCE's 2022 RAMP Filing

Metric Name	RAMP Risk(s)	Bowtie Element(s)
1. T&D Overhead Wires Down	Contact with Energized Equipment	Triggering Event for CEE Risk Bowtie
2. T&D Overhead Wires Down - Major Event Days	Contact with Energized Equipment	Triggering Event for CEE Risk Bowtie
3. Electric Emergency Response	N/A	Not directly included
4. Fire Ignitions	Wildfire	Triggering Event for Wildfire
14. Employee Days Away, Restricted and Transfer (DART) Rate	N/A	Not directly include in Employee Safety risk analysis
15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)	Employee Safety	Triggering Event for Employee Safety
16. Rate of SIF Actual (Contractor)	Contractor Safety	Triggering Event for Contractor Safety
17. Rate of SIF Potential (Employee)	N/A	Not directly include in Employee Safety risk analysis, but qualitatively discussed.
18. Rate of SIF Potential (Contractor)	N/A	Not directly include in Contractor Safety risk analysis, but qualitatively discussed.
19. Contractor Days Away, Restricted Transfer (DART)	N/A	Not directly include in Contractor Safety risk analysis
20. Public Serious Injuries and Fatalities	Wildfire, PSPS, Contact with Energized Equipment, Underground Equipment Failure, and Physical Security	Public SIF events are included in the safety consequences of these RAMP risks.
21. Helicopter/ Flight Accident or Incident	N/A	Not directly included, however if an incident occurs that results in an Employee, Contractor or Public SIF it would be included.
25. Wires-Down not resulting in Automatic De-energization	Contact with Energized Equipment	Impacts the outcomes of a wire down event.
26. Missed Inspections and Patrols for Electric Circuits	N/A	Not directly included
27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	N/A	Not directly included
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)	N/A	Not directly included
32. Overhead Conductor Safety Index	N/A	Not directly included

2. High-level Summary of SCE's Total Estimated Risk Mitigation Spending Level as Approved in Its Most Recent GRC

As directed in D.19-04-020, SCE is providing a high-level summary of the total estimated risk mitigation spending as approved in our most recent GRC.[21] The recorded and authorized RAMP O&M expenses from SCE's Test Year 2021 GRC Decision are shown below in Table I-6 by SCE's 2018 RAMP risks.[22]

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[21] D.19-04-02, Ordering Paragraph 6.F, p. 63.

[22] SCE received and extension request to file our 2023 RSAR by May 31, 2024. SCE is still finalizing our 2023 recorded values and the values in the tables below may change.

Table I-6
RAMP O&M Spending by RAMP Risk ($000s)

SCE 2018 RAMP Risk	2023 Recorded	2023 Authorized	Variance (Recorded - Authorized)	% Variance ((Rec. - Auth.)/Auth.)
Wildfire	$83,406	$65,480	$17,926	27%
Cyber Attack	$24,458	$31,911	($7,454)	-23%
Physical Security	$22,447	$27,328	($4,881)	-18%
Employee, Contractor and Public Safety	$5,761	$6,903	($1,142)	-17%
Building Safety	$3,179	$7,505	($4,325)	-58%
Contact with Energized Equipment	$5,583	$7,394	($1,810)	-24%
Climate Change	$3,973	$3,887	$86	2%
Grand Total	**$148,807**	**$150,408**	**($1,600)**	**-1%**

The recorded and authorized RAMP capital expenditures are shown below in Table I-7 by SCE's 2018 RAMP risks.

Table I-7
RAMP Capital Spending by RAMP Risk ($000s)

SCE 2018 RAMP Risk	2023 Recorded	2023 Authorized	Variance (Recorded - Authorized)	% Variance ((Rec. - Auth.)/Auth.)
Building Safety	$17,196	$7,369	$9,827	133%
Contact with Energized Equipment	$70,796	$72,641	($1,845)	-3%
Cyber Attack	$42,190	$110,110	($67,921)	-62%
Employee Safety	$2,936	$2,512	$424	17%
Hydro Asset Failure	$3,644	$12,587	($8,943)	-71%
Physical Security	$52,180	$48,980	$3,200	7%
Underground Equipment Failure	$31,805	$24,587	$7,218	29%
Wildfire	$800,020	$604,826	$195,194	32%
Grand Total	**$1,020,766**	**$883,611**	**$137,155**	**16%**

Additional discussion of the spending variances for O&M expenses and capital expenditures will be discussed in SCE's 2023 Risk Spending Accountability Report.

D. Overview of Approved Safety Performance Metrics

In accordance with D.21-11-009, SCE reports on the seventeen applicable SPMs[23] using the designated definitions and units and including data for the last ten years (2014-2023) where such data exists.[24] SCE provides additional context on each of these metrics as appropriate in Section II below.

[23] These metrics are provided in Appendix B – SPMs Table to D.21-11-009.

[24] This data is included in Attachment A "SCE 2023 Safety Performance Metrics – Historical Data." SCE is also serving an Excel version of this attachment concurrently with this report.

II.

SCE SAFETY PERFORMANCE METRIC DATA

A. Metric 1: Transmission & Distribution (T&D) Overhead Wires Down [25]

Table II-8
Transmission & Distribution (T&D) Overhead Wires Down

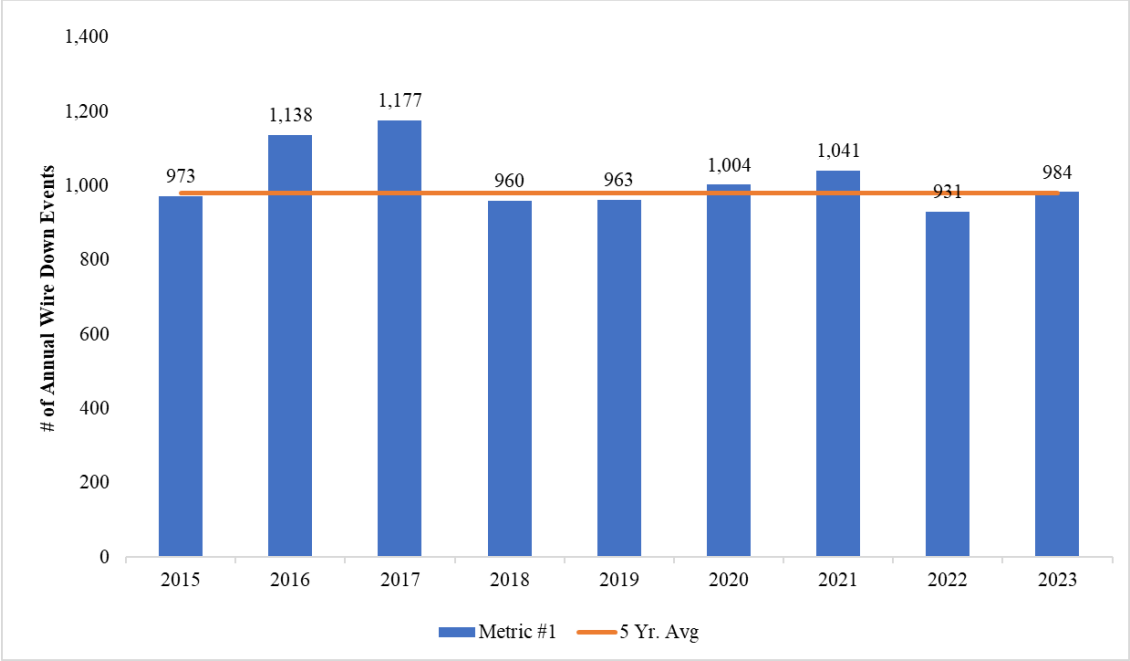
Metric Name	Risks	Category	Units	Metric Description
1. T&D Overhead Wires Down	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken, or remains intact, and falls from its intended position to rest on the ground or a foreign object; a conductor is considered energized unless confirmed in an idle state (i.e. normally de-energized); excludes down secondary distribution wires and "Major Event Days" (typically due to severe storm events) as defined by the IEEE.

1. Metric Data and Discussion

The annual and historical monthly data for T&D Overhead Wires Down is presented below in Figure II-1 and Table II-9, respectively. As shown in Table II-8, the definition for this metric includes both transmission and distribution primary overhead conductors and excludes distribution secondary conductors. SCE discusses trends, performance, risk drivers and initiatives to reduce wires down events in Section II.B below, as part of Metric 2- T&D Wires Down – Major Event Days.

[25] Note that SCE is following the same numbering for these metrics as used by the Commission in Appendix B to D.21-11-009.

Figure II-1
Annual T&D Overhead Wires Down Metric Data[26]



[26] SCE defines a wires down event as an event where the wire struck the ground or fell within eight feet and did not contact the ground. SCE is developing the ability to parse out events into "hit ground" or "did not hit ground" for future reporting. SCE is focused on the safety concerns that are implicated whenever a wires down incident occurs, regardless of whether the wire happens to physically make contact with the ground. A wire down that does not touch the ground still poses danger to the public and to our workers. Therefore, SCE includes both on-ground and above-ground in our data because both situations present dangers to the communities we serve. SCE thus tracks and provides a more comprehensive set of data than simply wires down incidents that are on-ground or on a foreign object.

Table II-9
T&D Overhead Wires Down – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	81	85	64	91	67	71	63	119	**641**
2015	88	55	96	80	74	81	103	67	77	79	78	95	**973**
2016	93	86	110	127	97	82	76	73	108	76	81	129	**1,138**
2017	131	88	138	93	105	97	93	91	119	79	68	75	**1,177**
2018	67	93	102	100	74	127	57	72	75	56	53	84	**960**
2019	118	86	78	69	83	77	85	50	77	40	74	126	**963**
2020	66	89	98	84	92	119	78	105	57	58	101	57	**1,004**
2021	129	79	101	69	93	95	73	74	75	108	54	91	**1,041**
2022	65	86	75	78	85	76	78	87	75	65	90	71	**931**
2023	140	92	143	77	66	75	70	84	58	44	64	71	**984**
Avg by Month	**100**	**84**	**105**	**86**	**85**	**91**	**78**	**79**	**79**	**68**	**73**	**92**	**1,019**

2. Metric Link to Compensation or Individual or Group Performance Goals

The T&D Wires Down metric is not linked to executive compensation. For further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B, Description of Executive Compensation Links and Bias Controls.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

To populate wires down data for each driver, SCE uses our wires down database containing repair orders. SCE also reviews historical data to ensure all events were accurately characterized as wires down events and remove any potential duplicates. SCE did not have any historical data updates in this year's SPMR.

B. Metric 2: Transmission & Distribution (T&D) Overhead Wires Down – Major Event Days

Table II-10
Transmission & Distribution (T&D) Overhead Wires Down – Major Event Days

Metric Name	Risks	Category	Units	Metric Description
2. T&D Overhead Wires Down - Major Event Days	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken, or remains intact, and falls from its intended position to rest on the ground or a foreign object; a conductor is considered energized unless confirmed in an idle state (i.e. normally de-energized); includes down secondary distribution wires. Includes "Major Event Days" (typically due to severe storm events) as defined by the IEEE.

1. Metric Data and Discussion

The annual and historical monthly data for T&D Overhead Wires Down – Major Event Days is presented below in Figure II-2 and Table II-11, respectively. As shown in Table II-10 above, the definition for this metric includes transmission conductor, distribution primary overhead conductor and distribution secondary conductor, and does not exclude Major Event Days as defined by IEEE.

Figure II-2
Annual T&D Overhead Wires Down – Major Event Days Metric Data

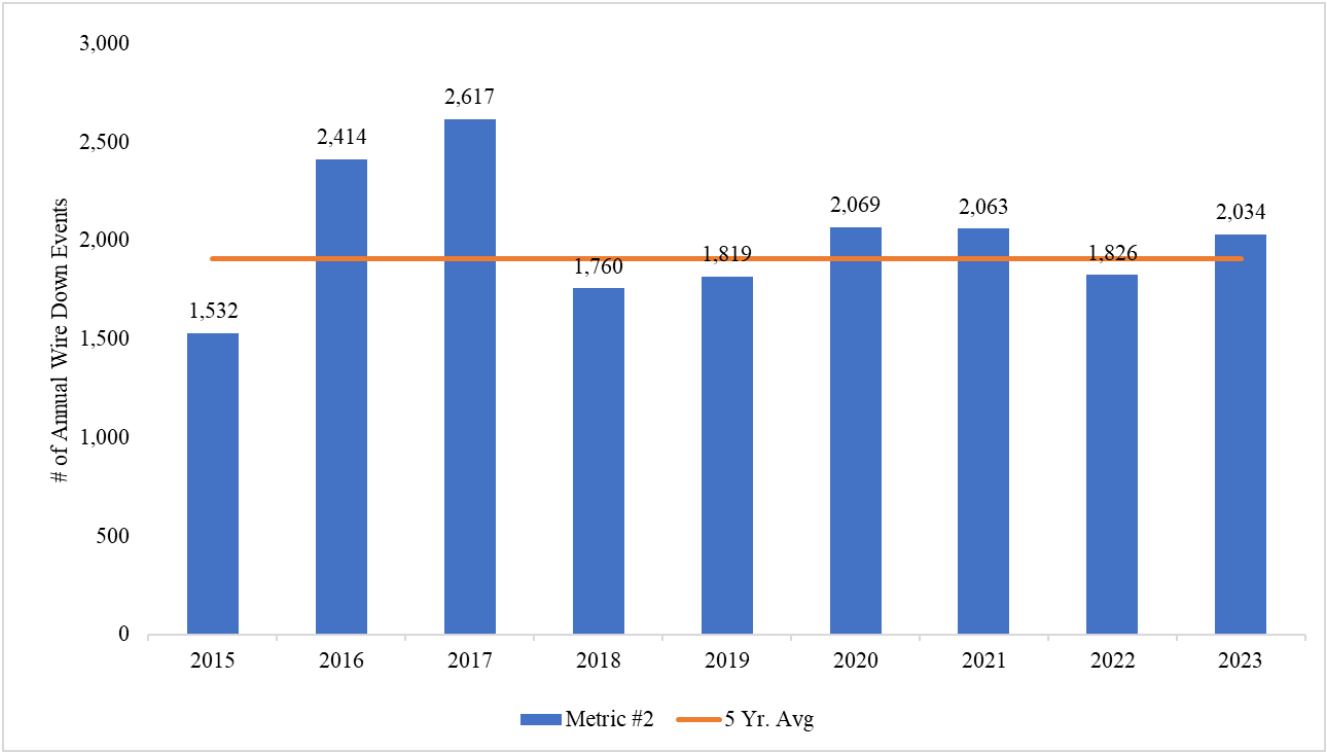


Table II-11
T&D Overhead Wires Down – Major Event Days – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	131	118	100	123	126	101	100	241	**1,040**
2015	132	77	125	109	101	120	152	133	154	139	126	164	**1,532**
2016	229	164	158	208	134	172	191	207	262	245	214	230	**2,414**
2017	413	222	261	232	208	230	152	231	245	171	88	164	**2,617**
2018	133	151	155	189	131	193	162	83	104	146	170	143	**1,760**
2019	207	251	135	131	115	110	121	90	127	128	176	228	**1,819**
2020	106	149	141	154	178	207	135	192	198	220	208	181	**2,069**
2021	311	145	173	128	163	197	178	113	115	166	125	249	**2,063**
2022	162	124	113	132	153	196	143	163	203	105	222	110	**1,826**
2023	251	286	339	123	107	117	134	240	111	90	127	109	**2,034**
Avg by Month	**216**	**174**	**178**	**156**	**142**	**166**	**147**	**158**	**165**	**151**	**156**	**182**	**2,015**

The key drivers of wire down events are shown below in Table II-12.[27]

[27] Additional detail on wire down events is provided in SCE's 2023-2025 WMP.

Table II-12
Key Drivers of Wire Down Events

Cause Category	Sub-Cause Category	2015	2016	2017	2018	2019	2020	2021	2022	2023
Contact From Object	Veg. Contact	291	540	758	349	432	425	427	307	556
Contact From Object	Animal Contact	74	66	68	59	39	68	52	25	39
Contact From Object	Balloon Contact	116	117	129	137	103	108	112	97	58
Contact From Object	Vehicle Contact	227	423	362	345	301	389	415	382	396
Contact From Object	Other Contact from Object	0	1	0	1	2	1	0	15	27
Equipment/Facility Failure	Connector Damage or Failure	84	119	115	95	72	115	84	68	119
Equipment/Facility Failure	Conductor Failure	0	2	30	44	127	239	112	118	62
Equipment/Facility Failure	Splice Damage or Failure	35	28	25	27	30	31	28	15	20
Equipment/Facility Failure	Crossarm Damage or Failure	31	31	31	28	36	34	32	31	30
Equipment/Facility Failure	Lightning Arrestor Damage or Failure	0	0	2	0	2	1	1	1	1
Equipment/Facility Failure	Tap Damage or Failure	0	0	4	5	12	11	9	6	0
Equipment/Facility Failure	Other	104	147	170	143	127	252	359	333	210
Equipment/Facility Failure	Wire-to-Wire Contact / Contamination	0	0	1	2	1	7	4	1	5
Other	All Other	570	940	922	525	535	388	428	427	511
Totals		**1,532**	**2,414**	**2,617**	**1,760**	**1,819**	**2,069**	**2,063**	**1,826**	**2,034**

As indicated above in Table II-12, SCE has seen swings in wires down events from 2015 to 2023 that were caused by vegetation contact, vehicle contact and other distribution equipment failures. As shown in Table II-11, SCE generally sees increased levels of wires down events in January and December, primarily due to higher levels of inclement weather (wind, rain, and snow). The rest of the calendar year shows a relatively flat trend with some increased levels of wires down from September to November, which is attributed, in part, to more severe wind conditions in those autumn months. Specifically, in 2023, SCE saw increases in wire down events in Jan – March due to increased rain and snow in certain areas that contributed to increased sole erosion. This is turn led to an increase in vegetation related wire down events where trees and other vegetation fell into SCE's lines causing wire down events. To address these vegetation wire down events, which could also be considered weather related, SCE introduced a new initiative that all vegetation management specialists are now researching all events to confirm the appropriate cause of the wire down event. SCE will enhance our collection of information on the tree attributes (e.g. whether the tree is part of our inventory (inspection schedule), the

last inspection date, the last trim date). This data will help inform whether the event could have been mitigated and the appropriate mitigation.

SCE has provided details on various programs we have to address wires down causes in previous SPMRs. For brevity, SCE does not repeat all the initiatives we undertake to address wire down events in this Report. Below are highlights of some key initiatives[28]

- **Asset Failure and Mitigation Register:** The Asset Failure and Mitigation Register (AFMR) was established in 2021 with the designed intent to track key asset failures and associated mitigations. The asset failures are investigated through events such as ignitions, wires down, and Underground Equipment Failures (UEF). The investigation results are evaluated by engineers for trends based on the asset and failure types. This evolving process continues to undergo enhancements to help inform appropriate mitigation strategy development with input from a variety of perspectives such as asset engineers, data scientists, risk management, reliability, wildfire, and public safety. As asset failure mitigations are implemented, failure engineers continue to track failure trends to provide data-driven feedback on mitigation effectiveness through the AFMR process. The AFMR process has enabled SCE's ability to further analyze and evaluate leading causes/trends for wire-downs and recognized SCE identified approximately 43% of all 2023 wire-downs occurred during Q1 due to the significant weather conditions experience throughout Southern California. For 2023 Distribution wire-downs SCE recognized the top three (3) leading causes were vegetation contact (~27%), contact from object (~25%), and equipment/facility/failures (~21%). Also, of the 25% contact from object, approximately 19% account for vehicle contact events. These insights have led SCE to further evaluate opportunities to enhance maintenance strategies for the current

[28] This should not be considered an exhaustive list of activities and/or initiatives that SCE undertakes to mitigate wire down events.

Vegetation Management Program and potential design standards to help reduce future trends or occurrence of wire-downs and/or circuit interruptions. The maintenance strategies for both vegetation and vehicle contact are still in progress and any new strategic changes post implementation will be evaluated to measure effectiveness.

- **Overhead Conductor Program:** The Overhead Conductor Program (OCP) was first discussed in SCE's 2018 GRC to address public safety risks associated with wires down events. SCE has continued this program, albeit at a reduced level, in recent years to decrease the frequency of wires down events. SCE is seeking additional funding in 2025 – 2028 for the continuation of this program in our Test Year (TY) 2025 GRC.
- **Inspection Programs:** SCE has several inspection and remediation programs to address the degradation of equipment and structures related to wear and tear from normal operations and external factors such as weather or third party caused damage. These programs help mitigate in-service malfunction or failure which can lead to potential wires down and ignition events.
- **Vegetation Management:** SCE has several vegetation management initiatives focused on preventing wires down events and ignitions. Some of these initiatives are described below and additional initiatives are discussed in the next section regarding Fire Ignitions.
- **Hazard Tree Management Program (HTMP):** SCE's analysis of Tree-Caused Circuit Interruptions (TCCIs) data revealed that a significant number of faults and wire downs were caused by live trees "falling in" or branches and fronds from green trees "blowing in" to lines and equipment. These trees frequently are outside of the compliance clearance zone as they are visually healthy and meet clearance requirements, but still pose a fall-in risk, depending on condition of the tree and other site-specific factors. Branches or fronds getting dislodged from trees near electrical facilities also present a higher risk of blowing into the lines and equipment and

causing faults that can potentially initiate an ignition. SCE initiated the HTMP which entails detailed inspection and evaluation of trees that pose risks despite trimming and pruning, and appropriate mitigations up to removal of these trees.

- **Dead, Dying and Diseased Tree Removal:** The Dead, Dying and Diseased Tree Removal program (formerly called the Drought Relief Initiative) was established as a result of the epidemic of dead and dying trees brought on by climate change and years of drought conditions. Both General Order (GO) 95 and Public Resources Code section 492354 address the mitigation of hazards posed by dead or significantly compromised trees. Under this program, SCE conducts patrols in HFRA to identify and remove dead, dying, or diseased trees affected by drought conditions and/or insect infestation. All trees within striking distance of SCE overhead facilities that are dead or expected to die within a year are removed.

2. Metric Link to Compensation or Individual or Group Performance Goals

The T&D Wires Down – MED metric is not linked to executive compensation. For a further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

To populate wires down data for each driver, SCE uses our wires down database containing repair orders. SCE also reviews historical data to ensure all events were accurately characterized as wires down events and to remove any potential duplicates. SCE did not have any historical data updates in this year's SPMR.

C. Metric 3: Electric Emergency Response

Table II-13
Electric Emergency Response

Metric Name	Risks	Category	Units	Metric Description
3. Electric Emergency Response	Wildfire Overhead Conductor Public Safety Worker Safety	Electric	The time in minutes that an electric crew person or a qualified first responder takes to respond after receiving a call which results in an emergency order.	Average time and median time in minutes to respond on-site to an electric-related emergency notification from the time of notification to the time a representative (or qualified first responder) arrived onsite. Emergency notification includes all notifications originating from 911 calls and calls made directly to the utilities' safety hotlines. The data used to determine the average time and median time shall be provided in increments as defined in GO 112-F 123.2 (c) as supplemental information, not as a metric.

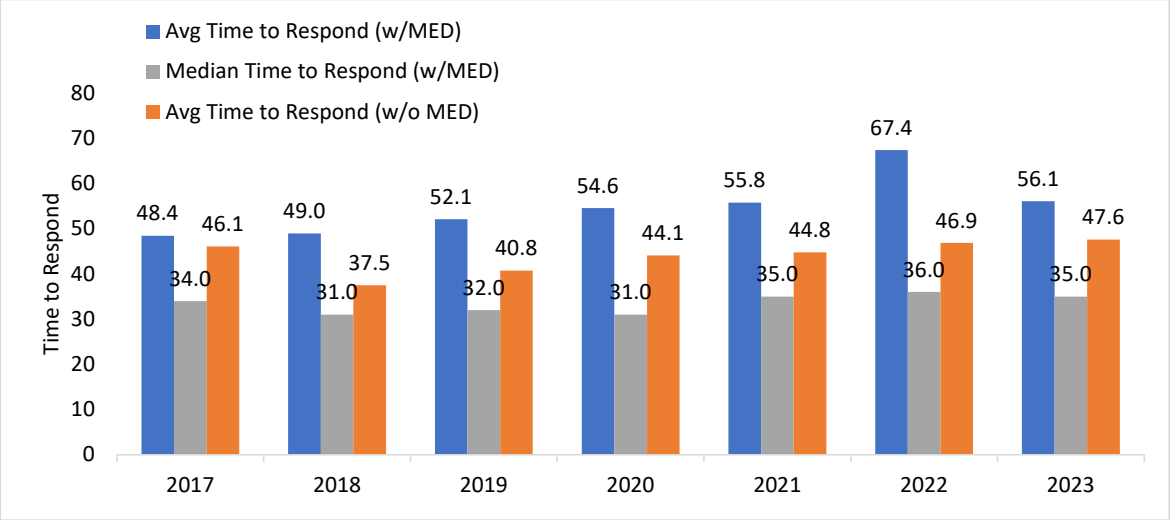
1. Metric Data and Discussion

The annual average and median data for Electric Emergency Response is presented below in Figure II-3.[29] The average time is provided for response time with and without Major Event Days (MED) response times.[30]

[29] Monthly and supplemental data is provided in Attachment A.

[30] The median response time did not materially change with or without including MED response times.

Figure II-3
Annual Electric Emergency Response Metric Data
(Average and Median Time to Respond)



The Electric Emergency Response metric measures SCE's ability to respond quickly to 911 calls and to minimize the amount of time that the public is exposed to any potential hazards including failed equipment and downed wires. The overall response time consists of three steps: 1) the average handle time of the call at the Distribution Operations Center (DOC) or call center, 2) the time to identify and dispatch SCE resources to respond, and 3) the time for the dispatched resource to arrive on scene.

SCE has maintained high performance over the last several years and continues to explore ways to maintain and improve performance. In 2021, SCE made a shift in emergency call handling. During normal operations activity levels (non-major event days), incoming calls from public agencies were routed directly to the DOC dispatch operators. This reduced response time by eliminating the initial step in a time sensitive process. The dispatch operators leverage a vehicle tracking program to promptly locate the closest available traditional or non-traditional responder for dispatch.

SCE works to ensure that we have appropriate 'first responder' field coverage. SCE staggers the troubleman breaks, ensures coverage of vacant shifts as necessary, and fills vacant billets. When the volume of 911 repair orders increases, such as during major storm events, SCE may utilize additional line crew and field service employees to further support timely response. In addition, when

call frequency exceeds the DOC's ability to efficiently collect incoming data and route appropriate field personnel, the calls overflow back to SCE's Customer Call Center (CCC) to have an Energy Advisor (ENA) perform the first step in the process above. 911 calls are designated the highest priority of all calls received by the CCC and promptly assigned for routing.

As we continue to explore the functionality of vehicle tracking software and its capabilities, there is room for improvement in data correction techniques. Use of historical time stamps and other mechanisms within the software will continue to improve, allowing actual arrival times to be captured instead of relying on the first responder to relay that information back to the DOC. This also has the added safety benefit of allowing those responders to work on the task at hand, instead of delaying efforts to make the call back to dispatchers.

At the beginning of 2023, there were a series of large storms within SCE territory that resulted in impassable roadways and extreme delays in response times. As weather conditions present more severe scenarios, we anticipate more accessibility challenges within these consolidated events. Wherever practical, use of incremental technology changes over time will continue to strengthen our approach and commitment to the safety of the public as it relates to incidents stemming from or related to our infrastructure.

2. <u>Metric Link to Compensation or Individual or Group Performance Goals</u>

The Electric Emergency Response metric is not linked to executive compensation or performance goals. For a further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [Yes]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

SCE has instituted processes to validate the Electric Emergency Response metric data for internal purposes. Absent a recorded arrival time for the SCE first responder, the Dispatch Supervisors research the call using vehicle tracking devices and Outage Management System verification to validate the arrival time. While reviewing data for time stamp anomalies, an analysis is also done on events where multiple calls relate to the same incident. Due to the overlap in these metrics, duplicates are excluded from reporting to secure the integrity of the average and median response times overall. Beginning in 2023 to help ensure accurate response times, SCE sends a Daily Business Objects Report to the DOC Supervisors highlighting response times where we did not have a working time arrival or where it looks like a response time value may be inaccurate. The DOC Supervisors work to reconcile with the appropriate dispatchers and troublemen to ensure an accurate working time has been captured.

D. Metric 4: Fire Ignitions

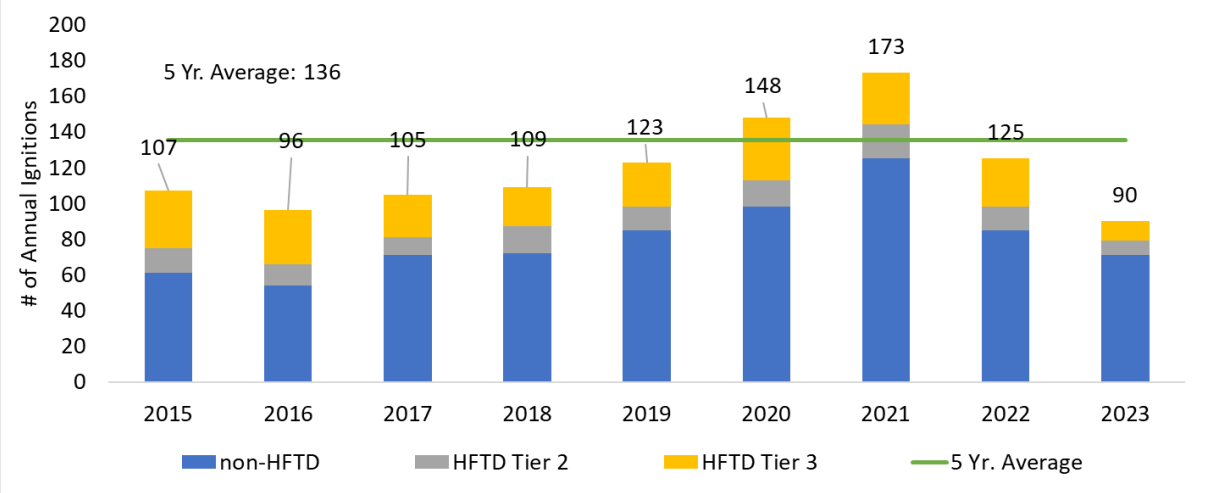
Table II-14
Fire Ignitions

Metric Name	Risks	Category	Units	Metric Description
4. Fire Ignitions	Overhead Conductor Wildfire Public Safety Worker Safety Catastrophic Event Preparedness	Electric	Number of ignitions	The number of fire incidents annually reportable to the California Public Utilities Commission (CPUC) per Decision 14-02-015.

1. Metric Data and Discussion

The annual and historical monthly data for Fire Ignitions is presented below in Figure II-4 and Table II-15, respectively.

Figure II-4
Annual Fire Ignitions Metric Data by HFTD[31]



[31] This data does not include any fire ignitions that are currently under claims investigation or subject to potential or pending litigation. Data collection started in May 2014.

***Table II*-15**
Fire Ignitions – Historical Monthly Data[32]

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	1	6	6	6	5	3	6	6	**39**
2015	2	2	4	20	17	19	11	7	8	7	8	2	**107**
2016	4	10	3	14	8	16	6	4	9	11	5	6	**96**
2017	4	1	6	9	17	21	15	13	7	6	3	3	**105**
2018	4	6	2	14	8	18	11	13	6	16	6	5	**109**
2019	1	1	5	15	6	23	15	20	20	7	9	1	**123**
2020	4	4	8	4	12	42	16	20	8	11	12	7	**148**
2021	12	11	7	16	20	30	23	21	14	12	3	4	**173**
2022	9	9	9	10	18	21	12	12	11	5	8	1	**125**
2023	1	4	3	3	9	11	21	10	7	12	4	5	**90**
Average by Month	**5**	**5**	**5**	**12**	**12**	**21**	**14**	**13**	**10**	**9**	**6**	**4**	**114**

While wildfires can occur across the SCE service territory any time of the year, the frequency is highest between May and October due to the warmer and drier conditions in the summer and early fall months increasing the risk of a significant conflagration occurrence. The autumn months have typically been viewed as most susceptible to wildfire activity due to the dry, fierce winds that blow across the state preceded by hot and dry summer conditions leading to expanses of dried vegetation. However, climate change has contributed to a trend where the wildfire season begins earlier and ends later each year.

SCE saw a significant decrease in overall ignitions in 2023 with the vast majority of the decrease associated with ignitions within SCE's non-HFRA and HFTD Tier 3. SCE captures and reports ignition events under the following drivers: contact from object (CFO), equipment facility failure (EFF), wire to wire contact, contamination, utility work/operations, vandalism/theft, other and unknown. The historical data for ignitions is shown below in Table II-16.

[32] SCE provides the monthly historical data in Attachment A and in the Excel file served concurrently with this report.

Table II-16
Fire Ignitions by Risk Event Category

	2015	2016	2017	2018	2019	2020	2021	2022	2023
Contact From Object									
Animal	12	10	9	12	20	26	20	16	12
Balloons	13	11	20	30	15	19	22	15	8
CFO Other	4	6	5	0	6	3	6	0	1
Vegetation	13	13	16	15	14	13	21	14	11
Vehicle	12	7	6	13	10	7	11	14	7
Contact From Object Totals	*54*	*47*	*56*	*70*	*65*	*68*	*80*	*59*	*39*
Equipment/Facility Failure									
Capacitor Bank	0	1	1	0	1	0	0	2	0
Conductor	3	19	15	5	11	22	27	20	8
Crossarm	1	2	2	1	1	0	0	0	0
Fuse	1	1	1	0	2	1	3	1	1
Insulator	1	2	2	1	3	6	1	4	5
Lightning Arrestor	2	0	2	0	2	1	3	1	3
EFF Other	5	6	2	8	2	11	9	11	9
Pole	1	2	1	0	1	3	0	1	1
Splice/Clamp/Connector	4	4	3	2	8	1	13	1	10
Switch	0	0	0	1	2	5	4	4	1
Transformer	3	3	2	10	3	9	10	10	3
Equipment/Facility Failure Totals	21	40	31	28	36	59	70	55	41
Vandalism/Theft	4	0	0	1	6	6	7	3	6
Wire-Wire Contact	1	1	3	3	8	5	6	2	2
Other	5	2	3	0	7	8	9	4	2
Unknown	22	6	12	7	1	2	1	2	0
Totals	**107**	**96**	**105**	**109**	**123**	**148**	**173**	**125**	**90**

SCE continues to analyze the risk event drivers for possible new mitigations and existing mitigation improvements. The following are several key programs that SCE is implementing to address fire ignitions.[33] Additional details on these and other SCE initiatives and work activities to minimize fire ignitions can be found in SCE's 2022 RAMP, SCE's 2023 - 2025 WMP and SCE's TY 2025 GRC application.

[33] This should not be considered an exhaustive list of the activities/initiatives SCE is undertaking to reduce fire ignitions.

Covered Conductor: The Wildfire Covered Conductor Program (WCCP) in HFRA focuses on replacing bare overhead conductor with covered conductor. SCE performs this work with appropriate urgency and risk-informed prioritization. Poles that require replacement as part of WCCP are replaced with fire resistant poles. SCE also installs covered conductor in HFRA during post-fire restoration work (outside of the WCCP) and other non-WCCP programmatic work, e.g., through the OCP, where bare wires are replaced with covered conductor as part of SCE's current engineering standards in HFRA.

SCE has continued to install covered conductor (CC) and is targeting 1,050 miles in 2024. SCE has realized significant benefits from covered conductor deployment. On HFRA circuits where the overhead primary is all covered conductor, SCE has only observed six total CPUC reportable ignitions from 2018 – 2023.

Undergrounding Overhead Conductor: Targeted Undergrounding (TUG) is a program to underground existing overhead power lines to significantly reduce wildfire and PSPS risk by significantly reducing the possibility for objects to contact energized conductor as well as greatly limiting the ignition-causing potential from equipment failures. In addition to those drivers, fault conditions can weaken and sometimes cause electrical stresses on hardware and insulators, which could lead to energized wire down events or electrical arcing. Removing overhead lines and replacing them with underground wire significantly reduces this risk. Undergrounding has the added benefit of reducing the need for PSPS during extreme wind events. While the deployment of covered conductor may significantly increase the windspeed threshold for de-energization during a risk event, it does not completely prevent those de-energizations during extreme wind events like undergrounding can. Accordingly, undergrounding is the preferred method to nearly eliminate risk in Severe Risk Areas. However, there are some locations that are not feasible to underground due to factors such as rocky terrain. In those cases, SCE would instead consider other mitigation measures including covered conductor combined with other measures. SCE aims to convert 20 miles in 2024.

Emerging Technologies: SCE is advancing several emerging technologies to address fire ignitions, including early fault detection, high impedance relays, rapid earth fault current limiter,

distribution open phase detection, and transmission open phase detection. These efforts are discussed below.

Early Fault Detection: Early Fault Detection (EFD) technology detects high frequency radio emissions which can occur from arcing or partial discharge conditions on the electric system. These types of conditions can represent an incipient failure, such as severed strands on a conductor, vegetation contact, or tracking on insulators. EFD shows potential to monitor the overall health of the electric system which may inform operational decisions during high-risk conditions. The technology requires placement of paired sensors on poles approximately every three circuit miles on a distribution line, or placement further apart at higher circuit voltages. Each pair of sensors is able to "bi-angulate" the detection down to a specific location. In 2024, SCE will install an additional 50 units and strive to add up to 100 EFD units.

High Impedance Relays: High Impedance Relays utilize multiple protective elements to reduce wildfire ignition risks by detecting High Impedance (Hi-Z) conditions such as downed conductors or arcing events. The Hi-Z relays were installed at two locations prior to 2021 and deployed at an additional 15 Distribution 12kV and 16kV locations in HFRA in 2021 to assess the effectiveness of detecting Hi-Z conditions. The locations were selected based on having voltage-sensors with minimum required current levels (i.e., $\geq$ 25 amps). In 2024, SCE will continue to monitor the effectiveness of these deployments with an assessment report issued at the end of Q3 2023.

Rapid Earth Fault Current Limiter (REFCL): The REFCL grounding conversion applications act to reduce energy and ignition risk associated with single phase to ground faults. SCE created a separate category for grounding conversion projects which are utilized on smaller substations or applied at the distribution circuit level, rather than larger substations which are targeted by the REFCL Ground Fault Neutralizer (GFN) program. These projects convert the existing electric system to operate either ungrounded or resonant grounded without the use of the GFN. For the purposes of REFCL systems, the distinction between "large" and "small" substations/systems primarily depends on the lengths of overhead and underground circuitry. Typical grounding conversion projects cover 2 to 15 miles of circuitry.

Distribution Open Phase Detection: A Distribution Open Phase Detection (DOPD) scheme aims to detect one or more open phase (broken conductor) conditions on the distribution system. The scheme focuses on reducing ignition risk associated with wire-down incidents for both bare and covered conductor systems, by allowing the protection system to isolate a separated conductor before the wire contacts the ground. In 2021, SCE continued monitoring the performance of existing units with DOPD logic and identified two successful open phase events. In 2024, SCE plans to continue monitoring the performance of existing units, perform lab testing on algorithms and capture learnings in an assessment report.

Transmission Open Phase Detection: Transmission Open Phase Detection (TOPD) is a technology that allows de-energization of an open phase (broken conductor) before it contacts a grounded object resulting in a fault event. This technology reduces ignition risks associated with the high voltage transmission system. In 2024, SCE plans on installing TOPD at five new locations. The 2024 TOPD effort will engineer trip functionality for five existing TOPD transmission lines.

Inspections: SCE has several inspection and remediation programs that are based on legal mandates. These include detailed inspections of SCE's overhead distribution and transmission electric system in compliance with GO 165 and the rules and regulations of the North American Electric Reliability Corporation (NERC), Western Electricity Coordinating Council (WECC) and the California Independent System Operator (CAISO).

Vegetation Management: SCE has several vegetation management initiatives that work to prevent wire down events and potential ignitions. One such initiative, is Expanded Pole Brushing. SCE removes vegetation around poles to create 10-foot radial clearings (when attainable) at the base of its poles in HFRA and consistent with Public Resources Code (PRC) § 4292.72. Fast growing vegetation at the base of poles and structures can provide the fuel to convert a spark from equipment failure into a fire and also risks fire propagation, especially during dry and windy conditions. Moreover, poles with adjacent brush are more likely to be affected by a wildfire impeding power restoration and reconstruction efforts.

2. Metric Link to Compensation or Individual or Group Performance Goals

As noted above in Section I.B.3, CPUC reportable ignitions in HFRA was integrated as part of SCE's 2023 Corporate Goals. For a further discussion of how SCE determined which metrics are linked to executive compensation, please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [Yes]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [Yes]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [Yes]**

3. Metric Specific Bias Controls Discussion

All potential ignitions, other than those under SCE's claims investigations, are reviewed by a team of engineers, analysts, and SCE senior management to confirm ignitions are documented and analyzed to determine if the ignition meets the Commission's reportable fire ignitions definition.

E. Metric 14 – Employee Days Away, Restricted and Transfer (DART) Rate

Table II-17
Employee Days Away, Restricted and Transfer (DART) Rate

Metric Name	Risks	Category	Units	Metric Description
14. Employee Days Away, Restricted and Transfer (DART) Rate	Employee Safety	Injuries	DART Cases times 200,000 divided by employee hours worked	DART Rate is calculated based on number of OSHA-recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer, and actual work hours. The rate is standardized by using a factor of 200,000, which represents the average number of hours worked by 100 full-time workers in one year.

1. Metric Data and Discussion

The annual data for Employee DART Rate is presented below in Figure II-5. Employee DART rate is a metric SCE has tracked over the 10-year period. Employee DART rates significantly decreased starting in 2014 due to various safety programs and culture initiatives implemented at SCE. The Employee DART rate increased slightly in 2023 to above both the historical 10 and 5-year averages. The key risk drivers impacting employee safety identified in SCE's 2022 RAMP are briefly discussed below in Section II.F along with a description of additional SCE worker safety initiatives. While these drivers were developed to address serious injuries and fatalities, they are also generally applicable to lower-level DART injuries as well.

Figure II-5
Annual Employee Days Away, Restricted and Transfer (DART) Rate Data

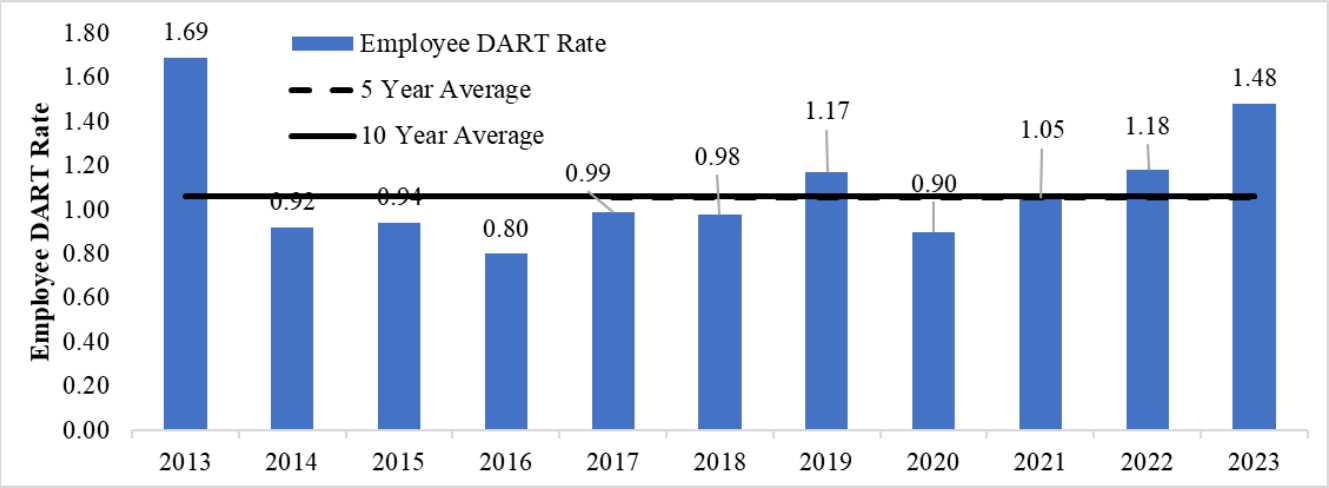


Table II-18
Employee Days Away, Restricted and Transfer (DART) Rate – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2013	1.79	2.36	1.35	2.02	1.67	1.59	1.16	1.72	1.45	2.08	1.95	1.07	**1.69**
2014	1.06	1.36	1.42	0.78	1.17	1.18	0.88	0.90	0.26	0.84	0.89	0.36	**0.92**
2015	1.40	1.16	1.46	1.14	0.85	0.35	1.07	0.92	1.19	0.81	0.11	0.60	**0.94**
2016	0.71	0.89	0.81	0.48	0.68	0.65	0.52	1.33	0.88	1.26	0.66	0.66	**0.80**
2017	1.10	0.84	0.99	0.83	1.23	1.33	1.16	1.78	0.79	0.91	0.43	0.32	**0.99**
2018	0.77	1.06	0.65	0.59	1.30	0.58	0.88	1.22	1.25	1.65	0.61	1.10	**0.98**
2019	0.82	1.49	1.77	0.73	1.89	0.87	1.37	1.23	1.32	0.98	0.94	0.51	**1.17**
2020	1.55	0.87	1.28	0.49	0.78	0.25	0.93	1.21	1.28	0.87	0.40	0.93	**0.90**
2021	0.84	0.85	0.57	1.40	0.86	1.32	0.66	0.99	1.87	1.56	0.95	0.73	**1.05**
2022	0.80	0.51	1.30	1.35	1.73	1.76	1.53	1.30	1.10	1.20	0.53	0.88	**1.18**
2023	1.20	1.83	1.88	1.97	1.27	1.28	0.93	2.05	1.35	1.65	1.57	0.52	**1.48**
Avg by Month	**1.09**	**1.20**	**1.23**	**1.07**	**1.22**	**1.01**	**1.01**	**1.33**	**1.16**	**1.26**	**0.82**	**0.70**	-

A more detailed discussion on initiatives to reduce employee injuries and fatalities is discussed below in Section II.F, however SCE provides general descriptions of other initiatives SCE undertakes here. Edison Safety, the department that oversees SCE safety, also partners with SCE Organizational Units (OUs) to ensure that each OU's activity-specific safety programs meet applicable regulatory requirements. SCE's Field Safety division partners with SCE OUs in developing,

maintaining, and monitoring field safety programs and activities specific to the work in their area of responsibility. The work focuses on programs specifically designed for field employees in T&D, Generation, and Operational Services to ensure that the Accident Prevention Manual, safety programs, policies, incident reporting, and close calls are being updated and maintained. Below are just several programs in place to help reduce all injuries.

Groundmen Safety Success Plan

This effort, as part of the Safety Work Plan, is focused on strengthening systems, plans, and tools that help successfully onboard and continually develop groundmen for their role. 220+ groundmen are being hired into Distribution, Construction & Maintenance (DC&M) over each of the next two years. This classification has one of the highest incident/injury rates at SCE, and SCE is committed to taking the necessary steps and actions to mitigate this trend.

In 2024, the Groundman Safety Success Plan will be operationalized and managed by the T&D Construction Methods group.

Industrial Sprains and Strains Management Program

To mitigate OSHA and DART injuries, SCE initiated the implementation of a comprehensive Industrial Sprains and Strains Management Program in 2023. This program involved deploying Industrial Injury Prevention Specialists (IIPS) to specific T&D field locations. In 2024, we will further extend this effort by deploying IIPS across all T&D field locations. SCE provided additional details on this program in our 2022 SPMR.

2. <u>Metric Link to Compensation or Individual or Group Performance Goals</u>

The Employee DART Rate metric is linked to executive compensation as described in Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [Yes]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [Yes]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [Yes]**

3. Metric Specific Bias Controls Discussion

The OSHA Recordkeeping regulation (29 CFR 1904) requires the preparation and maintenance of records of serious occupational injuries and illnesses using the OSHA 300 log. SCE's OSHA recordkeeper performs these regulated activities, through which injuries and illnesses are classified as Non-Lost-Time, Lost-Time, Restricted Duty and Transfer injuries. All submitted injury/illness incidents related to SCE employees are reviewed daily, along with associated medical reports and Workers Compensation claim work status changes. Edison Safety and OU leadership are notified of DART classifications and have the opportunity to review and appeal a classification.

After year-end data is closed, OSHA classification counts are reviewed in aggregate to ensure accurate OSHA 300 log reporting required by OSHA. OSHA 300 logs are generated and reviewed, then approved by SCE leadership before submittal to OSHA. Timekeeping data is extracted to enable calculation of DART rates. Dual rate calculation methods are utilized to confirm accuracy.

SCE's Internal Audit group may perform audits on DART counts and rates to confirm accuracy related to a corporate goal target.

F. Metric 15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)

Table II-19
Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)

Metric Name	Risks	Category	Units	Metric Description
15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)	Employee Safety	Injuries	Number of SIF-Actual cases among employees x 200,000/employee hours worked	Rate of SIF Actual (Employee) is calculated using the formula: Number of SIF-Actual cases among employees x 200,000 / employee hours worked, where SIF Actual is counted using the methodology developed by the Edison Electrical Institute's (EEI) Occupational Safety & Health Committee (OSHC) Safety and Classification Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Actual, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Actual using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Actual differs and why it chose to use it. As a supplemental reporting requirement to the SIF Actual Rate for comparative purposes, all utilities shall also provide SIF Actual data based on OSHA reporting requirements under Section 6409.1 of the California Labor Code.

1. Metric Data and Discussion

The annual data for Employee SIF rate is presented below in Figure II-6. SCE has been seeing a downward trend in this data in recent years. However, in 2023, SCE saw a similar SIF rate compared to 2022 with the rate still slightly below the 5-year historical average.

Figure II-6
Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)

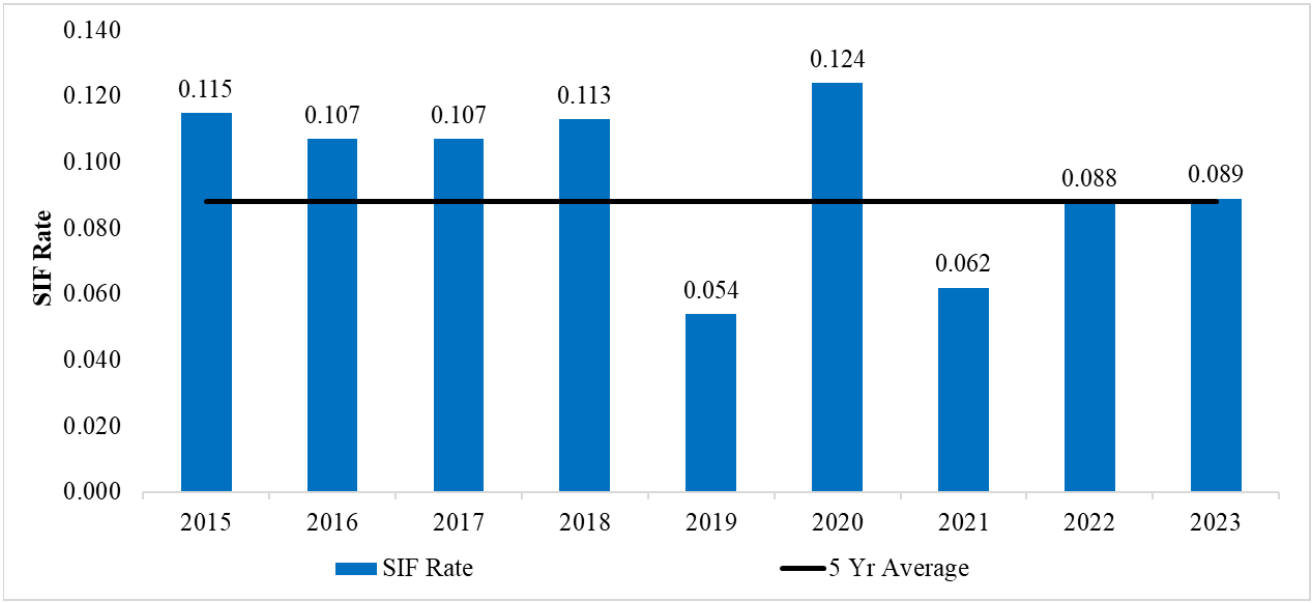


Table II-20
Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2015	0.175	0.000	0.514	0.088	0.190	0.088	0.000	0.092	0.000	0.090	0.000	0.100	**0.115**
2016	0.203	0.099	0.000	0.096	0.097	0.186	0.105	0.177	0.196	0.097	0.000	0.000	**0.107**
2017	0.200	0.000	0.181	0.000	0.190	0.285	0.000	0.178	0.099	0.091	0.000	0.000	**0.107**
2018	0.289	0.317	0.186	0.000	0.186	0.097	0.098	0.087	0.000	0.000	0.000	0.110	**0.113**
2019	0.000	0.199	0.000	0.092	0.000	0.000	0.091	0.175	0.000	0.000	0.000	0.102	**0.054**
2020	0.091	0.097	0.256	0.162	0.087	0.083	0.255	0.086	0.256	0.079	0.000	0.000	**0.124**
2021	0.188	0.094	0.081	0.000	0.095	0.176	0.000	0.000	0.094	0.000	0.000	0.000	**0.062**
2022	0.100	0.102	0.260	0.097	0.192	0.000	0.000	0.087	0.000	0.093	0.000	0.109	**0.088**
2023	0.277	0.289	0.000	0.187	0.000	0.085	0.093	0.079	0.000	0.082	0.000	0.000	**0.089**
Avg by Month	**0.169**	**0.133**	**0.164**	**0.080**	**0.115**	**0.111**	**0.071**	**0.107**	**0.072**	**0.059**	**0.000**	**0.047**	**-**

At SCE, safety is our highest value. SCE has in place numerous safety programs and initiatives designed to maintain and improve worker safety. SCE's vision is to strengthen our culture, eliminate serious injuries and fatalities, and reduce all injuries. Edison Safety provides guidance, governance, and oversight of the company's safety programs and activities focused on employee and contractor safety to accomplish the common goal of creating an injury-free workplace. This includes developing and managing programs to meet requirements outlined by governing regulatory agencies including the Occupational Safety and Health Administration (OSHA) and the California Division of Occupational Safety and Health (Cal/OSHA), learning from safety incident evaluations, tracking and analyzing the company's safety data and records, managing and implementing SCE's Safety Culture Transformation, as well as managing other employees (field and office) and requiring contractors to have safety programs and standards.

SCE identified four main SIF drivers (People, Process, Equipment and Other) with various sub-drivers as part of developing our 2022 RAMP report. These drivers and sub-drivers are listed below in Table II-21.[34] The People driver category includes incidents that were caused by human factors, including intentional shortcuts and unintentional human error or conditions. In the Process

[34] For additional information on these drivers and sub-drivers please see SCE's 2022 RAMP Application Chapter 9 – Employee Safety.

driver category, a standard or process either does not exist to address safety hazards or the current standard/process is inadequate and needs improvement. The Equipment driver category is defined as a failure in equipment design that leads to an incident, or equipment design that creates an error trap for individuals and leads to an incident. Examples include a vehicle engine manufacturer design failure that causes a fire, a pinch point created due to equipment or system design, or error traps such as distraction or confusing displays or controls. The Other driver category includes incidents beyond SCE's control, such as a vehicle incident caused by a member of the public.

Table II-21
Employee Safety Risk Drivers

Driver	Sub-driver	Sub-driver Definition
People	Lack of Hazard Awareness	A failure to identify, correct, and/or account for hazardous conditions in the work environment or work practices
	Work Practice	Poor or inadequate workplace practices or methods that expose workers to additional risks
	Physical Capabilities	Indicates the body's lack of ability to withstand the work due to different situations which include; industrial ergo, pre-existing conditions, lack of understanding of physical limitations, fatigue, fitness for duty
	Adherence to Rules, Training or Policy	Worker knowingly or unknowingly violates a procedure, policy or rule leading to incorrect execution of work
	Tool/Equipment/Operation	A worker's choice of tool/equipment or their operation of a tool/equipment creates increased risk
Process	Lack of Formal Process/Poor Process	Inadequate or missing process or procedure
	Lack of/Poor Communication	Communication (e.g., formal communication, tailboards) is inadequate to foster safety
	Tool/Equipment/Operation	Tool, equipment or operation failed and caused an incident due to lack of maintenance or inspection
	Working Conditions	Surrounding conditions adversely affected the safety of the worker. Conditions include unexpected or abnormal conditions, working alone, performing work during hours of darkness, and real- or perceived-time pressure or urgency
Equipment	N/A	N/A
Other	N/A	N/A

Below, SCE highlights some of the programs designed to help reduce injuries and potential fatalities. This list of programs should not be considered exhaustive.

SCE's Safety Work Plan (SWP) efforts will continue to drive improvements through a focus on leadership accountability and high-hazard risk reduction. As SCE works to align its safety management system with ANSI Z.10 in 2024, the SMS risk management function will inform the company's efforts to assess and mitigate safety risks.

As safety leadership remains a key area of opportunity in improving our safety culture, SCE will further enhance its Deep Dive implementation. In 2024, this effort will include establishing specific goals within the leader's Performance Development Plan (PDP) goal to drive adherence to Personal Protective Equipment (PPE) and housekeeping expectations. Additionally, we will measure leader time spent in the field with crews, and implement a formalized feedback loop process utilizing the safety observations program.

The SWP will prioritize reducing high-hazard risks associated with Underground Flash, Induction, Fall from Vehicle, and Heavy Vehicle/Off Road Vehicle. Frontline employees and subject matter experts actively participated in risk assessment workshops to identify and prioritize critical problem areas and develop effective mitigations.

To reduce the risks of underground flash incidents, SCE will identify gaps in procedures and protocols related to work in underground structures; conduct an engineering study on pumping structures and component failures; implement mitigations across procedures, training, job planning, and execution; and identify and mitigate improperly tagged/untagged tools/equipment in underground structures.

SCE seeks to reduce Induction-related incidents by enhancing documented industry knowledge of induction mitigation practices, strengthening crew ability to identify differences in potential that may lead to induction, creating a formal work procedure for performing work in high-risk induction corridors, establishing an annual induction training program, and assessing the use of induction suits.

Common work practices while walking or standing on top of coffin bins or catwalks continue to put employees at risk of falling from vehicles. To mitigate this risk, SCE will evaluate and pilot alternative work practices for working from elevated positions on vehicles, benchmark alternative vehicle designs that mitigate the Fall from Vehicle hazard, implement near-term solutions and prioritize long-term engineering mitigations.

To mitigate the hazards associated with heavy vehicles and off-road vehicles (ORV), SCE will identify training gaps among field personnel. It will ensure workers are qualified and possess the necessary training and experience before operating these vehicle types. Additionally, SCE will focus on consistent availability of suitable vehicles for the job and prevailing road conditions across field locations.

Cause Evaluations:

SCE has established a Corrective Action Program with the goal of reducing safety incidents. To do this, we have established a cause evaluation process that carefully focuses on identifying organizational and programmatic causes. This is done by partnering with key stakeholders within organizations where a safety incident has occurred. SCE takes a tiered approach to conducting cause evaluations by adjusting the level of analysis to align with the severity of the incident. A systematic process is then used to identify the cause(s), so that effective corrective actions can be put in place with reasonable promptness in order to reduce the likelihood of the safety incidents re-occurring.

SCE uses a Safety Incident Management System (EHSync) to capture reports of safety incidents such as injuries, illnesses, and close calls. Once incidents are reported, they are screened and classified using the industry standard EEI Safety Classification and Learning Model. This model grades severity based on the level of energy present, whether controls to mitigate workers' exposure to energy were present and/or effective, the proximity of workers to energy, and the severity of an injury/illness sustained.

A cause evaluation type is then assigned that is commensurate with the severity of the safety incident. Root Cause Evaluations are conducted for fatalities. Apparent Cause Evaluations are conducted for serious injuries that involve high energy and close calls that potentially could have

resulted in a serious injury. Standard Cause Evaluations are conducted for serious injuries where no high energy was present, and for some injuries that result in days away or restricted duty for the injured employee. There is also an option to identify and capture direct causes and corrective actions for minor injuries through existing evaluation processes within organizations.

Cause evaluations are performed in partnership with trained cause evaluators and leadership within the organization where the injury or close call occurred. For each evaluation type, a systematic process is used to identify causes and actions to improve performance and mitigate future risks. A review process through a committee or individual stakeholder is required to ensure the quality and effectiveness of the evaluation. Actions resulting from cause evaluations are tracked through completion. An incident description and cause(s) and corrective actions identified in the cause evaluations are shared with the organization via an Operating Experience document. SCE describes some of the common cause evaluations regarding potential SIFs below in Section II.H.

2. <u>Metric Link to Compensation or Individual or Group Performance Goals</u>

The Employee SIF metric is linked to executive compensation as described in Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [Yes]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [Yes]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [Yes]**

3. <u>Metric Specific Bias Controls Discussion</u>

In addition to the controls discussed in Section I.B, an SCE Incident Screener reviews incident details and medical reports daily to identify Employee SIF in accordance with the EEI SIF definition. Dual tracking is done by the OSHA Recordkeeper and any discrepancies are reviewed and addressed. Classifications are overseen by Edison Safety Management. The SCE Incident Screener may contact EEI when clarification is needed on the SIF criteria. The Edison Safety Management Team and OU leadership discuss each Employee SIF incident at monthly executive safety meetings to assess ways

to minimize risk, prevent potential recurrence of serious injuries or fatalities, and validate accurate reporting of the incidents.

After year-end data is closed, SIF counts are reviewed in the aggregate to ensure accurate internal reporting and EEI benchmarking. Timekeeping data is extracted to enable the calculation of SIF rates, and dual rate calculation methods are utilized to confirm accuracy.

SCE's internal audit group may audit SIF counts and rates to confirm accuracy related to a corporate goal target.

G. Metric 16. Rate of SIF Actual (Contractor)

Table II-22
Rate of SIF Actual (Contractor)

Metric Name	Risks	Category	Units	Metric Description
16. Rate of SIF Actual (Contractor)	Contractor Safety	Injuries	Number of SIF-Actual cases among contractors x 200,000/contractor hours worked	Rate of SIF Actual (Contractor) is calculated using the formula: Number of SIF-Actual cases among contractors x 200,000 / contractor hours worked, where SIF Actual is counted using the methodology developed by the EEI OSHC Safety and Classification Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing incidents where a SIF occurred, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Actual using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Actual differs and why it chose to use it. As a supplemental reporting requirement to the SIF Actual Rate for comparative purposes, all utilities shall also report SIF Actual Rate data based on OSHA reporting requirements under Section 6409.1 of the California Labor Code.

1. Metric Data and Discussion

The annual Contractor SIF Metric data is presented below in Figure II-7. In 2023, SCE saw a notable increase in the overall Contractor SIF Rate, however the annual rate remains below the five-year historical average (2018 – 2022). Most notably, SCE had zero contractor fatalities in 2023, which is one of SCE's primary contractor safety performance goals.

Figure II-7
Rate of SIF Actual (Contractor)

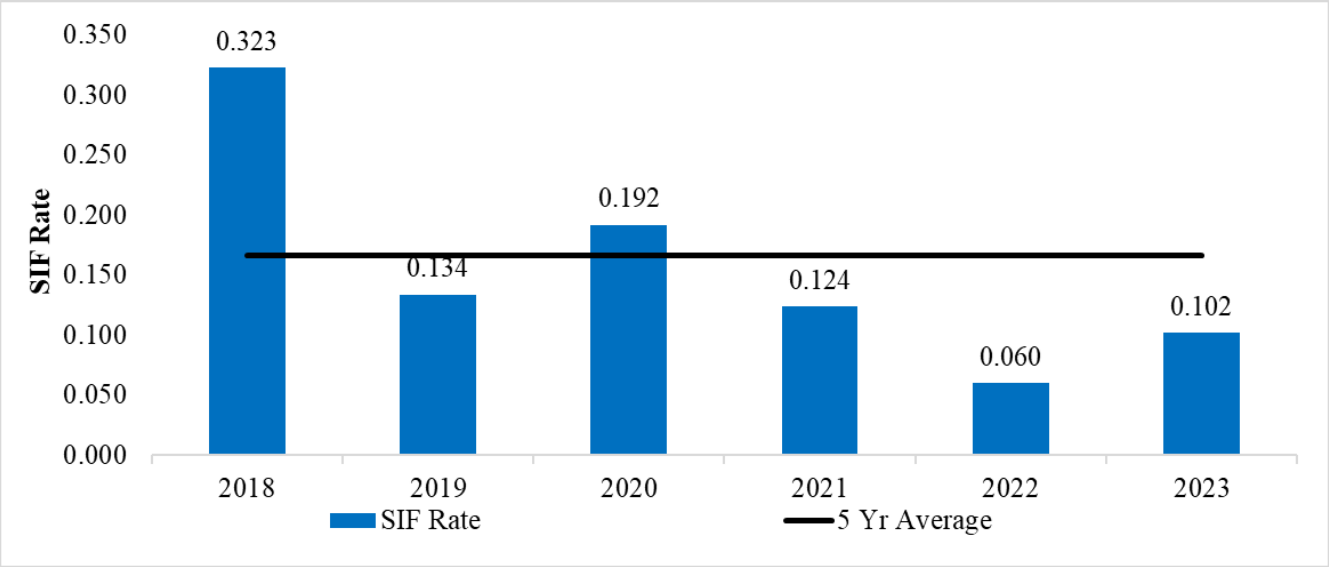


Table II-23
Rate of SIF Actual (Contractor)

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	0.174	0.000	0.451	0.141	0.892	0.425	0.147	0.577	0.257	0.126	0.210	0.531	**0.323**
2019	0.335	0.139	0.223	0.118	0.112	0.209	0.107	0.095	0.094	0.087	0.088	0.104	**0.134**
2020	0.109	0.115	0.000	0.493	0.105	0.105	0.436	0.217	0.107	0.247	0.000	0.409	**0.192**
2021	0.243	0.000	0.000	0.000	0.317	0.000	0.000	0.197	0.206	0.091	0.414	0.000	**0.124**
2022	0.000	0.117	0.000	0.118	0.000	0.124	0.122	0.000	0.000	0.000	0.000	0.263	**0.060**
2023	0.000	0.145	0.129	0.247	0.282	0.000	0.000	0.000	0.266	0.121	0.000	0.000	**0.102**
Avg by Month	**0.144**	**0.086**	**0.134**	**0.186**	**0.285**	**0.144**	**0.135**	**0.181**	**0.155**	**0.112**	**0.119**	**0.218**	-

SCE contractors perform a variety of work, including certain high-hazard tasks that SCE does not regularly perform with its own employees. Some examples of the work performed by SCE contractors include Transmission and Distribution Line Construction, Vegetation Management, Hazard Tree Removal, Crane Operations, Traffic Control, Helicopter Operations, Drone Operations, Civil Operations (horizontal directional drilling and jack and bore), Substation Operation and Maintenance, Generation Maintenance, heavy civil equipment operation, Environmental Monitoring, Material Transport and work at corporate facilities.

SCE identified three main drivers of Contractor Safety (People, Process, and Equipment) with various sub-drivers as part of developing our 2022 RAMP report. These drivers and sub-drivers are listed below in Table II-24. The People driver category includes incidents where the primary cause was determined to be human performance. The Process driver category includes incidents where the primary cause was determined to be an inadequate process. The Equipment Driver category is for incidents where the primary cause was determined to be equipment failure. SCE does not have any cause codes or sub-drivers for this specific driver category.

Table II-24
Contractor Safety Risk Drivers

Driver	Sub-driver	Sub-driver Definition
People	Hazard Identification Failure	Contractor worker fails to recognize the hazards inherent in the work.
	Human Performance / Not following rules	Contractor worker fails to follow established safety rules or procedures.
	Complacency/Overconfidence	Contractor worker was performing seemingly routine or familiar tasks, resulting in a lack of focus on safety.
	Perceived Time Pressure	Contractor worker felt perceived time pressure, causing them to rush the work, resulting in unsafe conditions.
	Fatigue	Contractor worker was not sufficiently rested before performing the task.
	Understanding and compliance of STOP WORK authority	Contractor worker fails to call for work to stop when an imminent hazard is identified.
Process	Lack of standards/skill/training/qualified workers	Incident was primarily caused by a lack of identified standards or by the use of workers who were not sufficiently trained in standards.
	Effective Traffic Management	Incident was determined to be primarily caused by insufficient or ineffective traffic management systems.
	Ratio of safety observers to workers	Contractor workforce did not meet the required ratio of safety observers to workers, resulting in insufficient safety observation coverage.
	Unfamiliar conditions (e.g., wildfire, out of state workers)	Contractor worker was working in unfamiliar conditions.
	Ineffective preparation/communications between ground and air crews	Contractor crews failed to communicate effectively between aircraft crews and those working on the ground.
	Contractor Safety Culture	The Contractor's safety culture was not at the required maturity level.
Equipment	N/A	N/A

As discussed in SCE's 2022 RAMP and shown below in Table II-25, there are three main controls used to reduce contractor safety incidents. SCE's Contractor Safety Management Program is focused on enhancing SCE's safety oversight of contractors/subcontractors, reinforcing SCE's expectations that the contractor's leadership communicate SCE's requirements to the contractor's workforce while reasonably managing the safety risks associated with contracted work. SCE has multiple workstreams to address contractor safety. These workstreams are grouped into three major categories: (1) Pre-Qualification and On-Boarding; (2) Oversight, Performance Management and Culture Development; and (3) Incident Management and Learning. The program components are listed below in Table II-25 and include safety pre-qualification of all contractors/subcontractors that are

conducting high-risk work, oversight of contractor work planning process, field monitoring, incident analyses, safety performance improvement processes for individual contractors, and efforts to influence the development of strong safety cultures amongst our contractors.

Table II-25
SCE Contractor Safety Programs

Pre-Qualification and On-Boarding	• 3rd party (ISN Qualification), • Conditional Contractor Plans, • RFP Development, • Contractor Orientation (CHOC HASP), • Badging and Training Qualification
Oversight, Performance Management and Culture Development	• SCE Field Observations, • 3rd party field observations, • COA implementation, • CSQAR, • Work Type CSQAR (COA development), • Scorecards, • Performance Dashboards and Monthly reporting, Compliance Management, • Control Stages, • Safety Culture Training, • Communications, • Safety Forums, • Contractor Safety Advocate, • California Peer Utility Benchmarking Forums
Incident Management and Learning	• Incident Evaluations, • Management Review Committees, • Common Cause Evaluations, • Corrective Action Plan Management, • Incident Review Teams, • Incident Communications

Below SCE discusses some of the key workstreams and efforts to reduce contractor SIFs.

Contractor Safety Culture: SCE's safety culture extends to our contractors, especially contractors who perform higher-risk work (Tier 1 Contractors). In 2024, SCE expanded the Leader Safety Culture Training Requirement to include all higher-risk contractors, by removing the previous 25,000 hours threshold. SCE also now requires all Safety Tier 1 Contractors to perform a mandatory annual safety culture assessment. SCE also implemented a requirement for contractors to confirm their action plans resulting from their safety culture assessments, as well as refresher training status by the

first Friday in May using the third party Administrator (ISNetworld). The expected outcome is to ensure all Safety Tier 1 HR contractors had and executed leader safety culture training, understand where opportunities exist and implement steps to strengthen the program's effectiveness. SCE also facilitated the sharing of best practices and lessons learned among contractors who implemented their program at OU contractor safety forums. SCE uses prequalification and onboarding controls for contractors before work begins to reduce SIF. These components include a third-party assessment and mitigation plans when needed. SCE also incorporates safety requirements into our requests for proposal.

Contractor SIF Classifications: SCE uses an industry best practice model for classifying SIF and to assess contractors' safety performance. SCE representatives ensure contractor incidents are reported while working for SCE. We analyze contractor safety performance data to identify trends, implement targeted approaches in areas of opportunity and set objectives for contractor safety performance. In 2023, SCE hired additional field safety staff and conducted 17,086 observations on our contractors an increase of 11% over 2022. Our third-party observers conducted an additional 3,612 observations on our contractors, similar to 2022. Observation outcomes span crew recognition, identification of Opportunity for Improvement, and have also included work stoppages due to at-risk behaviors or site conditions. We use the findings of these observations to develop Critical Observable Actions (COAs) — behaviors that must be in place to keep the workforce safe — which contractors are required to implement.

Communications to Contractors: SCE regularly communicates with our contractor workforce to raise awareness about safety. Some examples of our communications include weekly incident reports, significant safety event communications, safety performance scorecards, construction method publications, and tool and equipment recalls. In 2023, SCE expanded the Operational Experience (OE) program to share the cause analysis findings and corrective actions for all contractor H-SIFs and LSIFs. These OEs are then shared with contractors as part of SCE's weekly contractor communications.

Contractor Incident Evaluation Reports: In the event of an injury, SCE's response may range from requiring the contractor to develop its own corrective action to reducing or terminating

the contract based on the contractor's safety performance. SCE requires incident evaluation reports to be submitted for all incident severities and requires contractors to outline mitigation measures to prevent similar incidents from recurring.

2. Metric Link to Compensation or Individual or Group Performance Goals

The Rate of SIF Actual (Contractor) metric is not linked to executive compensation as described in Section I.A.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

An SCE Incident Screener reviews contractor-submitted incident reports, including medical status information, daily to identify Contractor SIF in accordance with the EEI SIF definition. SCE also maintains an independent contractor safety incident reporting system, EHSync, that documents each contractor safety incident. Dual tracking is performed by Contractor Safety and Edison Safety, reconciling the EHSync entries with Contractor Safety Excel data. Discrepancies are reviewed and addressed monthly. Classifications are overseen by Edison Safety Management. The SCE Incident Screener may contact EEI when clarification is needed on the SIF criteria. The Edison Safety Management Team and OU leadership discuss each Contractor SIF incident at monthly executive safety meetings to assess ways to minimize risk, prevent potential recurrence of serious injuries or fatalities, and validate accurate reporting of the incidents.

After year-end data is closed, SIF counts are reviewed in the aggregate to ensure accurate internal reporting and EEI benchmarking. Contractor-provided hours worked data is extracted to enable the calculation of SIF rates.

H. Metric 17: Rate of SIF Potential (Employee)

Table II-26
Rate of Serious Injuries or Fatalities (SIF) Potential (Employee)

Metric Name	Risks	Category	Units	Metric Description
17. Rate of SIF Potential (Employee)	Employee Safety	Injuries	Number of SIF-Potential cases among employees x 200,000/employee hours worked	Rate of SIF Potential (Employee) is calculated using the formula: Number of SIF Potential cases among employees x 200,000/employee hours worked, where a SIF incident, in this case would be events that could have led to a reportable SIF. Potential SIF incidents are identified using the EEI Safety Classification and Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Potential, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Potential using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Potential differs and why it chose to use it. As a supplemental reporting requirement to the Potential SIF Rate (Employee), all utilities shall provide information about the key lessons learned from Potential SIF (Employee) incidents.

1. Metric Data and Discussion

The annual Potential Serious Injury and Fatality (PSIF) rate data is presented below in Figure II-8. In 2023, SCE saw an increase in the PSIF rate compared to a five-year historical average (2018 – 2022) and compared to 2022. However, PSIF should be considered to be a bi-directional indicator. That is, movement in two opposite directions could each be viewed as desirable. For example, a PSIF increase can be explained as a positive indication that workers have a greater willingness to report potential SIFs. In that instance, learning can occur, and mitigations can then be appropriately implemented to reduce further occurrence of PSIF. On the other hand, an increase in PSIFs could mean that workers are increasingly being placed in harm's way and are more likely to experience a serious injury.

Figure II-8
Rate of SIF Potential (Employee)

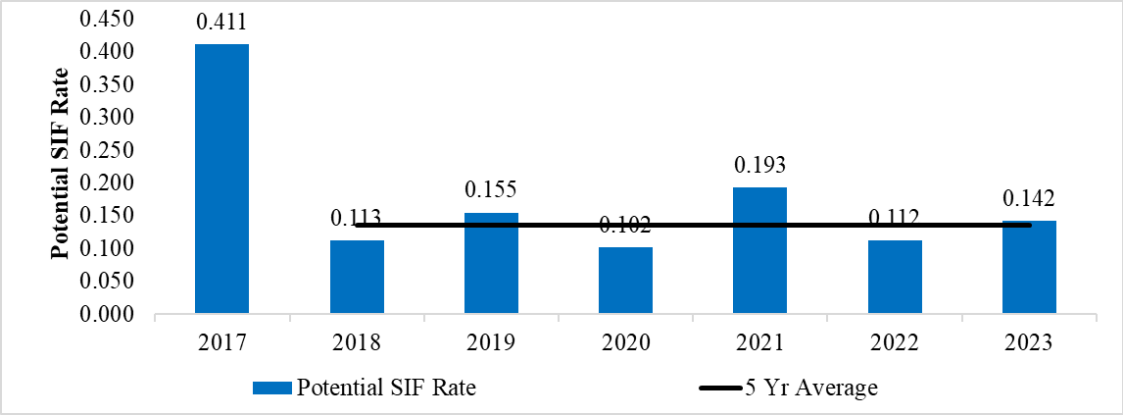


Table II-27
Rate of SIF Potential (Employee)

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	0.300	0.314	0.452	0.415	0.379	0.285	0.739	0.801	0.198	0.455	0.216	0.324	**0.411**
2018	0.000	0.106	0.186	0.098	0.186	0.097	0.098	0.175	0.000	0.174	0.204	0.000	**0.113**
2019	0.000	0.398	0.093	0.092	0.180	0.097	0.091	0.175	0.188	0.082	0.419	0.102	**0.155**
2020	0.000	0.097	0.256	0.000	0.000	0.083	0.085	0.259	0.171	0.000	0.201	0.093	**0.102**
2021	0.094	0.094	0.081	0.611	0.095	0.000	0.000	0.360	0.187	0.368	0.210	0.208	**0.193**
2022	0.100	0.000	0.000	0.000	0.096	0.093	0.204	0.000	0.184	0.278	0.213	0.219	**0.112**
2023	0.000	0.000	0.164	0.281	0.169	0.000	0.373	0.158	0.360	0.082	0.098	0.000	**0.142**
Avg. by Month	**0.071**	**0.144**	**0.176**	**0.214**	**0.158**	**0.094**	**0.227**	**0.275**	**0.184**	**0.206**	**0.223**	**0.135**	-

The Rate of PSIF (employee) has the same drivers as the actual Rate of SIF (Metric 15). SCE takes every safety incident seriously, whether it is relatively minor (such as a slip or fall resulting in a DART-level incident) or more serious (such as a switching incident with a flash, resulting in third-degree burns). Further, SCE treats SIF Potential cases in the same manner as actual SIF cases because in many instances, a PSIF could have resulted in an actual SIF to an employee. While the consequences of actual SIF and PSIF cases may be different, the circumstances are often very similar. Cause evaluations are performed on actual and potential SIFs to identify and implement corrective actions to reduce the risk of future, similar incidents. Both actual and potential SIF incidents inform SCE's SIF Risk Register, and when SCE makes efforts to address drivers of incidents, SCE examines PSIF incidents with the

same degree of seriousness as actual SIF incidents. By identifying PSIF cases, SCE is able to learn from and address a greater variety of situations.

There were 19 employee PSIF incidents in 2023. The largest category of incidents was "Line of Fire"[35] incidents. Four of the five "Line of Fire" incidents were programmatic/organizational, and one was an individual performance issue. Below is an analysis of trends and lessons learned amongst the seven "Line of Fire" incidents. Apparent cause evaluations determined the cause by examining weak/failed barriers, cultural, organizational, and programmatic issues, undesired actions, and human failure modes.

SCE's cause evaluations indicated the line of fire incidents can be grouped into the following categories:

1) Incident where there was not adequate work planning.
2) Incident where engineering/planning/financial or scheduling was inadequate in preventing actual or possible injuries.
3) Incidents where the response to undesired actions or conditions was inadequate
4) Incidents where individuals did not demonstrate risk-informed/conservative decision making.
5) Incidents where the team did not demonstrate a commitment to safety.
6) Incidents where leadership was ineffective in monitoring, intervening, or coaching individuals in topics related to the incident.
7) Incidents where the work practices used were not accepted by leadership.
8) Incidents where the tools and equipment to safely perform the job were not accessible at the time of the incident.
9) Incidents where industry or company standards were not adequate in preventing actual or possible injuries.

[35] Line of fire injuries occur when the path of a moving object or the release of hazardous energy intersects with an individual's body. Three major categories of line of fire incidents are caught-in or between incidents, struck-by incidents, and released energy incidents.

10) Incidents where the depth of training/qualification were inadequate for the person(s) and the task.

11) Incidents where the appropriate people were not assigned to the tasks.

A summary of some of the key actions, next steps or initiatives taken to address the line of fire incidents discussed above include:

- Revise and strengthen job planning procedures associated with PSIF incidents.
- Remove equipment from work locations where the employee work activities do not require the use of the equipment for its intended purpose.
- Implement improved communication technology such as headset radios.
- Provide employees with new tools/equipment and training to make work activities safer.
- Re-communicate to employees the importance of re-tailboarding after there is a change to work scope to ensure safe actions are planned.
- Safety observations performed and recorded by leaders and Safety Advisors to ensure accepted work practices are utilized. Provide coaching where needed.
- Re-communicate to leadership the importance of having qualified personnel perform work, including additional resources for emergent work.

2. <u>Metric Link to Compensation or Individual or Group Performance Goals</u>

The Rate of SIF Potential metric is not linked to executive compensation. For further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

In addition to the earlier discussion provided in Section I.B, an SCE Incident Screener reviews incident details and medical reports (as applicable) daily to identify Employee Potential SIF in accordance with the EEI Safety Classification and Learning (SCL) model. Classifications are overseen by Edison Safety Management. The SCE Incident Screener may contact EEI when clarification is needed on the SCL Model criteria. The Edison Safety Management Team and OU leadership discuss actual and potential SIF incidents at monthly executive safety meetings to assess ways to minimize risk, prevent potential recurrence of serious injuries or fatalities, and validate accurate reporting of the incidents. After year-end data is closed, Potential SIF counts are reviewed in aggregate to ensure accurate reporting. Timekeeping data is extracted to enable the calculation of Potential SIF rates.

I. Metric 18: Rate of SIF Potential (Contractor)

Table II-28
Rate of Serious Injuries or Fatalities (SIF) Potential (Contractor)

Metric Name	Risks	Category	Units	Metric Description
18. Rate of SIF Potential (Contractor)	Contractor Safety	Injuries	Number of SIF-Potential cases among contractors x 200,000/contractor hours worked	Rate of SIF Potential (contractor) is calculated using the formula: Number of SIF Potential cases among contractors x 200,000/contractor hours worked, where a SIF incident, in this case would be events that could have led to a reportable SIF. Potential SIF incidents are identified using the EEI Safety Classification and Learning Model.[5] If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Potential, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Potential using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Potential differs and why it chose to use it. As a supplemental reporting requirement to the Potential SIF Rate (Contractor), all utilities shall provide information about key lessons learned from SIF Potential (Contractor) incidents.

1. Metric Data and Discussion

The annual Contractor rate of SIF Potential metric data is presented below in Figure II-8. In 2023, SCE saw only a slight increase in SIF Potential counts and rates, and the rate remains below the five-year average. However, PSIF should be considered a bi-directional indicator. That is, movement in two opposite directions could each be viewed as desirable. For example, a PSIF increase can be explained as a positive indication that workers have a greater willingness to report potential SIFs. In that instance, learning can occur, and mitigations can then be appropriately implemented to reduce further occurrences of the PSIF. On the other hand, an increase in PSIF could instead mean that workers are being placed in harm's way and are more likely to incur an actual injury.

Figure II-9
Rate of SIF Potential (Contractor)

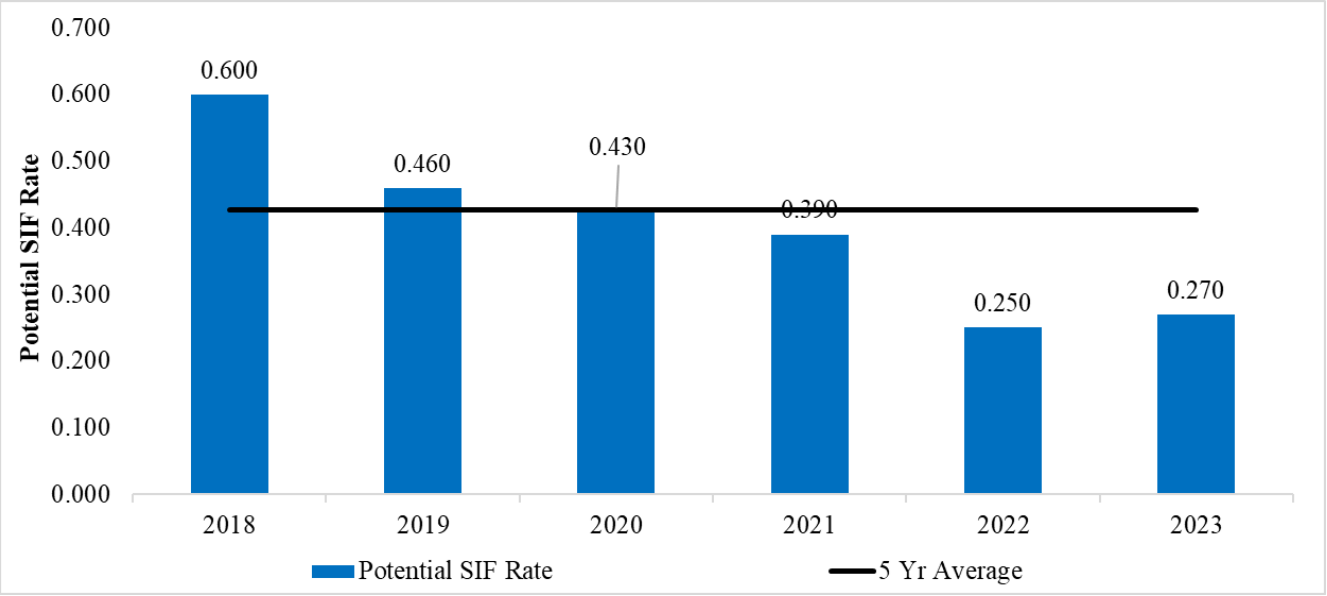


Table II-29
Rate of SIF Potential (Contractor)

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	1.040	0.710	1.050	0.420	1.040	0.570	0.150	0.430	0.510	0.380	0.420	0.710	**0.600**
2019	0.330	0.420	0.330	0.590	0.330	1.150	0.860	0.190	0.470	0.610	0.090	0.210	**0.460**
2020	0.540	0.580	0.450	0.370	0.110	0.740	0.220	0.430	0.530	0.250	0.640	0.310	**0.430**
2021	0.490	0.600	0.340	0.710	0.210	0.420	0.450	0.200	0.520	0.270	0.520	0.000	**0.390**
2022	0.440	0.230	0.560	0.240	0.120	0.370	0.240	0.370	0.240	0.120	0.000	0.000	**0.250**
2023	0.150	0.290	0.260	0.000	0.280	0.140	0.150	0.130	0.670	0.480	0.430	0.150	**0.270**
Avg. by Month	**0.600**	**0.578**	**0.543**	**0.523**	**0.423**	**0.720**	**0.420**	**0.313**	**0.508**	**0.378**	**0.418**	**0.308**	-

The rate of PSIF (contractor) has the same drivers as the contractor SIF actual rate. SCE treats PSIF incidents in the same manner as actual SIF incidents because in many cases, a PSIF could have resulted in an actual SIF given a change in conditions. While the consequences of actual SIF and PSIF incidents may have been different, the circumstances are often similar. Cause Evaluations are performed by contractor companies on actual and potential SIFs to identify and implement corrective actions to reduce the risk of future, similar incidents. All contractor incidents (both actual SIF and PSIF), must be reviewed and accepted by the SCE Management Review Committee (MRC).

Potential SIF cases provide SCE with more data for analysis than just focusing on Actual SIF cases. As a result of increased trends in either actual or potential SIFs, SCE will provide focused observations on these areas, and targeted communications to contractors regarding these trends, as well as key takeaways, safety reminders and references to any applicable COAs.

SCE has a system to progressively manage undesired behavior or performance, which includes Corrective Action Plans and Control Stages. Control stages can include work restrictions, crew count restrictions, reduction in work, and ultimately termination, if the conditions identified in SCE's formal notification are not met. One example of how SCE has used PSIFs to drive Contractor Safety programs is the expansion of the Contractor Safety Quality Assurance Program (CSQAR) which in 2024 was expanded from 15 to 20 contractors, enabling SCE to perform a deeper dive to include additional contractors, beyond those who experienced SIF incidents.

2. Metric Link to Compensation or Individual or Group Performance Goals

The Contractor Rate of SIF Potential metric is not linked to executive compensation. For further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

An SCE Incident Screener reviews contractor submitted incident details and medical reports daily to classify all reported contractor incidents in accordance with the EEI SIF definition. Additionally, a screening result can be challenged for additional review by Edison Safety or the responsible OU if any details of the incident do not appear to be in line with the screening result. SCE also maintains an independent contractor safety incident reporting system, EHSync, that documents each contractor safety incident. Dual tracking is performed by Contractor Safety and Edison Safety to

reconcile the EHSync entries with contractor Safety Excel data. Discrepancies are reviewed and addressed monthly. Classifications are overseen by Edison Safety Management. The SCE Incident Screener may contact EEI when clarification is needed on the EEI-PSIF criteria. The Edison Safety Management Team and OU leadership discuss all Contractor PSIF incidents at monthly executive safety meetings to assess ways to minimize risk, prevent potential recurrence of serious injuries or fatalities, and validate accurate reporting of the incidents. All incidents classified as PSIF must complete a "Management Review Committee" (MRC) process, wherein each contractor must submit their cause analysis documentation and planned corrective actions for review and approval by SCE SMEs.

After year-end data is closed, PSIF counts are reviewed in aggregate to ensure accurate internal reporting and EEI benchmarking. Contractor provided hours worked data is extracted to enable calculation of PSIF rates.

SCE's internal audit group may perform audits on PSIF counts and rates to confirm accuracy related to a corporate goal target.

J. Metric 19: Contractor Days Away, Restricted Transfer (DART)

Table II-30
Contractor Days Away, Restricted Transfer (DART) Rate

Metric Name	Risks	Category	Units	Metric Description
19. Contractor Days Away, Restricted Transfer (DART)	Contractor Safety	Injuries	OSHA DART Rate.	DART Rate: Days Away, Restricted and Transfer (DART) Cases include OSHA-recordable Lost Work Day Cases and injuries that involve job transfer or restricted work activity. DART Rate is calculated as DART Cases times 200,000 divided by contractor hours worked.

1. Metric Data and Discussion:

The annual Contractor DART rate metric data is presented below in Figure II-10. In 2023, SCE saw a notable increase in Contractor DART rate, however this remains in line with the 5-year average historical average). The key risk drivers impacting Contractor safety as identified in SCE's 2022 RAMP are discussed above in Section II.G along with a description of SCE's Contractor safety activities. While these drivers were developed to address serious injuries and fatalities, they are also generally applicable to lower lever injuries as well. In addition, the work activities described in Section II.G would also apply to this metric and are not repeated here.

Figure II-10
Contractor DART Rate

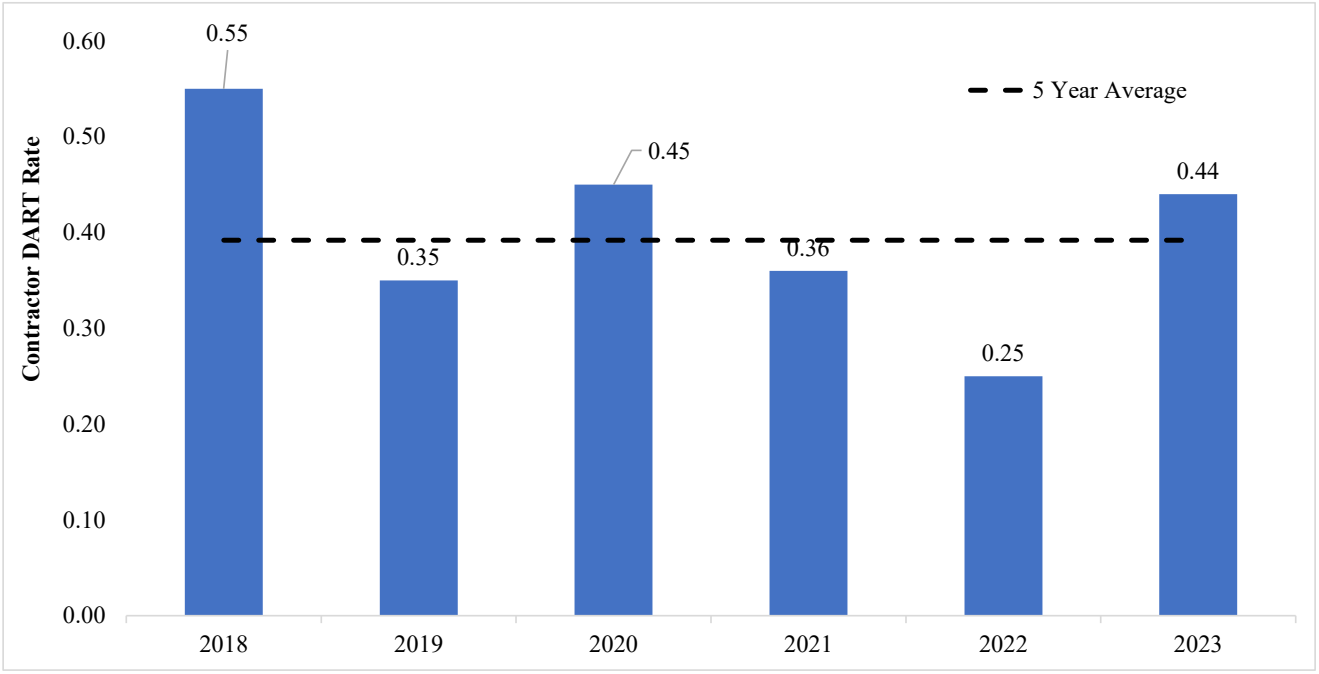


Table II-31
Contractor DART Rate

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	0.170	0.180	0.450	0.700	0.590	0.990	1.030	1.300	0.130	0.250	0.210	0.710	**0.550**
2019	0.500	0.420	0.330	0.240	0.330	0.520	0.210	0.380	0.470	0.260	0.260	0.310	**0.350**
2020	0.220	0.460	0.450	0.860	0.420	0.420	0.870	0.430	0.000	0.410	0.270	0.610	**0.450**
2021	0.360	0.120	0.220	0.000	0.420	0.420	0.330	0.590	0.720	0.270	0.520	0.340	**0.360**
2022	0.110	0.230	0.110	0.590	0.240	0.250	0.120	0.250	0.120	0.350	0.140	0.530	**0.250**
2023	0.730	0.290	0.650	0.250	0.560	0.000	0.590	0.130	1.070	0.480	0.140	0.440	**0.440**
Avg by Month	**0.348**	**0.283**	**0.368**	**0.440**	**0.427**	**0.433**	**0.525**	**0.513**	**0.418**	**0.337**	**0.257**	**0.490**	

2. Metric Link to Compensation or Individual or Group Performance Goals

The Contractor DART Rate metric is not linked to executive compensation. For a further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section .

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**

- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. <u>Metric Specific Bias Controls Discussion</u>

SCE verifies contractor submitted DARTs from ISNetworld's "Site Tracker" data with Contractor Incident Reports for improved quality control of contractor safety performance data.

SCE maintains an independent contractor safety incident reporting system that documents each contractor safety incident. Incidents resulting in DARTs are noted on the SCE incident report form. Contractors are required to submit the SCE Incident Report Number for each incident resulting in a DART. On the next business day after the 10th of the month, the SCE Contractor Safety department then reconciles all serious injury/fatality counts reported via ISN "Site Tracker" against the SCE Incident Report data. The contractor is notified of any discrepancies and SCE contractor safety follows up to ensure that each discrepancy is resolved, ideally within the same month and typically by the following month.

After year-end data is closed, DART counts are reviewed in aggregate and contractor submitted hours worked data are extracted to enable calculation of DART rates.

K. Metric 20 - Public Serious Injuries and Fatalities

1. Metric Data and Discussion:

Pursuant to Ordering Paragraph 3 of D.19-04-020, SCE provided SED staff with its data on Public Serious Injuries and Fatalities sixty days prior to the due date for this report.[36] In Table II-32 below, SCE provides the public serious injury and fatality data in the categories and subcategories provided by SED for the 2023 SPMRs.

Table II-32
Public Serious Injury and Fatality – 2023 Data by Category

#	Injury Type	Incident Type	Sub-category	Infrastructure Involved
1	Injury	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution
2	Injury	Other	Theft/Vandalism	Distribution
3	2 Injuries	Underground Electrical Contact	Excavation damage	Distribution
4	2 Injuries	Other	Theft/Vandalism	Distribution
5	Injury	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution
6	Injury	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution
7	Injury	Other	Theft/Vandalism	Distribution
8	Injury	Underground Electrical Contact	Excavation damage	Distribution
9	Injury	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution
10	Injury	Other	Theft/Vandalism	Distribution
11	Injury	Underground Electrical Contact	Causes other than theft/vandalism	Distribution

Central to SCE's mission of delivering safe, reliable, affordable and clean power is a desire to protect the public. The causes of public safety incidents vary and may include - outages, dig ins, vehicle accidents, and trespassing with the intent to vandalize. SCE has identified several key public safety risks in Table II-33. SCE provides additional discussion on what we are doing to address some of these key public safety risks below, which should not be taken to be exhaustive.

[36] SCE provided this information to CPUC staff on January 31, 2023.

Table II-33
Key Public Safety Risks Identified by SCE

- Contact with Energized Equipment
    - Wire Down
    - Overhead Intact Contact (*e.g.,* tree trimmer)
    - Underground Intact Contact Below Grade (*e.g.,* dig ins)
    - Underground Intact Contact above Grade (*e.g.,* riser, meter panel)
- Underground Equipment Failure
- Aircraft Collision with Overhead Lines
- SCE Vehicle Operations (*e.g.,* 3rd party incidents)
- 3rd Party Vehicle Hit SCE Equipment (*e.g.,* vehicle hit poles)
- Air Sports
- Wildfire

SCE continues to focus on public safety, striving for zero serious injuries or fatalities to members of the public. In 2023, there were thirteen reported Serious Injuries and zero Fatalities (SIFs), of which five injuries were associated with vandalism and theft. While this intentional behavior is beyond SCE's control, there is a continued effort to identify leading indicators that may provide insights to potential mitigations opportunities. Coupled with maintaining existing outreach activities, we remain committed to the safety of our customers and the public.

SCE focuses on six principal areas to ensure favorable public safety outcomes: 1) design and construction standards, 2) inspection, maintenance, and infrastructure replacement programs, 3) controls and mitigations, 4) expanded claims investigations, 5) focused analysis of close call events, and 6) public outreach. SCE also monitors external sources to assess events occurring outside of our service territory to understand other potential public safety challenges. A blended focus on grid resiliency, monitoring, and education allows SCE to assess various aspects of our infrastructure design as well as how our customers interface with our facilities in their day-to-day activities.

In 2023, SCE identified several design and construction standards where updates could potentially improve public safety outcomes. Process improvements were also identified, with the aim to clarify expectations around communication streams during specific events. By cascading these changes to frontline employees, SCE expects to see continued improvement in incorporating public safety-

minded actions into standard operating procedures. SCE continues to assess alternative options for identifying idle facilities. This precursor action may improve targeted, proactive de-energization of idle facilities. It is also intended to deter potential vandalism with enhanced warning signs and minimize the risk of contact with energized equipment when our facilities are not in use.

Maintenance and Inspection programs and Infrastructure Replacement programs mitigate the risk of system failure that may contribute to public safety incidents. These programs are managed and maintained by SCE's Transmission & Distribution organization. SCE continues to enhance management and understanding of underground equipment failure (UEF) and contact with energized equipment (CEE), specifically wire down events. Continued deployment of cover pressure restraint systems (CPRR) and overhead conductor program (OCP), along with improved monitoring devices, are also being used to reduce risk related to these types of events.

Through high consequence/high probability of failure modeling, SCE ensures that the approach is driven by the highest likelihood of adverse public safety outcomes. As our root cause process matures and additional data supports change, models will be updated to reflect the knowledge gained through those activities, further reducing the consequence of serious injury or fatality to a member of the public.

SCE has additional controls and mitigations in place. The PSPS program allows for strategic, proactive shutoff ahead of a threshold-defined wind event to mitigate the potential for an adverse outcome such as a wildfire. Close monitoring of weather stations and high-definition cameras also support incident management and prevention.

A subset of Expanded Claims Investigations (ECI) focus on public safety events. Through the ECIs , opportunities to incorporate improved strategies are leveraged. These proactive mitigations are varied in nature, including standards updates, media messaging, and more- all of which are intended to reduce the likelihood of similar events e occurring in the future. SCE is tracking unique details across all incidents to evaluate when leading indicators are trending in a manner that allows us to leverage earlier mitigation strategies - reducing the potential for a serious injury or fatality before a reportable event occurs.

SCE continues to ingest both internal and external data sources as a means of understanding the total universe of close call information (potential serious injury or fatality). Through a better understanding of close call events and their frequencies over defined time periods, we may be able to identify mitigations that reduce the likelihood of a serious injury or fatality. Development of this data may be beneficial in its ability to provide insights and leading indicators that can be more proactively addressed to reduce the serious harm posed to the public.

SCE's public outreach programs continue to drive towards addressing the most frequently observed events such as contact with intact, energized equipment- both above and below grade. Our primary messaging changes as a direct result of the incidents observed over time. These messages provide education and essential information to the public through several channels, including billboards, radio spots, mailers, geo-fencing, and television campaigns – all in multiple languages. Additionally, external safety communication programs are developed and maintained by Corporate Communications. Topics cover such dangers as contact with downed wires, releasing metallic balloons, and the 'Call Before You Dig' 811 program. SCE outlines the desired steps to staying safe, including staying a safe distance of 100' away from any downed wires, contacting 9-1-1, then SCE, to report the hazard.

SCE's Public Safety team, in partnership with Corporate Communications, continues to deploy campaigns targeted to at-risk workers, including tree trimmers, construction workers, and others working around high voltage lines. Continued partnership with the Culver Company provides targeted mailings, including focused messaging for construction activities such as excavations in relation to dig-ins. Educational seminars are given to communities, schools, and first responders on the dangers of electricity.

SCE remains vigilant about the safety and reliability of our infrastructure. Activities in the Business Resiliency space monitor for threats to the electrical grid, and advanced planning units prepare for potential impacts from both national activities (*e.g.,* elections) and major local events (*e.g.,* World Cup). We continue to be on high alert, working with local authorities on suspicious activity while also staying involved with the national dialogue around recent events. Current practices remain in place

such as fixed and mobile surveillance cameras, intrusion sensing technology, perimeter lighting upgrades and high security, anti-cut/anti-climb fencing, and more. We have also increased patrols where suspicious activity or serious incidents have already occurred. These additions support the overall goal of reducing risk to the public while constructing and operating the grid safely.

2. Metric Link to Compensation or Individual or Group Performance Goals

The Public Serious Injury and Fatality metric is linked to executive compensation as described in Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [Yes]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [Yes]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [Yes]**

3. Metric Specific Bias Controls Discussion

As stated in Section I.B, Public SIF is part of SCE's foundational corporate goals and will undergo the Internal Audit process. In addition, SCE's claims department will continue to investigate and may reclassify certain Public SIF incidents as necessary to ensure the incident meets the reportable definition as additional information is gathered.

L. Metric 21: Helicopter / Flight Accident or Incident

Table II-34
Helicopter / Flight Accident or Incident

Metric Name	Risks	Category	Units	Metric Description
21. Helicopter/ Flight Accident or Incident	Aviation Safety Helicopter Operations Public Safety Worker Safety Employee Safety	Vehicle	Number of accidents or incidents (as defined in 49 CFR Section 830.5 "Immediate Notification") per 100,000 flight hours.	Defined by Federal Aviation Regulations (FARs), reportable to Federation Aviation Administration per 49-Code of Federal Regulations (CFR)-830.

1. Metric Data and Discussion:

The annual data for Helicopter/Flight Accident or Incident is presented below in Table II-35. SCE's actions supporting aviation safety with our employees and contractors and the general public are as follows:

- SCE's use of Company Owned, Contract and Chartered Aircraft Policy serves as an administrative control for the use of aviation assets.
- All contractors, including aviation providers, must comply with the Contractor Safety Policy (ISN) and are required to attend a contractor safety forum.
- All Aviation Service Providers are required to pass a technical qualification as required by SCE Air Operations policy. They are approved by work method based on their ability and whether they have obtained certificates to perform the work in compliance with Federal Aviation Administration (FAA) regulations.
- SCE performs observations of contract helicopter vendors during missions so that it can provide safety behavior feedback to the contractor.
- Air Operations conducts an annual educational outreach program on how to operate near electrical wires. This program is open to all general aviation pilots including first responders.

As indicated below in Table II-35, SCE did not have any incidents that met the metric definition in 2023.

Table II-35
Annual Historical Data for Helicopter / Flight Accident or Incident Metric

Year	# of accidents or incidents	Total Flight Hours	# of accidents or incidents per 100,000 flight hours
2014	0	2,031	0.00
2015	0	2,574	0.00
2016	0	2,567	0.00
2017	0	3,764	0.00
2018	1	4,131	24.2
2019	0	6,238	0.00
2020	0	6,072	0.00
2021	1	6,988	14.3
2022	0	8,343	0.00
2023	0	6,626	0.00
2014 - 2023 Totals	**2**	**50,272**	**4.0**

2. Metric Link to Compensation or Individual or Group Performance Goals

The Helicopter/Flight Accident or Incident metric is not linked to executive compensation. For a further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B Description of Executive Compensation Links and Bias Controls.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

SCE uses a common industry device, Hobbs meter, to validate accurate measurement of total flight hours for SCE and contractors. In addition, SCE internally reviews and verifies that helicopter incidents or accidents are reported to the FAA to the extent they meet the requirements for reporting in the FAA regulations.

M. Metric 25. Wires-Down not resulting in Automatic De-energization

Table II-36
Wires-Down not resulting in Automatic De-energization

Metric Name	Risks	Category	Units	Metric Description
25. Wires-Down not resulting in Automatic De-energization	Electric Overhead, wildfire	Electric	Percentage of wires down occurrences	This metric is defined as the number of occurrences of wire down events in the past calendar year that did not result in automatic (i.e., not manually activated) de-energization by circuit protection devices such as fuses, circuit breakers, and reclosers, etc. on all portions of a downed conductor that rest on the ground. This metric does not consider possible energization due to induced voltages from magnetic coupling of parallel circuits. Metric excludes secondary conductors and service drops. The metric is reported as a percentage of all wires down events in the past calendar year. Separate metrics are provided for transmission and distribution systems.

1. Metric Data and Discussion

The annual monthly historical data for distribution and transmission is shown below in Table II-37.

Table II-37
Wires-Down not resulting in Automatic De-energization Data – Historical Monthly Data[37]

Distribution Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2020	9.2%	4.6%	9.4%	14.3%	15.1%	16.9%	16.9%	24.1%	16.5%	23.8%	26.5%	16.7%	**17.0%**
2021	16.0%	23.6%	13.3%	17.6%	16.5%	11.4%	25.0%	21.5%	24.4%	20.5%	22.5%	16.7%	**19.0%**
2022	33.3%	44.0%	40.0%	44.4%	47.6%	48.8%	40.3%	34.9%	36.6%	35.7%	41.9%	46.0%	**41.1%**
2023	52%	42%	47%	35%	26%	33%	49%	45%	42%	41%	45%	52%	**44%**

Transmission Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2017	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2018	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2019	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	100%	0%	**9%**
2020	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	50%	0%	**17%**
2021	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	**8%**
2022	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%	0%	0%	**43%**
2023	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**

[37] For safety reasons, field personnel generally treat wire down events as energized if energization is unknown. For 2020 and 2021, the distribution percentages above represent the information reported as actually being energized while 2022 and 2023 data represents the actual number of wires down events not resulting in automatic de-energization which may include false positives.

SCE's electric system is designed and built with protection to stop the flow of electricity under fault conditions, to remain de-energized under conditions of permanent faults or equipment damage without manual patrol or intervention by field personnel, and to reclose under conditions of temporary faults which do not cause infrastructure damage. This protection approach is intended to prevent accidental contact with overhead conductor by de-energizing the conductor prior to or immediately upon contact with the ground. This is successful when there is enough fault current to be detected by system protective devices.

However, under certain conditions, wire-down events can be difficult to detect by protective devices. For example, challenges can occur when a wire-down event takes place on high-resistance surfaces such as asphalt, concrete, or very sandy or rocky soils. These conditions are referred to as "high impedance fault conditions," and can result in lower fault current magnitudes than we can readily detect. High impedance fault conditions with wire-downs may not be automatically cleared by protective devices. These conditions also may need to be interrupted by manual intervention of troublemen or other field personnel.

As discussed in our 2022 SPMR, starting in 2022 SCE employed a different methodology utilizing Advanced Meter Information (AMI) to determine whether a distribution wire down event was energized. In 2023, the AMI data concluded that 56% were definitely not energized, but that resulted in 44% being deemed energized in 2023. SCE acknowledges that this may mean some false positives and the % energized is less than the numbers reported above. SCE is in the process of revamping our Repair Order forms to be able to collect additional data to help collect this metric information.

SCE has and will continue to perform work to ensure that we minimize all wire down events, and that we minimize the amount of energized wire down events. SCE provided an extensive discussion on the efforts we undertake to minimize wire down events in Section II.B.1 and Section II.D.1. SCE also discusses our efforts around educating the public of the dangers of a wire down in Section II.K.1 and what we do to address our 911 response time, which can include wire down events, in Section II.C.1.

As part of our wildfire mitigation efforts SCE is investing in some alternative technologies that have the ability to reduce potential energized wires down that could lead to fire ignitions. Those alternative technologies are briefly discussed below.

High Impedance Relays utilize multiple protective elements to reduce wildfire ignition risks caused by energized wire down events by detecting High Impedance (Hi-Z) conditions such as downed conductors or arcing events. In lab testing, SCE has demonstrated that the High Impedance Relay technology can detect Hi-Z conditions; however, SCE is still validating the technology's efficiency in the field in detecting actual Hi-Z events. Detecting Hi-Z conditions is an industry-wide challenge. SCE's traditional feeder protection elements are based on overcurrent. This means that the protection elements rely on fault magnitude to trigger the relay to operate. In a Hi-Z event, however, the fault magnitude is relatively small to non-existent. Therefore, protection schemes that can detect Hi-Z conditions can reduce the propagation of low magnitude fault conditions, and thereby reduce ignition risk from an energized wire down event.

SCE has and will continue to deploy Distribution Open Phase Detection (DPOD) and Transmission Open Phase Detection (TOPD) schemes. These mitigations represent schemes to detect one or more open phase (broken conductor) conditions on the distribution and transmission systems. These advanced protection detection schemes focus on reducing ignitions associated with energized wire-down incidents, for both bare and covered conductor systems. The capabilities should allow the protection system to isolate a separated conductor prior to the wire contacting the earth, while leveraging the standard distribution hardware.

2. <u>Metric Link to Compensation or Individual or Group Performance Goals</u>

This metric is not directly linked to executive compensation. For a further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**

- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. <u>Metric Specific Bias Controls Discussion</u>

SCE distribution and transmission engineering groups review wire down data to determine which wire down events are known to have been energized based on the best available data. Going forward SCE will look to improve our data collection efforts and can provide an update in future reports.

N. Metric 26. Missed Inspections and Patrols for Electric Circuits

Table II-38
Missed Inspections and Patrols for Electric Circuits

Metric Name	Risks	Category	Units	Metric Description
26. Missed Inspections and Patrols for Electric Circuits	Electric Overhead, wildfire	Electric	Percentage of structures that missed inspection relative to total required structures.	Metrics are calculated as annual number of overhead electric structures that did not comply with the inspection frequency requirements divided by total number of overhead electric structures with inspections due in the past calendar year. Separate metrics are provided for patrols, detailed inspections. Separate metrics are provided for primary distribution and transmission overhead circuits. "Minimum patrol frequency" refers to the frequency of patrols as specified in GO 165. "Structures" refers to electric assets such as transformers, switching protective devices, capacitors, lines, poles, etc.

1. Metric Data and Discussion

The annual historical data for distribution and transmission inspections is shown below in Table II-39.

Table II-39
Annual Missed Inspections and Patrols for Electric Circuits Data

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Annual Average
Distribution Detailed	4%	3%	2%	1%	1%	1%	1%	2%	2%	4%	2%	**2.2%**
Distribution Patrols	0%	1%	0%	2%	2%	2%	1%	2%	0%	3%	4%	**1.6%**
Transmission Detailed						12%	12%	2%	3%	0.3%	0.6%	**5.0%**
Transmission Patrols	0.6%	0.1%	0.0%	0.3%	0.1%	7%	9%	2.5%	1.8%	0.1%	1.3%	**2.1%**

SCE conducts ignition-focused risk inspections in HFRA ("High Fire Risk-Informed inspections" or "HFRI inspections") to identify equipment or structure degradation that occurs between compliance cycles that could lead to a potential ignition risk. SCE conducts aerial detailed visual inspections via helicopter or drone in HFRA to supplement ground-based inspections to identify deterioration or unfavorable asset conditions that are not clearly visible from the ground, such as a damaged pole top. SCE also performs ground-based inspections to help detect equipment/structure conditions that are difficult to identify via aerial inspections (e.g., the condition of guy anchors is not able to be assessed appropriately via aerial inspections). SCE also conducts most of its distribution HFRI

inspections by performing the ground and aerial inspections for the structure on the same visit (also known as “360 inspections”). Based on initial implementation of this approach in 2023, SCE rolled out 360 inspections more broadly for its distribution overhead facilities in HFRA. Additional details on Distribution and Transmission Inspections are discussed below.

Distribution Inspections:

As required by GO 165, inspections of the overhead distribution system include annual grid patrols (AGP) and overhead detailed inspections (ODI). GO 165 requires grid patrols to be performed each year (annually) for urban locations and every two (2) years for rural locations (excluding Tier 2 and Tier 3 of High-Fire Threat Districts (HFRD, which should be conducted annually), while detailed inspection of overhead distribution equipment is to be performed every five years. SCE performs AGP annually and ODI every five years. An AGP entails an annual visual evaluation of SCE's electrical distribution facilities with the intent to identify and document obvious discrepancies that require corrective action. An ODI entails a close in-depth visual inspection of SCE's overhead electrical distribution facilities with the intent to identify and document obvious discrepancies.

As part of an ODI, the inspectors will (1) identify hazardous conditions or non-conformances with GO 95 that require corrective action, (2) determine what corrective action is required and prioritize corrective action in alignment with the Distribution Inspection & Maintenance Program, and (3) perform minor repairs while at the location. In any given year where SCE does not perform an ODI, a grid patrol will be performed for that given year. As stated in GO 165, and consistent with the purpose for implementing patrols and detailed inspections, the term “year” is defined as 12 consecutive calendar months starting the first full calendar month after an inspection is performed, plus three full calendar months, not to exceed the end of the calendar year in which the next inspection is due. SCE may either perform inspections ahead of the due date, on the expected due date, or if missed, have up to 3 additional months to complete the inspection to align with GO 165 requirements. For ODI, there will be times, in spite of reasonable effort, where a full detail inspection may not be possible, which leads to SCE performing either a limited inspection, access exception, and/or obstruction inspection as follows:

- Limited Inspection: A limited inspection is when a full detailed inspection of the critical distribution assets of a structure - such as from the communication level up - can be safely taken but some environmental condition prevents the inspector from viewing some non-critical aspect of the distribution equipment. Limited Inspections are not included in Table II-39 as they included in our count of Completed Inspections in our WMP Evidence File and GO 165 Annual Report.
- Access Exception: The inspector is unable to view the critical aspects of the distribution equipment.
- Obstruction Exception: The inspector is unable to view the critical aspects of the distribution equipment because their view is obstructed.

Inspectors document any discrepancies found during the inspections, determine the priority levels, and assign a timeframe for corrective actions based on construction and compliance standards. SCE follows a three-priority rating system that is compliant with the requirements outlined in Rule 18 of GO 95:

- A priority 1 discrepancy is an immediate public safety/system reliability hazard that is required to be made safe within twenty-four hours and remedied within seventy-two hours;
- A priority 2 discrepancy is one that is required to be addressed within six months to three years, depending on the high-fire tier designation of the asset. If the asset is located within high-fire tier 3, and the discrepancy poses an ignition risk, then it will be required to be addressed within six months. If the asset is located within high-fire tier 2, and the discrepancy poses an ignition risk, then it will be required to be addressed within twelve months. Non high-fire findings are required to be addressed within three years; and
- A priority 3 discrepancy is addressed as opportunity maintenance that is performed when other work is done on or near that particular asset. As a result of an update to

Rule 18 of GO 95, overhead Priority 3 discrepancies found after June 2019 are required to be addressed within five years.

Transmission Inspections:

The Transmission Inspection & Maintenance Program (TIMP) is an ongoing company-wide program established to maintain the transmission system and communication network in accordance with good utility practices and the GO 95, GO 128, and GO 165. SCE's overhead transmission lines, along with the structures supporting the lines, must be routinely patrolled and inspected to detect any problems that may compromise the integrity of the structures or impede the transmission of electricity. Transmission inspectors perform circuit (routine) patrols annually and detail inspections every three years. A circuit (routine) patrol consists of a visual assessment performed at ground level or via aircraft, for the purpose of identifying, prioritizing, and recording obvious discrepancies, whereas a detail inspection consists of a careful visual assessment performed in close proximity to or while upon a structure for the purpose of identifying, prioritizing, and recording discrepancies. This activity includes performing minor or temporary repairs during the inspection and special technical evaluation as needed. Inspectors document any discrepancies found during the inspections, determine their priority levels, and assign a timeframe for corrective actions based on construction and compliance standards. SCE follows a three-priority rating system that is compliant with the requirements outlined in Rule 18 of GO 95:

- A priority 1 discrepancy is an immediate public safety/system reliability hazard that is required to be made safe within twenty-four hours and remedied within seventy-two hours;
- A priority 2 discrepancy is one that is required to be addressed within six months to three years, depending on the high-fire tier designation of the asset. If the asset is located within high-fire tier 3, and the discrepancy poses an ignition risk, then it will be required to be addressed within six months. If the asset is located within high-fire tier 2, and the discrepancy poses an ignition risk, then it will be required to be

addressed within twelve months. Non high-fire findings are required to be addressed within three years; and

- A priority 3 discrepancy is addressed as opportunity maintenance that is performed when other work is done on or near that particular asset. As a result of an update to Rule 18 of GO 95, overhead Priority 3 discrepancies found after June 2019 are required to be addressed within five years.

2. Metric Link to Compensation or Individual or Group Performance Goals

The Missed Inspections and Patrols for Electric Circuits metric is not linked to executive compensation. For a further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

The Distribution and Transmission inspection programs are responsible for performing self-validation for inspections to be completed within the minimum expected due dates as outlined by each inspection program requirements. The self-validation process leverages various program dashboards and reporting tools to ensure inspections are completed in a timely manner. If inspection programs deviate from program minimum requirements, then additional measures will be performed, such as, internal audits and/or quality assessments will be performed to address the missed inspection and understand the program deviations for future process improvements.

O. Metric 27 – Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)

Table II-40
Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)

Metric Name	Risks	Category	Units	Metric Description
27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	Electric Overhead, wildfire	Electric	Percentage relative to total circuit miles	Percentage of primary distribution overhead conductors in Tiers 2 and 3 HFTD that is #6 copper. Secondary conductors are excluded.

1. Metric Data and Discussion

The monthly Overhead Conductor Size metric data is presented below in Table II-41.[38]

Table II-41
Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD) Data – Historical Monthly Data[39]

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2021	N/A	N/A	N/A	N/A	N/A	4.7%	4.6%	4.5%	4.5%	4.4%	4.4%	4.3%	**4.3%**
2022	4.3%	4.2%	4.2%	4.1%	4.1%	4.5%	4.0%	4.0%	3.9%	3.9%	3.8%	3.8%	**3.8%**
2023	3.8%	3.7%	3.7%	3.6%	3.6%	3.5%	3.5%	3.4%	3.4%	-	-	3.2%	**3.2%**

As noted in our comments in R.20-07-013, because there is no mandated standard for conductor type or size in HFTD or non-HFTD, the IOUs have discretion as to the pace of replacing conductors in HFTD and non-HFTD areas and progress would be heavily reliant on Commission authorized funding for OCP and WCCP type programs which address more than just #6 copper replacements. Further, because conductor may be #6 copper does not necessarily mean it poses a public safety risk or warrants proactive replacement. There are other factors, such as short circuit duty (SCD), that determine when conductor may need proactive replacement. As SCE continues to collect more data, we will expand on this narrative, including trends and year over year performance.

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38 SCE may have pulled this information on an ad-hoc basis but has not historically tracked this information on a regular basis. SCE will continue to track this information on a monthly basis going forward. SCE is unable to pull historical GIS data.

39 SCE inadvertently missed the collection of this data in October and November of 2023. Since this data cannot be pulled after the fact, SCE does not have data for these months.

2. Metric Link to Compensation or Individual or Group Performance Goals

This metric is not linked to executive compensation. For a further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

SCE does not have any specific bias controls in place for this metric.

P. Metric 29 – GO-95 Corrective Actions (Tiers 2 and 3, HFTD)

Table II-42
GO-95 Corrective Actions (Tiers 2 and 3, HFTD)

Metric Name	Risks	Category	Units	Metric Description
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)	Electric safety and wildfire	Electric	Percentage of corrective actions completed	The number of Priority Level 2 notifications that were completed on time divided by the total number of Priority Level 2 notifications that were due in the calendar year in Tiers 2 and 3, HFTD. Consistent with GO 95 Rule 18 provisions, the proposed metric should exclude notifications that qualify for extensions under reasonable circumstances. Separate metrics are provided for distribution and transmission systems.

1. Metric Data and Discussion

The annual GO 95 Corrective Actions data is presented below in Figure II-11 and monthly data is presented in Table II-43.

Figure II-11
Annual GO-95 Corrective Actions (Tiers 2 and 3, HFTD) Data

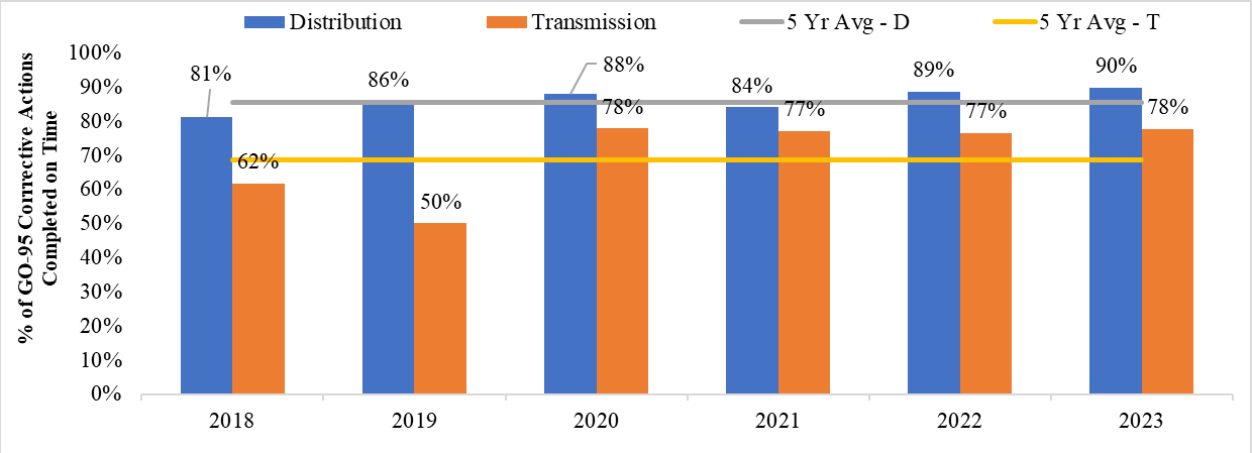

Table II-43
GO-95 Corrective Actions (Tiers 2 and 3, HFTD) Data – Historical Monthly Data

Monthly Distribution Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	78%	81%	83%	80%	79%	79%	77%	83%	79%	81%	84%	89%	**81%**
2019	84%	75%	82%	80%	84%	91%	84%	83%	81%	83%	84%	95%	**86%**
2020	94%	92%	84%	82%	84%	89%	88%	83%	83%	85%	89%	90%	**88%**
2021	84%	84%	86%	78%	90%	86%	85%	85%	84%	79%	83%	92%	**84%**
2022	69%	87%	88%	88%	90%	92%	90%	95%	89%	89%	90%	91%	**89%**
2023	89%	90%	91%	91%	90%	92%	88%	89%	89%	90%	90%	90%	**90%**
Avg by Month	**83%**	**85%**	**86%**	**83%**	**86%**	**88%**	**86%**	**86%**	**84%**	**84%**	**87%**	**91%**	**86%**

Monthly Transmission Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	85%	72%	62%	68%	67%	47%	56%	52%	64%	56%	56%	74%	**62%**
2019	87%	43%	74%	65%	45%	77%	36%	48%	73%	52%	81%	80%	**50%**
2020	79%	82%	48%	37%	48%	74%	83%	83%	84%	83%	88%	84%	**78%**
2021	83%	71%	75%	82%	84%	72%	63%	76%	80%	74%	81%	78%	**77%**
2022	68%	65%	71%	81%	83%	92%	87%	79%	66%	71%	63%	70%	**77%**
2023	77%	78%	67%	83%	80%	86%	80%	66%	79%	83%	74%	79%	**78%**
Avg by Month	**80%**	**68%**	**66%**	**69%**	**68%**	**75%**	**67%**	**67%**	**74%**	**70%**	**74%**	**78%**	**70%**

Priority 2 (P2) notifications are issues that pose material risk to SCE's system but are not determined to need immediate resolution (those needing immediate resolution would be categorized as Priority 1 notifications). A P2 that is located within HFRA and poses a potential fire risk will have a due date that is 6 months if in an extreme fire threat area (Tier 2) or 12 months if in an elevated fire threat area (Tier 3). Priority 2 notifications in non-HFRA can have due dates up to 36 months. Examples of P2 issues include vegetation near lines, deteriorated crossarms, splices or hardware, or insufficient pole depth. While SCE strives to complete all P2 notifications within the prescribed timeframes, there are times when this is not possible. Notifications that cannot be completed by their due date because of an external constraint (e.g., environmental/permitting issues, third-party constraints, etc.) are noted as "GO-95 Exceptions." The ability to execute notifications often depends on permits or permission from third

parties, and some of those third parties, such as the California Coastal Commission, multiple forest agencies, and other governmental agencies, may have longer delays as a result of the high volume of remediation work required for their review. Thus, GO 95 Exceptions have been removed from this reporting as indicated in Table II-42. Notifications that cannot be completed by their due date because of an internal constraint (e.g., crew availability, design issues, etc.) are considered "Internal Exceptions." While any notification past its due date represents a significant priority to SCE, risk-ranking is used to prioritize certain notifications as part of the company's wildfire mitigation efforts to ensure that any past-due notification which poses a high ignition risk is remediated (within SCE's ability to do so) before periods of especially increased risk (summer for dry fuel-driven risk areas and fall for wind-driven risk areas). As discussed in depth in its 2023-2025 WMP, in 2023, SCE updated its prioritization methodology for its backlog and applied it to all open notifications. SCE also incorporated new factors, which considered whether a notification was located in high risk areas such as Areas of Concern or along PSPS circuits. Similarly, in 2024, SCE continues to investigate how it can de-prioritize low-risk notifications, via problem statement analysis, while also balancing compliance requirements to reduce the backlog and continue to prioritize higher ignition risk open notifications.

2. Metric Link to Compensation or Individual or Group Performance Goals

The GO 95 Corrective Actions metric is linked to executive compensation. For a further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [Yes]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals? – [Yes]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions? – [Yes]**

3. Metric Specific Bias Controls Discussion

The Distribution and Transmission inspection and maintenance programs are responsible for performing self-validation of corrective action as outlined by each inspection and maintenance

program's requirements. The self-validation process leverages various program dashboards and reporting tools to ensure corrective actions are completed in a timely manner. This includes capturing any exceptions for corrective actions unable to be performed due to limiting factors as captured by GO 95 requirements (e.g., third party refusal, customer issue, no access, permits required, system emergencies etc.). If corrective actions are not performed to meet program minimum requirements, then additional measures will be taken, such as, internal audits and/or quality assessments to address corrective actions and understand the program deviations for future process improvements.

Q. Metric 32 – Overhead Conductor Safety Index

Table II-44
Overhead Conductor Safety Index

Metric Name	Risks	Category	Units	Metric Description
32. Overhead Conductor Safety Index	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of occurrences per circuit mile	Overhead Conductor Safety Index is the sum of all annual occurrences on overhead transmission or primary voltage distribution conductors satisfying one or more of the following conditions divided by total circuit miles in the system x 1,000: 1) A conductor or splice becomes physically broken; 2) A conductor is dislodged from its intended design position due to either malfunction of its attachment points and/or supporting structures or contact with foreign objects (including vegetation); 3) A conductor falls from its intended position to rest on the ground or a foreign object; 4) A conductor comes into contact with communication circuits, guy wires, or conductors of a lower voltage; or 5) A power pole carrying normally energized conductors leans by more than 45 degrees in any direction relative to the vertical reference when measured at ground level. Separate metrics are reported for transmission and primary voltage distribution conductors. Secondary voltage conductors and service drops are not included in this metric.

1. Metric Data and Discussion

As indicated in the Technical Working Groups and in written comments in R.20-07-013, SCE does not have the ability to report out on this metric per the five subcomponents listed above and it is unclear how SCE would demonstrate the data this report.[40] SCE would like to clarify a statement that we made in our previous SPMR. In our previous SPMR, SCE stated that we "assumed that the spirit of this metric aligns with our Wires Down metric definition as stated in Metrics 1 and 2"[41] and that the numbers we provided last year for this metric used the data from those metrics divided by total overhead circuit miles. SCE believes that the data we collect for Metric 1 would encompass all 5 of the components listed above and is therefore the appropriate values to use for wire down events in this metric.

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[40] For instance, if a WD event covered multiple categories (a wire down where splice becomes broken and is therefore dislodged from its intended position and rests on the ground would cover criteria 1, 2 and 3), would SCE include that in each category or just choose one category?

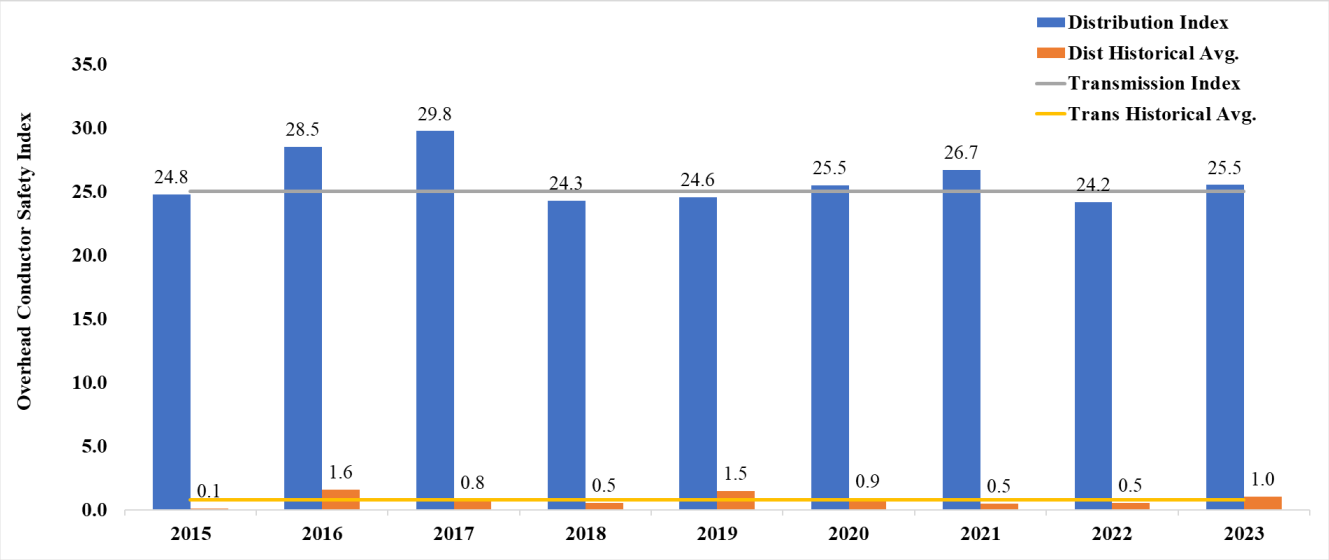
[41] *See* Southern California Edison Company's 2021 Safety Performance Metrics Report, p. 93.

Table II-45
Overhead Conductor Safety Index

Metric Criteria	Explanation for Why This is Part of Metric 1 and/or 2
1) A conductor or splice becomes physically broken	If a splice or conductor becomes physically broken this would clearly meet the definition in Metric 1.
2) A conductor is dislodged from its intended design position due to either malfunction of its attachment points and/or supporting structures or contact with foreign objects (including vegetation);	As SCE stated multiple times in written comments and in workshops in the Risk OIR, it is not clear what staff means by "dislodged from its intended position." SCE assumes this means dislodged to the point it would trigger a notification which would be considered a wire down event that is included in Metrics 1
3) A conductor falls from its intended position to rest on the ground or a foreign object;	If a splice or conductor becomes physically broken this would clearly meet the definition in Metric 1.
4) A conductor comes into contact with communication circuits, guy wires, or conductors of a lower voltage; or	If a conductor fails and contacts another circuit below, it will usually result in the wire failing or the wire it contacted to fail, and this clearly meets the definition in Metric 1.
5) A power pole carrying normally energized conductors leans by more than 45 degrees in any direction relative to the vertical reference when measured at ground level.	If a power pole is leaning by more than 45 degrees, this would result in the conductor being less than 6 feet from the ground and would meet the definition in Metric 1.

For a discussion of activities and initiatives that SCE is undertaking to reduce wire down events please refer to Section II.B.1.

Figure II-12
Annual Overhead Conductor Safety Index Data



2. Metric Link to Compensation or Individual or Group Performance Goals

The Overhead Conductor Safety Index metric is not linked to executive compensation. For a further discussion of how SCE determined which metrics are linked to executive compensation please refer to Section I.B.

- **Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? – [No]**
- **Is Metric Linked to the Determination of Individual or Group Performance Goals?– [No]**
- **Is Metric Linked to Executive (Director Level or Higher) Positions?– [No]**

3. Metric Specific Bias Controls Discussion

For a description of the bias controls in place for determining a wire down event please refer to Section II.B.3.

Attachment A

SCE 2023 Safety Performance Metrics – Historical Data

Southern California Edison Safety Performance Metrics

Metric Name	Risks	Metric Category	Units	Metric Description
1. T&D Overhead Wires Down	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken, or remains intact, and falls from its intended position to rest on the ground or a foreign object; a conductor is considered energized unless confirmed in an idle state (i.e. normally de-energized); excludes down secondary distribution wires and "Major Event Days" (typically due to severe storm events) as defined by the IEEE.
2. T&D Overhead Wires Down - Major Event Days	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken, or remains intact, and falls from its intended position to rest on the ground or a foreign object; a conductor is considered energized unless confirmed in an idle state (i.e. normally de-energized); includes down secondary distribution wires. Includes "Major Event Days" (typically due to severe storm events) as defined by the IEEE.
3. Electric Emergency Response	Wildfire Overhead Conductor Public Safety Worker Safety	Electric	The time in minutes that an electric crew person or a qualified first responder takes to respond after receiving a call which results in an emergency order.	Average time and median time in minutes to respond on-site to an electric-related emergency notification from the time of notification to the time a representative (or qualified first responder) arrived onsite. Emergency notification includes all notifications originating from 911 calls and calls made directly to the utilities' safety hotlines. The data used to determine the average time and median time shall be provided in increments as defined in GO 112-F 123.2 (c) as supplemental information, not as a metric.
4. Fire Ignitions	Overhead Conductor Wildfire Public Safety Worker Safety Catastrophic Event Preparedness	Electric	Number of ignitions	The number of fire incidents annually reportable to the California Public Utilities Commission (CPUC) per Decision 14-02-015.
14. Employee Days Away, Restricted and Transfer (DART) Rate	Employee Safety	Injuries	DART Cases times 200,000 divided by employee hours worked	DART Rate is calculated based on number of Occupational Safety and Health Administration (OSHA)-recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer, and hours worked.
15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)	Employee Safety	Injuries	Number of SIF-Actual cases among employees x 200,000/employee hours worked	Rate of SIF Actual[2] (Employee) is calculated using the formula: Number of SIF-Actual cases among employees x 200,000 / employee hours worked, where SIF Actual is counted using the methodology developed by the Edison Electrical Institute's (EEI) Occupational Health and Safety Committee (OHSC) Safety and Classification Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Actual, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Actual using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Actual differs and why it chose to use it. As a supplemental reporting requirement to the SIF Actual Rate for comparative purposes, all utilities shall also provide SIF Actual data based on OSHA reporting requirements under Section 6409.1 of the California Labor Code.
16. Rate of SIF Actual (Contractor)	Contractor Safety	Injuries	Number of SIF-Actual cases among contractors x 200,000/contractor hours worked	Rate of SIF Actual[3] (Contractor) is calculated using the formula: Number of SIF-Actual cases among contractors x 200,000 / contractor hours worked, where SIF Actual is counted using the methodology developed by the EEI OHSC Safety and Classification Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing incidents where a SIF occurred, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Actual using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Actual differs and why it chose to use it. As a supplemental reporting requirement to the SIF Actual Rate for comparative purposes, all utilities shall also report SIF Actual Rate data based on OSHA reporting requirements under Section 6409.1 of the California Labor Code.
17. Rate of SIF Potential (Employee)	Employee Safety	Injuries	Number of SIF-Potential cases among employees x 200,000/employee hours worked	Rate of SIF Potential (Employee) is calculated using the formula: Number of SIF Potential cases among employees x 200,000/employee hours worked, where a SIF incident, in this case would be events that could have led to a reportable SIF. Potential SIF incidents are identified using the EEI Safety Classification and Learning Model.[4] If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Potential, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Potential using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Potential differs and why it chose to use it. As a supplemental reporting requirement to the Potential SIF Rate (Employee), all utilities shall provide information about the key lessons learned from Potential SIF (Employee) incidents.
18. Rate of SIF Potential (Contractor)	Contractor Safety	Injuries	Number of SIF-Potential cases among contractors x 200,000/contractor hours worked	Rate of SIF Potential (contractor) is calculated using the formula: Number of SIF Potential cases among contractors x 200,000/contractor hours worked, where a SIF incident, in this case would be events that could have led to a reportable SIF. Potential SIF incidents are identified using the EEI Safety Classification and Learning Model.[5] If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Potential, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Potential using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Potential differs and why it chose to use it. As a supplemental reporting requirement to the Potential SIF Rate (Contractor), all utilities shall provide information about key lessons learned from SIF Potential (Contractor) incidents.
19. Contractor Days Away, Restricted Transfer (DART)	Contractor Safety	Injuries	OSHA DART Rate.	DART Rate: Days Away, Restricted and Transfer (DART) Cases include OSHA-recordable Lost Work Day Cases and injuries that involve job transfer or restricted work activity. DART Rate is calculated as DART Cases times 200,000 divided by contractor hours worked.
20. Public Serious Injuries and Fatalities	Public Safety	Injuries	Number of Serious Injuries and Fatalities	A fatality or personal injury requiring in-patient hospitalization involving utility facilities or equipment. Equipment includes utility vehicles used during the course of business.
21. Helicopter/ Flight Accident or Incident	Aviation Safety Helicopter Operations	Vehicle	Number of accidents or incidents (as defined in 49 CFR Section 830.5 "Immediate Notification") per 100,000 flight hours.	Defined by Federal Aviation Regulations (FARs), reportable to Federation Aviation Administration per 49-Code of Federal Regulations (CFR)-830.
25. Wires-Down not resulting in Automatic De-energization	Electric Overhead, wildfire	Electric	Percentage of wires down occurrences	This metric is defined as the number of occurrences of wire down events in the past calendar year that did not result in automatic (i.e., not manually activated) de-energization by circuit protection devices such as fuses, circuit breakers, and reclosers, etc. on all portions of a downed conductor that rest on the ground. This metric does not consider possible energization due to induced voltages from magnetic coupling of parallel circuits. Metric excludes secondary conductors and service drops. The metric is reported as a percentage of all wires down events in the past calendar year. Separate metrics are provided for transmission and distribution systems.
26. Missed Inspections and Patrols for Electric Circuits	Electric Overhead, wildfire	Electric	Percentage of structures that missed inspection relative to total required structures.	Metrics are calculated as annual number of overhead electric structures that did not comply with the inspection frequency requirements divided by total number of overhead electric structures with inspections due in the past calendar year. Separate metrics are provided for patrols, detailed inspections. Separate metrics are provided for primary distribution and transmission overhead circuits. "Minimum patrol frequency" refers to the frequency of patrols as specified in GO 165. "Structures" refers to electric assets such as transformers, switching protective devices, capacitors, lines, poles, etc.
27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	Electric Overhead, wildfire	Electric	Percentage relative to total circuit miles	Percentage of primary distribution overhead conductors in Tiers 2 and 3 HFTD that is #6 copper. Secondary conductors are excluded.
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)	Electric safety and wildfire	Electric	Percentage of corrective actions completed	The number of Priority Level 2 notifications that were completed on time divided by the total number of Priority Level 2 notifications that were due in the calendar year in Tiers 2 and 3, HFTD. Consistent with GO 95 Rule 18 provisions, the proposed metric should exclude notifications that qualify for extensions under reasonable circumstances. Separate metrics are provided for distribution and transmission systems.
32.Overhead Conductor Safety Index	Wildfire Transmission Overhead Conductor	Electric	Number of occurrences per circuit mile	Overhead Conductor Safety Index is the sum of all annual occurrences on overhead transmission or primary voltage distribution conductors satisfying one or more of the following conditions divided by total circuit miles in the system x 1,000:

1) SCE's Approved Safety Performance Metrics from D21-11-009 Appendix B

Southern California Edison Safety Performance Metrics - Monthly Data

Date	1. T&D Overhead Wires Down	2. T&D Overhead Wires Down - Major Event Days	3. Electric Emergency Response (Avg) w/MEDs	3. Electric Emergency Response (Median) w/MEDs	4. Fire Ignitions	14. Employee Days Away, Restricted and Transfer (DART) Rate	15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee) - EEI	15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee) - Cal OSHA Acutals	16. Rate of SIF Actual (Contractor) - EEI	16. Rate of SIF Actual (Contractor) - Cal OSHA Actuals	17. Rate of SIF Potential (Employee)	18. Rate of SIF Potential (Contractor)
Jan-13	N/A	N/A	N/A	N/A	N/A	1.79	N/A	N/A	N/A	N/A	N/A	N/A
Feb-13	N/A	N/A	N/A	N/A	N/A	2.36	N/A	N/A	N/A	N/A	N/A	N/A
Mar-13	N/A	N/A	N/A	N/A	N/A	1.35	N/A	N/A	N/A	N/A	N/A	N/A
Apr-13	N/A	N/A	N/A	N/A	N/A	2.02	N/A	N/A	N/A	N/A	N/A	N/A
May-13	N/A	N/A	N/A	N/A	N/A	1.67	N/A	N/A	N/A	N/A	N/A	N/A
Jun-13	N/A	N/A	N/A	N/A	N/A	1.59	N/A	N/A	N/A	N/A	N/A	N/A
Jul-13	N/A	N/A	N/A	N/A	N/A	1.16	N/A	N/A	N/A	N/A	N/A	N/A
Aug-13	N/A	N/A	N/A	N/A	N/A	1.72	N/A	N/A	N/A	N/A	N/A	N/A
Sep-13	N/A	N/A	N/A	N/A	N/A	1.45	N/A	N/A	N/A	N/A	N/A	N/A
Oct-13	N/A	N/A	N/A	N/A	N/A	2.08	N/A	N/A	N/A	N/A	N/A	N/A
Nov-13	N/A	N/A	N/A	N/A	N/A	1.95	N/A	N/A	N/A	N/A	N/A	N/A
Dec-13	N/A	N/A	N/A	N/A	N/A	1.07	N/A	N/A	N/A	N/A	N/A	N/A
Jan-14	N/A	N/A	N/A	N/A	N/A	1.06	N/A	N/A	N/A	N/A	N/A	N/A
Feb-14	N/A	N/A	N/A	N/A	N/A	1.36	N/A	N/A	N/A	N/A	N/A	N/A
Mar-14	N/A	N/A	N/A	N/A	N/A	1.42	N/A	N/A	N/A	N/A	N/A	N/A
Apr-14	N/A	N/A	N/A	N/A	N/A	0.78	N/A	N/A	N/A	N/A	N/A	N/A
May-14	81	131	N/A	N/A	1	1.17	N/A	N/A	N/A	N/A	N/A	N/A
Jun-14	85	118	N/A	N/A	6	1.18	N/A	N/A	N/A	N/A	N/A	N/A
Jul-14	64	100	N/A	N/A	6	0.88	N/A	N/A	N/A	N/A	N/A	N/A
Aug-14	91	123	N/A	N/A	6	0.90	N/A	N/A	N/A	N/A	N/A	N/A
Sep-14	67	126	N/A	N/A	5	0.26	N/A	N/A	N/A	N/A	N/A	N/A
Oct-14	71	101	N/A	N/A	3	0.84	N/A	N/A	N/A	N/A	N/A	N/A
Nov-14	63	100	N/A	N/A	6	0.89	N/A	N/A	N/A	N/A	N/A	N/A
Dec-14	119	241	N/A	N/A	6	0.36	N/A	N/A	N/A	N/A	N/A	N/A
Jan-15	88	132	N/A	N/A	2	1.40	0.18	0.18	N/A	N/A	N/A	N/A
Feb-15	55	77	N/A	N/A	2	1.16	0.00	0.00	N/A	N/A	N/A	N/A
Mar-15	96	125	N/A	N/A	4	1.46	0.51	0.51	N/A	N/A	N/A	N/A
Apr-15	80	109	N/A	N/A	20	1.14	0.09	0.09	N/A	N/A	N/A	N/A
May-15	74	101	N/A	N/A	17	0.85	0.19	0.19	N/A	N/A	N/A	N/A
Jun-15	81	120	N/A	N/A	19	0.35	0.09	0.09	N/A	N/A	N/A	N/A
Jul-15	103	152	N/A	N/A	11	1.07	0.00	0.00	N/A	N/A	N/A	N/A
Aug-15	67	133	N/A	N/A	7	0.92	0.09	0.09	N/A	N/A	N/A	N/A
Sep-15	77	154	N/A	N/A	8	1.19	0.00	0.00	N/A	N/A	N/A	N/A
Oct-15	79	139	N/A	N/A	7	0.81	0.09	0.09	N/A	N/A	N/A	N/A
Nov-15	78	126	N/A	N/A	8	0.11	0.00	0.00	N/A	N/A	N/A	N/A
Dec-15	95	164	N/A	N/A	2	0.60	0.10	0.10	N/A	N/A	N/A	N/A
Jan-16	93	229	N/A	N/A	4	0.71	0.20	0.20	N/A	N/A	N/A	N/A
Feb-16	86	164	N/A	N/A	10	0.89	0.10	0.10	N/A	N/A	N/A	N/A
Mar-16	110	158	N/A	N/A	3	0.81	0.00	0.00	N/A	N/A	N/A	N/A
Apr-16	127	208	N/A	N/A	14	0.48	0.10	0.10	N/A	N/A	N/A	N/A
May-16	97	134	N/A	N/A	8	0.68	0.10	0.10	N/A	N/A	N/A	N/A
Jun-16	82	172	N/A	N/A	16	0.65	0.19	0.19	N/A	N/A	N/A	N/A
Jul-16	76	191	N/A	N/A	6	0.52	0.11	0.11	N/A	N/A	N/A	N/A
Aug-16	73	207	N/A	N/A	4	1.33	0.18	0.18	N/A	N/A	N/A	N/A
Sep-16	108	262	N/A	N/A	9	0.88	0.20	0.20	N/A	N/A	N/A	N/A
Oct-16	76	245	N/A	N/A	11	1.26	0.10	0.10	N/A	N/A	N/A	N/A
Nov-16	81	214	N/A	N/A	5	0.66	0.00	0.00	N/A	N/A	N/A	N/A
Dec-16	129	230	N/A	N/A	6	0.66	0.00	0.00	N/A	N/A	N/A	N/A
Jan-17	131	413	60	39	4	1.10	0.20	0.20	N/A	N/A	0.30	N/A
Feb-17	88	222	66	43	1	0.84	0.00	0.00	N/A	N/A	0.31	N/A
Mar-17	138	261	54	36	6	0.99	0.18	0.18	N/A	N/A	0.45	N/A
Apr-17	93	232	64	40	9	0.83	0.00	0.00	N/A	N/A	0.42	N/A
May-17	105	208	44	33	17	1.23	0.19	0.19	N/A	N/A	0.38	N/A
Jun-17	97	230	44	34	21	1.33	0.29	0.29	N/A	N/A	0.29	N/A
Jul-17	93	152	39	33	15	1.16	0.00	0.00	N/A	N/A	0.74	N/A
Aug-17	91	231	46	32	13	1.78	0.18	0.18	N/A	N/A	0.80	N/A
Sep-17	119	245	44	33	7	0.79	0.10	0.10	N/A	N/A	0.20	N/A
Oct-17	79	171	38	31	6	0.91	0.09	0.09	N/A	N/A	0.46	N/A
Nov-17	68	88	38	34	3	0.43	0.00	0.00	N/A	N/A	0.22	N/A
Dec-17	75	164	53	33	3	0.32	0.00	0.00	N/A	N/A	0.32	N/A
Jan-18	67	133	56	34	4	0.77	0.29	0.29	0.17	0.17	0.00	1.04
Feb-18	93	151	37	30	6	1.06	0.32	0.32	0.00	0.00	0.11	0.71
Mar-18	102	155	35	30	2	0.65	0.19	0.19	0.45	0.45	0.19	1.05
Apr-18	100	189	36	29	14	0.59	0.00	0.00	0.14	0.00	0.10	0.42
May-18	74	131	36	30	8	1.30	0.19	0.19	0.89	0.74	0.19	1.04
Jun-18	127	193	36	30	18	0.58	0.10	0.10	0.43	0.28	0.10	0.57
Jul-18	57	162	41	31	11	0.88	0.10	0.10	0.15	0.15	0.10	0.15
Aug-18	72	83	36	30	13	1.22	0.09	0.09	0.58	0.00	0.18	0.43
Sep-18	75	104	36	31	6	1.25	0.00	0.00	0.26	0.13	0.00	0.51
Oct-18	56	146	121	39	16	1.65	0.00	0.00	0.13	0.13	0.17	0.38
Nov-18	53	170	45	32	6	0.61	0.00	0.00	0.21	0.11	0.20	0.42
Dec-18	84	143	40	33	5	1.10	0.11	0.11	0.53	0.35	0.00	0.71

Southern California Edison Safety Performance Metrics - Monthly Data

Date	1. T&D Overhead Wires Down	2. T&D Overhead Wires Down - Major Event Days	3. Electric Emergency Response (Avg) w/MEDs	3. Electric Emergency Response (Median) w/MEDs	4. Fire Ignitions	14. Employee Days Away, Restricted and Transfer (DART) Rate	15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee) - EEI	15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee) - Cal OSHA Acutals	16. Rate of SIF Actual (Contractor) - EEI	16. Rate of SIF Actual (Contractor) - Cal OSHA Actuals	17. Rate of SIF Potential (Employee)	18. Rate of SIF Potential (Contractor)
Jan-19	118	207	43	31	1	0.82	0.00	0.00	0.34	0.00	0.00	0.33
Feb-19	86	251	59	37	1	1.49	0.20	0.20	0.14	0.00	0.40	0.42
Mar-19	78	135	37	31	5	1.77	0.00	0.00	0.22	0.00	0.09	0.33
Apr-19	69	131	53	32	15	0.73	0.09	0.09	0.12	0.00	0.09	0.59
May-19	83	115	37	30	6	1.89	0.00	0.00	0.11	0.11	0.18	0.33
Jun-19	77	110	38	31	23	0.87	0.00	0.00	0.21	0.21	0.10	1.15
Jul-19	85	121	36	30	15	1.37	0.09	0.09	0.11	0.22	0.09	0.86
Aug-19	50	90	38	32	20	1.23	0.18	0.18	0.10	0.19	0.18	0.19
Sep-19	77	127	43	32	20	1.32	0.00	0.00	0.09	0.00	0.19	0.47
Oct-19	40	128	48	32	7	0.98	0.00	0.00	0.09	0.09	0.08	0.61
Nov-19	74	176	108	34	9	0.94	0.00	0.00	0.09	0.00	0.42	0.09
Dec-19	126	228	69	35	1	0.51	0.10	0.10	0.10	0.00	0.10	0.21
Jan-20	66	106	40	32	4	1.55	0.09	0.09	0.11	0.11	0.00	0.54
Feb-20	89	149	51	33	4	0.87	0.10	0.10	0.12	0.23	0.10	0.58
Mar-20	98	141	36	30	8	1.28	0.26	0.26	0.00	0.11	0.26	0.45
Apr-20	84	154	39	28	4	0.49	0.16	0.16	0.49	0.49	0.00	0.37
May-20	92	178	36	29	12	0.78	0.09	0.09	0.11	0.11	0.00	0.11
Jun-20	119	207	37	30	42	0.25	0.08	0.08	0.11	0.00	0.08	0.74
Jul-20	78	135	35	30	16	0.93	0.26	0.26	0.44	0.44	0.09	0.22
Aug-20	105	192	39	29	20	1.21	0.09	0.09	0.22	0.22	0.26	0.43
Sep-20	57	198	66	32	8	1.28	0.26	0.26	0.11	0.11	0.17	0.53
Oct-20	58	220	127	33	11	0.87	0.08	0.08	0.25	0.16	0.00	0.25
Nov-20	101	208	82	35	12	0.40	0.00	0.00	0.00	0.00	0.20	0.64
Dec-20	57	181	44	32	7	0.93	0.00	0.00	0.41	0.10	0.09	0.31
Jan-21	129	311	60	33	12	0.84	0.19	0.19	0.24	0.12	0.09	0.49
Feb-21	79	145	44	32	11	0.85	0.09	0.09	0.00	0.00	0.09	0.60
Mar-21	101	173	36	29	7	0.57	0.08	0.08	0.00	0.00	0.08	0.34
Apr-21	69	128	N/A	N/A	16	1.40	0.00	0.00	0.00	0.00	0.61	0.71
May-21	93	163	N/A	N/A	20	0.86	0.10	0.10	0.32	0.32	0.10	0.21
Jun-21	95	197	N/A	N/A	30	1.32	0.18	0.18	0.00	0.00	0.00	0.42
Jul-21	73	178	N/A	N/A	23	0.66	0.00	0.00	0.00	0.00	0.00	0.45
Aug-21	74	113	43	33	21	0.99	0.00	0.00	0.20	0.10	0.36	0.20
Sep-21	75	115	44	36	14	1.87	0.09	0.09	0.21	0.10	0.19	0.52
Oct-21	108	166	58	37	12	1.56	0.00	0.00	0.09	0.09	0.37	0.27
Nov-21	54	125	62	38	3	0.95	0.00	0.00	0.41	0.21	0.21	0.52
Dec-21	91	249	88	38	4	0.73	0.00	0.00	0.00	0.00	0.21	0.00
Jan-22	65	162	239	41	9	0.80	0.10	0.10	0.00	0.00	0.10	0.44
Feb-22	86	124	43	35	9	0.51	0.10	0.00	0.12	0.12	0.00	0.23
Mar-22	75	113	43	35	9	1.30	0.26	0.09	0.00	0.00	0.00	0.56
Apr-22	78	132	46	36	10	1.35	0.10	0.00	0.12	0.24	0.00	0.24
May-22	85	153	43	34	18	1.73	0.19	0.00	0.00	0.12	0.10	0.12
Jun-22	76	196	56	38	21	1.76	0.00	0.09	0.12	0.12	0.09	0.37
Jul-22	78	143	43	34	12	1.53	0.00	0.00	0.12	0.00	0.20	0.24
Aug-22	87	163	51	36	12	1.30	0.09	0.00	0.00	0.00	0.00	0.37
Sep-22	75	203	79	40	11	1.10	0.00	0.00	0.00	0.00	0.18	0.24
Oct-22	65	105	44	34	5	1.20	0.09	0.09	0.00	0.12	0.28	0.12
Nov-22	90	222	52	37	8	0.53	0.00	0.00	0.00	0.00	0.21	0.00
Dec-22	71	110	48	37	1	0.88	0.11	0.00	0.26	0.13	0.22	0.00
Jan-23	140	251	52	36	1	1.20	0.28	0.28	0.00	0.00	0.00	0.15
Feb-23	92	286	106	40	4	1.83	0.29	0.29	0.14	0.15	0.00	0.29
Mar-23	143	339	76	38	3	1.88	0.00	0.00	0.13	0.13	0.16	0.26
Apr-23	77	123	42	34	3	1.97	0.19	0.00	0.25	0.12	0.28	0.00
May-23	66	107	39	33	9	1.27	0.00	0.00	0.28	0.14	0.17	0.28
Jun-23	75	117	44	31	11	1.28	0.09	0.09	0.00	0.00	0.00	0.14
Jul-23	70	134	37	32	21	0.93	0.09	0.00	0.00	0.00	0.37	0.15
Aug-23	84	240	65	36	10	2.05	0.08	0.16	0.00	0.00	0.16	0.13
Sep-23	58	111	40	33	7	1.35	0.00	0.00	0.27	0.27	0.36	0.67
Oct-23	44	90	41	33	12	1.65	0.08	0.00	0.12	0.12	0.08	0.48
Nov-23	64	127	57	36	4	1.57	0.00	0.00	0.00	0.00	0.10	0.43
Dec-23	71	109	43	36	5	0.52	0.00	0.00	0.00	0.00	0.00	0.15

Southern California Edison Safety Performance Metrics - Monthly Data

Date	19. Contractor Days Away, Restricted Transfer (DART)	20. Public Serious Injuries and Fatalities	21. Helicopter / Flight Accident or Incident			25. Wires-Down not resulting in Automatic De-energization - Distribution	25. Wires-Down not resulting in Automatic De-energization - Transmission	27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Distribution	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Transmission
			Total Incident Count	*Total Flight Hours*	*Total Incident Rate*					
Jan-13	N/A	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Feb-13	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mar-13	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Apr-13	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
May-13	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jun-13	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jul-13	N/A	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Aug-13	N/A	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Sep-13	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Oct-13	N/A	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nov-13	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dec-13	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jan-14	N/A	0	0	110	0	N/A	N/A	N/A	N/A	N/A
Feb-14	N/A	3	0	120	0	N/A	N/A	N/A	N/A	N/A
Mar-14	N/A	2	0	164	0	N/A	N/A	N/A	N/A	N/A
Apr-14	N/A	1	0	178	0	N/A	N/A	N/A	N/A	N/A
May-14	N/A	9	0	168	0	N/A	N/A	N/A	N/A	N/A
Jun-14	N/A	4	0	182	0	N/A	N/A	N/A	N/A	N/A
Jul-14	N/A	1	0	183	0	N/A	N/A	N/A	N/A	N/A
Aug-14	N/A	7	0	253	0	N/A	N/A	N/A	N/A	N/A
Sep-14	N/A	0	0	219	0	N/A	N/A	N/A	N/A	N/A
Oct-14	N/A	2	0	157	0	N/A	N/A	N/A	N/A	N/A
Nov-14	N/A	1	0	114	0	N/A	N/A	N/A	N/A	N/A
Dec-14	N/A	0	0	184	0	N/A	N/A	N/A	N/A	N/A
Jan-15	N/A	0	0	100	0	N/A	N/A	N/A	N/A	N/A
Feb-15	N/A	2	0	155	0	N/A	N/A	N/A	N/A	N/A
Mar-15	N/A	1	0	191	0	N/A	N/A	N/A	N/A	N/A
Apr-15	N/A	1	0	146	0	N/A	N/A	N/A	N/A	N/A
May-15	N/A	2	0	216	0	N/A	N/A	N/A	N/A	N/A
Jun-15	N/A	1	0	248	0	N/A	N/A	N/A	N/A	N/A
Jul-15	N/A	0	0	256	0	N/A	N/A	N/A	N/A	N/A
Aug-15	N/A	2	0	225	0	N/A	N/A	N/A	N/A	N/A
Sep-15	N/A	1	0	358	0	N/A	N/A	N/A	N/A	N/A
Oct-15	N/A	2	0	217	0	N/A	N/A	N/A	N/A	N/A
Nov-15	N/A	4	0	212	0	N/A	N/A	N/A	N/A	N/A
Dec-15	N/A	0	0	251	0	N/A	N/A	N/A	N/A	N/A
Jan-16	N/A	2	0	158	0	N/A	0%	N/A	N/A	N/A
Feb-16	N/A	1	0	183	0	N/A	0%	N/A	N/A	N/A
Mar-16	N/A	1	0	175	0	N/A	0%	N/A	N/A	N/A
Apr-16	N/A	1	0	157	0	N/A	0%	N/A	N/A	N/A
May-16	N/A	4	0	159	0	N/A	0%	N/A	N/A	N/A
Jun-16	N/A	0	0	181	0	N/A	0%	N/A	N/A	N/A
Jul-16	N/A	0	0	216	0	N/A	0%	N/A	N/A	N/A
Aug-16	N/A	0	0	263	0	N/A	0%	N/A	N/A	N/A
Sep-16	N/A	1	0	460	0	N/A	0%	N/A	N/A	N/A
Oct-16	N/A	2	0	221	0	N/A	0%	N/A	N/A	N/A
Nov-16	N/A	1	0	267	0	N/A	0%	N/A	N/A	N/A
Dec-16	N/A	1	0	128	0	N/A	0%	N/A	N/A	N/A
Jan-17	N/A	0	0	199	0	N/A	0%	N/A	N/A	N/A
Feb-17	N/A	2	0	140	0	N/A	0%	N/A	N/A	N/A
Mar-17	N/A	1	0	254	0	N/A	0%	N/A	N/A	N/A
Apr-17	N/A	2	0	287	0	N/A	0%	N/A	N/A	N/A
May-17	N/A	1	0	440	0	N/A	0%	N/A	N/A	N/A
Jun-17	N/A	2	0	615	0	N/A	0%	N/A	N/A	N/A
Jul-17	N/A	0	0	320	0	N/A	0%	N/A	N/A	N/A
Aug-17	N/A	1	0	233	0	N/A	0%	N/A	N/A	N/A
Sep-17	N/A	2	0	578	0	N/A	0%	N/A	N/A	N/A
Oct-17	N/A	0	0	270	0	N/A	0%	N/A	N/A	N/A
Nov-17	N/A	0	0	195	0	N/A	0%	N/A	N/A	N/A
Dec-17	N/A	3	0	233	0	N/A	0%	N/A	N/A	N/A
Jan-18	0.17	0	0	324	0	N/A	0%	N/A	78%	85%
Feb-18	0.18	4	0	152	0	N/A	0%	N/A	81%	72%
Mar-18	0.45	2	0	173	0	N/A	0%	N/A	83%	62%
Apr-18	0.70	1	0	199	0	N/A	0%	N/A	80%	68%
May-18	0.59	1	0	186	0	N/A	0%	N/A	79%	67%
Jun-18	0.99	3	1	405	247	N/A	0%	N/A	79%	47%
Jul-18	1.03	1	0	548	0	N/A	0%	N/A	77%	56%
Aug-18	1.30	0	0	565	0	N/A	0%	N/A	83%	52%
Sep-18	0.13	2	0	526	0	N/A	0%	N/A	79%	64%
Oct-18	0.25	2	0	519	0	N/A	0%	N/A	81%	56%
Nov-18	0.21	4	0	326	0	N/A	0%	N/A	84%	56%
Dec-18	0.71	0	0	207	0	N/A	0%	N/A	89%	74%

Southern California Edison Safety Performance Metrics - Monthly Data

Date	19. Contractor Days Away, Restricted Transfer (DART)	20. Public Serious Injuries and Fatalities	21. Helicopter / Flight Accident or Incident			25. Wires-Down not resulting in Automatic De-energization - Distribution	25. Wires-Down not resulting in Automatic De-energization - Transmission	27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Distribution	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Transmission
			Total Incident Count	*Total Flight Hours*	*Total Incident Rate*					
Jan-19	0.50	1	0	210	0	N/A	0%	N/A	84%	87%
Feb-19	0.42	0	0	212	0	N/A	0%	N/A	75%	43%
Mar-19	0.33	1	0	431	0	N/A	0%	N/A	82%	74%
Apr-19	0.24	0	0	404	0	N/A	0%	N/A	80%	65%
May-19	0.33	0	0	644	0	N/A	0%	N/A	84%	45%
Jun-19	0.52	2	0	764	0	N/A	0%	N/A	91%	77%
Jul-19	0.21	2	0	770	0	N/A	0%	N/A	84%	36%
Aug-19	0.38	2	0	326	0	N/A	50%	N/A	83%	48%
Sep-19	0.47	0	0	623	0	N/A	0%	N/A	81%	73%
Oct-19	0.26	3	0	756	0	N/A	0%	N/A	83%	52%
Nov-19	0.26	1	0	544	0	N/A	100%	N/A	84%	81%
Dec-19	0.31	0	0	554	0	N/A	0%	N/A	95%	80%
Jan-20	0.22	2	0	348	0	9%	0%	N/A	94%	79%
Feb-20	0.46	0	0	530	0	5%	0%	N/A	92%	82%
Mar-20	0.45	1	0	438	0	9%	0%	N/A	84%	48%
Apr-20	0.86	2	0	389	0	14%	50%	N/A	82%	37%
May-20	0.42	2	0	329	0	15%	0%	N/A	84%	48%
Jun-20	0.42	0	0	496	0	17%	0%	N/A	89%	74%
Jul-20	0.87	2	0	358	0	17%	0%	N/A	88%	83%
Aug-20	0.43	1	0	190	0	24%	0%	N/A	83%	83%
Sep-20	0.00	1	0	301	0	17%	0%	N/A	83%	84%
Oct-20	0.41	0	0	944	0	24%	0%	N/A	85%	83%
Nov-20	0.27	0	0	1090	0	27%	50%	N/A	89%	88%
Dec-20	0.61	1	0	660	0	17%	0%	N/A	90%	84%
Jan-21	0.36	0	0	447	0	16%	0%	N/A	84%	83%
Feb-21	0.12	0	0	565	0	24%	0%	N/A	84%	71%
Mar-21	0.22	0	0	822	0	13%	0%	N/A	86%	75%
Apr-21	0.00	0	0	760	0	18%	0%	N/A	78%	82%
May-21	0.42	0	1	500	200	17%	0%	N/A	90%	84%
Jun-21	0.42	1	0	476	0	11%	100%	4.7%	86%	72%
Jul-21	0.33	4	0	511	0	25%	0%	4.6%	85%	63%
Aug-21	0.59	1	0	464	0	22%	0%	4.5%	85%	76%
Sep-21	0.72	0	0	468	0	24%	0%	4.5%	84%	80%
Oct-21	0.27	2	0	621	0	21%	0%	4.4%	79%	74%
Nov-21	0.52	1	0	662	0	23%	0%	4.4%	83%	81%
Dec-21	0.34	0	0	548	0	17%	0%	4.3%	92%	78%
Jan-22	0.11	1	0	833	0	33%	0%	4.3%	69%	68%
Feb-22	0.23	0	0	886	0	44%	0%	4.2%	87%	65%
Mar-22	0.11	1	0	861	0	40%	100%	4.2%	88%	71%
Apr-22	0.59	0	0	647	0	44%	0%	4.1%	88%	81%
May-22	0.24	1	0	702	0	48%	0%	4.1%	90%	83%
Jun-22	0.37	0	0	1062	0	49%	0%	4.5%	92%	92%
Jul-22	0.12	1	0	718	0	40%	100%	4.0%	90%	87%
Aug-22	0.24	0	0	741	0	35%	0%	4.0%	95%	79%
Sep-22	0.12	0	0	810	0	37%	100%	3.9%	89%	66%
Oct-22	0.35	1	0	751	0	36%	0%	3.9%	89%	71%
Nov-22	0.14	0	0	620	0	42%	0%	3.8%	90%	63%
Dec-22	0.53	0	0	652	0	46%	0%	3.8%	91%	70%
Jan-23	0.73	1	0	455	0	52%	0%	3.8%	89%	77%
Feb-23	0.29	0	0	535	0	42%	0%	3.7%	90%	78%
Mar-23	0.65	1	0	414	0	47%	0%	3.7%	91%	67%
Apr-23	0.25	0	0	291	0	35%	0%	3.6%	91%	83%
May-23	0.56	5	0	359	0	26%	0%	3.6%	90%	80%
Jun-23	0.00	1	0	539	0	33%	0%	3.5%	92%	86%
Jul-23	0.59	1	0	296	0	49%	0%	3.5%	88%	80%
Aug-23	0.13	1	0	614	0	45%	0%	3.4%	89%	66%
Sep-23	1.07	1	0	409	0	42%	0%	3.4%	89%	79%
Oct-23	0.48	0	0	1088	0	41%	0%		90%	83%
Nov-23	0.14	0	0	1127	0	45%	0%		90%	74%
Dec-23	0.44	2	0	499	0	52%	0%	3.2%	90%	79%

Southern California Edison Safety Performance Metrics - Annual Data

Year	1. T&D Overhead Wires Down	2. T&D Overhead Wires Down - Major Event Days	3. Electric Emergency Response (Average)	3. Electric Emergency Response (Median	4. Fire Ignitions	14. Employee Days Away, Restricted and Transfer (DART) Rate	15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee) - EEI	15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee) - CalOSHA	16. Rate of SIF Actual (Contractor) - EEI	16. Rate of SIF Actual (Contractor) - CalOSHA	17. Rate of SIF Potential (Employee)	18. Rate of SIF Potential (Contractor)	19. Contractor Days Away, Restricted Transfer (DART)	20. Public Serious Injuries and Fatalities	25. Wires-Down not resulting in Automatic De-energization - Distribution	25. Wires-Down not resulting in Automatic De-energization - Transmission	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Distribution	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Transmission	32.Overhead Conductor Safety Index - Distribution	32.Overhead Conductor Safety Index - Transmission
2013	N/A	N/A	N/A	N/A	N/A	1.69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8	N/A	N/A	N/A	N/A	N/A	N/A
2014	N/A	N/A	N/A	N/A	N/A	0.92	N/A	N/A	N/A	N/A	N/A	N/A	N/A	30	N/A	N/A	N/A	N/A	N/A	N/A
2015	973	1,532	N/A	N/A	107	0.94	0.115	0.054	N/A	N/A	N/A	N/A	N/A	16	N/A	N/A	N/A	N/A	22.691	0.1
2016	1,138	2,414	N/A	N/A	96	0.80	0.107	0.057	N/A	N/A	N/A	N/A	N/A	14	N/A	0%	N/A	N/A	26.123	1.6
2017	1,177	2,617	48.4	34.0	105	0.99	0.107	0.058	N/A	N/A	0.411	N/A	N/A	14	N/A	0%	N/A	N/A	27.267	0.8
2018	960	1,760	49.0	31.0	109	0.98	0.113	0.04	0.32	0.2	0.113	0.60	0.55	20	N/A	0%	81%	62%	22.248	0.6
2019	963	1,819	52.1	32.0	123	1.17	0.054	0.031	0.13	0.07	0.155	0.46	0.35	12	N/A	9%	86%	50%	22.434	1.6
2020	1,004	2,069	54.6	31.0	148	0.90	0.124	0.051	0.19	0.17	0.102	0.43	0.45	12	17%	17%	88%	78%	23.181	0.9
2021	1,041	2,063	55.8	35.0	173	1.05	0.062	0.031	0.12	0.08	0.193	0.39	0.36	9	19%	8%	84%	77%	24.209	0.5
2022	931	1,826	67.4	36.0	125	1.18	0.088	0.032	0.06	0.05	0.112	0.25	0.25	5	41%	43%	89%	77%	21.571	0.6
2023	984	2,034	56.1	35.0	90	1.48	0.089	0.067	0.1	0.08	0.142	0.27	0.44	13	44%	0%	90%	78%	23.307	1.1

Percent Improvement/Decline in SCE's 2023 Metric Performance Compared to Historical Average

Metric Name	2023 Performance	Historical Average	Percent Improvement/Decline in SCE's 2023 Metric Performance Compared to Historical Average	Average Notes
1. T&D Overhead Wires Down	984	980	-0.4%	5 year Average (2018 - 2022)
2. T&D Overhead Wires Down - Major Event Days	2,034	1,907	-6.6%	5 year Average (2018 - 2022)
3. Electric Emergency Response - Average	56.1	55.8	-0.5%	5 year Average (2018 - 2022)
4. Fire Ignitions	90	136	33.6%	5 year Average (2018 - 2022)
14. Employee Days Away, Restricted and Transfer (DART) Rate	1.48	1.06	-40.2%	5 year Average (2018 - 2022)
15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)	0.09	0.09	-0.9%	5 year Average (2018 - 2022)
16. Rate of SIF Actual (Contractor)	0.102	0.167	38.6%	5 year Average (2018 - 2022)
17. Rate of SIF Potential (Employee)	0.142	0.135	-5.2%	5 year Average (2018 - 2022)
18. Rate of SIF Potential (Contractor)	0.270	0.426	36.6%	5 year Average (2018 - 2022)
19. Contractor Days Away, Restricted Transfer (DART)	0.44	0.4	-12.2%	5 year Average (2018 - 2022)
20. Public Serious Injuries and Fatalities	13	12	-12.1%	5 year Average (2018 - 2022)
21. Helicopter/ Flight Accident or Incident	N/A	N/A	N/A	N/A
25. Wires-Down not resulting in Automatic De-energization	N/A	N/A	N/A	Insufficient histroical data
26. Missed Inspections and Patrols for Electric Circuits				
Distribution Detailed	4%	2%	-89.8%	5 year Average (2018 - 2022)
Distribution Patrols	3%	2%	-92.9%	5 year Average (2018 - 2022)
Transmission Detailed	0%	6%	95.2%	5 year Average (2018 - 2022)
Transmission Patrols	0%	4%	97.2%	5 year Average (2018 - 2022)
27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	N/A	N/A	N/A	Insufficient histroical data
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)				
Distribution	90%	86%	-4.9%	5 year Average (2018 - 2022)
Transmission	78%	69%	-13.2%	5 year Average (2018 - 2022)
32.Overhead Conductor Safety Index				
Distribution	25.5	25.1	-1.9%	5 year Average (2018 - 2022)
Transmission	1.0	0.8	-30.7%	5 year Average (2018 - 2022)

#1 - T&D Overhead Wires Down

Metric Name	Risks	Category	Units	Metric Description
1. T&D Overhead Wires Down	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken, or remains intact, and falls from its intended position to rest on the ground or a foreign object; a conductor is considered energized unless confirmed in an idle state (i.e. normally de-energized); excludes down secondary distribution wires and "Major Event Days" (typically due to severe storm events) as defined by the IEEE.

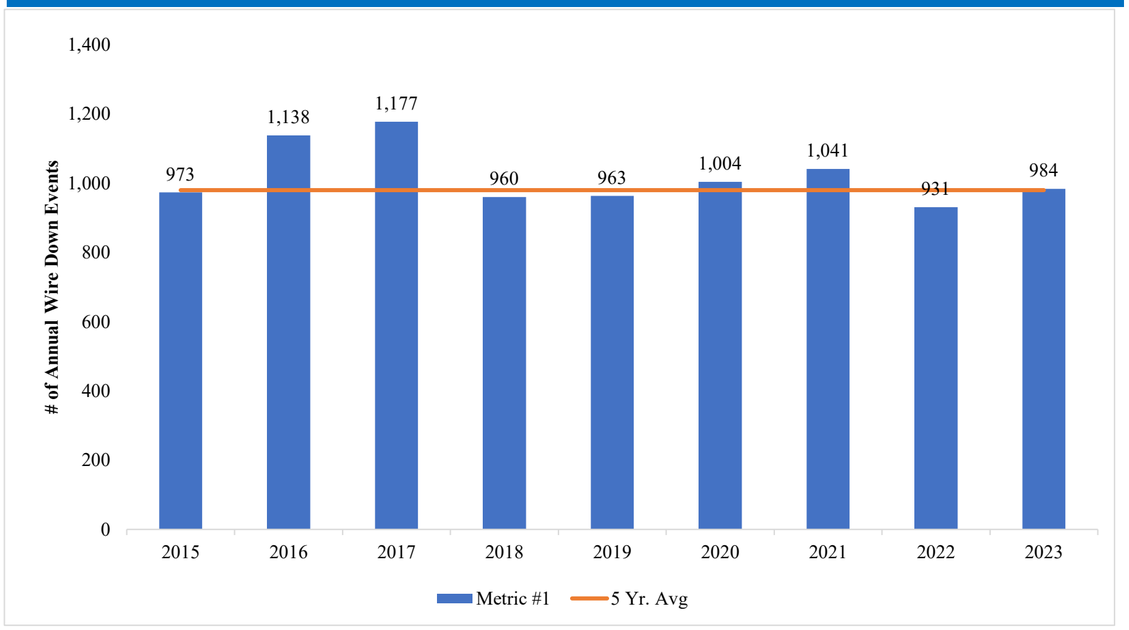
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals	Monthly Average
2014	N/A	N/A	N/A	N/A	81	85	64	91	67	71	63	119	**641**	**80**
2015	88	55	96	80	74	81	103	67	77	79	78	95	**973**	**81**
2016	93	86	110	127	97	82	76	73	108	76	81	129	**1,138**	**95**
2017	131	88	138	93	105	97	93	91	119	79	68	75	**1,177**	**98**
2018	67	93	102	100	74	127	57	72	75	56	53	84	**960**	**80**
2019	118	86	78	69	83	77	85	50	77	40	74	126	**963**	**80**
2020	66	89	98	84	92	119	78	105	57	58	101	57	**1,004**	**84**
2021	129	79	101	69	93	95	73	74	75	108	54	91	**1,041**	**87**
2022	65	86	75	78	85	76	78	87	75	65	90	71	**931**	**78**
2023	140	92	143	77	66	75	70	84	58	44	64	71	**984**	**82**
Average by Month	**100**	**84**	**105**	**86**	**85**	**91**	**78**	**79**	**79**	**68**	**73**	**92**	**1,019**	**85**

Annual Historical Data:

Year	Metric #1	5 Yr. Avg
2014	641	980
2015	973	980
2016	1,138	980
2017	1,177	980
2018	960	980
2019	963	980
2020	1,004	980
2021	1,041	980
2022	931	980
2023	984	980
5 Year Average	**980**	

Annual Historical Chart



2 - T&D Overhead Wires Down - Major Event Days

Metric Name	Risks	Category	Units	Metric Description
2. T&D Overhead Wires Down - Major Event Days	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken, or remains intact, and falls from its intended position to rest on the ground or a foreign object; a conductor is considered energized unless confirmed in an idle state (i.e. normally de-energized); includes down secondary distribution wires. Includes “Major Event Days” (typically due to severe storm events) as defined by the IEEE.

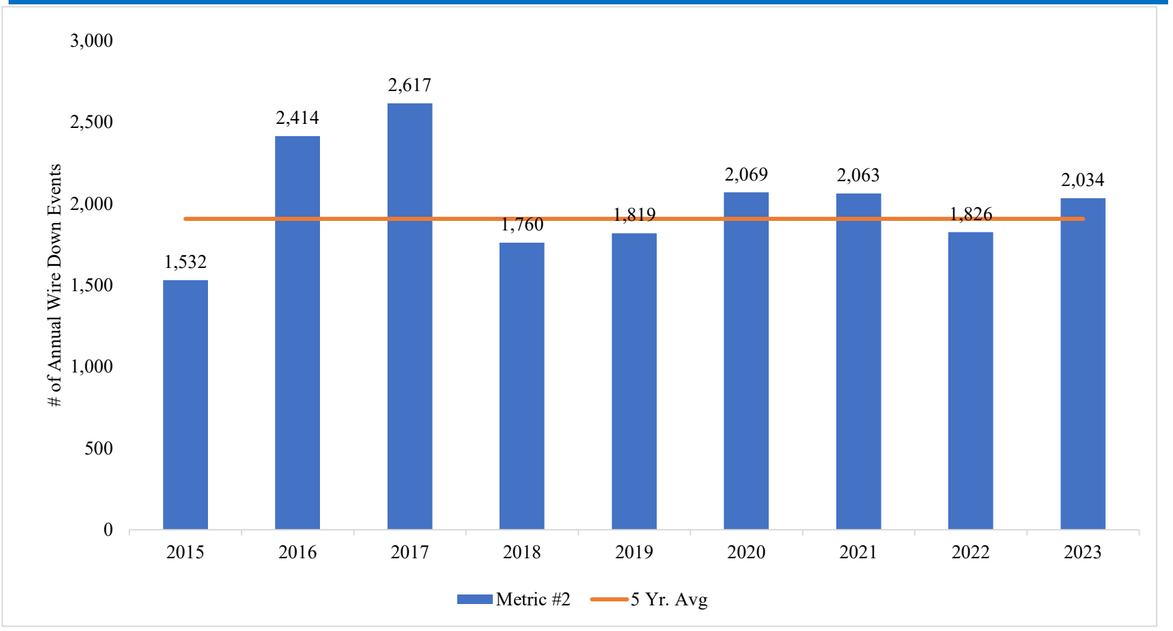
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals	Monthly Average
2014	N/A	N/A	N/A	N/A	131	118	100	123	126	101	100	241	**1,040**	**130**
2015	132	77	125	109	101	120	152	133	154	139	126	164	**1,532**	**128**
2016	229	164	158	208	134	172	191	207	262	245	214	230	**2,414**	**201**
2017	413	222	261	232	208	230	152	231	245	171	88	164	**2,617**	**218**
2018	133	151	155	189	131	193	162	83	104	146	170	143	**1,760**	**147**
2019	207	251	135	131	115	110	121	90	127	128	176	228	**1,819**	**152**
2020	106	149	141	154	178	207	135	192	198	220	208	181	**2,069**	**172**
2021	311	145	173	128	163	197	178	113	115	166	125	249	**2,063**	**172**
2022	162	124	113	132	153	196	143	163	203	105	222	110	**1,826**	**152**
2023	251	286	339	123	107	117	134	240	111	90	127	109	**2,034**	**170**
Average by Month	**216**	**174**	**178**	**156**	**142**	**166**	**147**	**158**	**165**	**151**	**156**	**182**	2,015	**166**

Annual Historical Data:

Year	Metric #2	5 Yr. Avg
2014	1,040	1,907
2015	1,532	1,907
2016	2,414	1,907
2017	2,617	1,907
2018	1,760	1,907
2019	1,819	1,907
2020	2,069	1,907
2021	2,063	1,907
2022	1,826	1,907
2023	2,034	1,907
5 Year Average	**1,907**	

Annual Historical Chart



3 - Electric Emergency Response (Including Major Event Days)

Metric Name	Risks	Category	Units	Metric Description
3. Electric Emergency Response	Wildfire Overhead Conductor Public Safety Worker Safety	Electric	The time in minutes that an electric crew person or a qualified first responder takes to respond after receiving a call which results in an emergency order.	Average time and median time in minutes to respond on-site to an electric-related emergency notification from the time of notification to the time a representative (or qualified first responder) arrived onsite. Emergency notification includes all notifications originating from 911 calls and calls made directly to the utilities' safety hotlines. The data used to determine the average time and median time shall be provided in increments as defined in GO 112-F 123.2 (c) as supplemental information, not as a metric.

Monthly Historical Data - Average Time to Respond

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	60.1	65.5	54.1	64.1	44.4	43.7	38.9	45.9	44.2	37.7	38.2	52.6	**48.4**
2018	56.3	36.8	35.0	35.6	36.0	36.2	41.4	35.9	36.2	120.8	45.1	40.3	**49.0**
2019	43.5	59.0	37.4	52.7	37.2	37.8	36.2	37.9	42.9	47.5	107.8	69.3	**52.1**
2020	40.2	51.5	36.1	39.2	36.2	37.1	35.4	38.6	65.9	127.2	82.1	44.0	**54.6**
2021	60.0	44.3	36.3					42.7	43.5	57.7	62.4	87.9	**55.8**
2022	239.1	42.6	42.5	45.8	43.1	56.2	43.3	50.9	78.9	43.8	51.7	47.8	**67.4**
2023	52.0	106.3	76.2	41.9	39.5	43.6	37.4	64.9	39.9	41.3	57.0	43.1	**56.1**
Average by Month	**78.7**	**58.0**	**45.4**	**46.6**	**39.4**	**42.4**	**38.8**	**45.2**	**50.2**	**68.0**	**63.5**	**55.0**	

***SCE does not have data from April 2021 – July 2021. SCE inadvertently was not recording the incoming call time at the Call Center during these months. This was updated starting in August 2021.*

Monthly Historical Data - Median Time to Respond

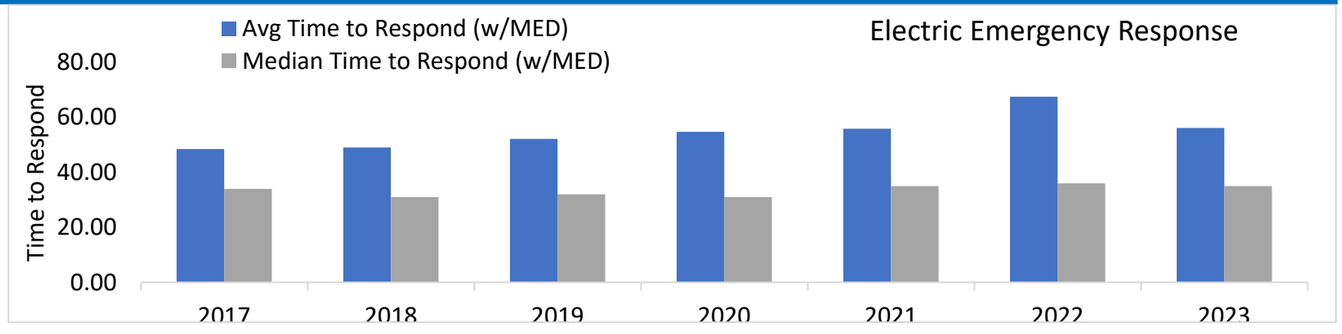
Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	39	42.5	36	40	33	34	33	32	33	31	34	33	**34.0**
2018	34	30	30	29	30	30	31	30	31	39	32	33	**31.0**
2019	31	37	31	32	30	31	30	32	31.5	32	34	35	**32.0**
2020	32	33	30	28	29	30	30	29	32	33	35	32	**31.0**
2021	33	32	29					33	36	37	38	38	**35.0**
2022	41	35	35	36	34	38	34	36	40	34	37	37	**36.0**
2023	36	40	38	34	33	31	32	36	33	33	36	36	**35.0**
Average by Month	**35.1**	**35.6**	**32.7**	**33.2**	**31.5**	**32.3**	**31.7**	**32.6**	**33.8**	**34.1**	**35.1**	**34.9**	

***SCE does not have data from April 2021 – July 2021. SCE inadvertently was not recording the incoming call time at the Call Center during these months. This was updated starting in August 2021.*

Annual Historical Data:

Year	Avg Time to Respond (w/MED)	Median Time to Respond (w/MED)
2017	48.45	34.00
2018	48.99	31.00
2019	52.12	32.00
2020	54.60	31.00
2021	55.79	35.00
2022	67.43	36.00
2023	56.09	35.00
5 Year Averrage	**55.79**	**33.17**

Annual Historical Chart



3 - Electric Emergency Response (Excluding Major Event Days)

Metric Name	Risks	Category	Units	Metric Description
3. Electric Emergency Response	Wildfire Overhead Conductor Public Safety Worker Safety	Electric	The time in minutes that an electric crew person or a qualified first responder takes to respond after receiving a call which results in an	Average time and median time in minutes to respond on-site to an electric-related emergency notification from the time of notification to the time a representative (or qualified first responder) arrived onsite. Emergency notification includes all notifications originating from 911 calls and calls made directly to the utilities' safety hotlines. The data used to determine the average time and median time shall be provided in increments as defined in GO 112-F 123.2 (c) as supplemental information, not as a metric.

Monthly Historical Data - Average Time to Respond

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	53.3	56.2	54.1	64.1	44.4	43.7	38.9	42.1	44.2	37.7	38.2	41.0	46.1
2018	35.4	36.8	35.0	35.6	36.0	36.2	39.6	35.9	36.2	39.3	44.4	40.3	37.5
2019	43.5	47.3	37.4	36.8	37.2	37.8	36.2	38.3	43.0	38.7	45.4	47.2	40.8
2020	40.2	51.5	36.1	39.2	36.2	37.1	35.4	38.9	37.3	44.4	83.9	44.0	44.1
2021	39.6	44.3	36.3					42.5	43.5	55.3	42.5	52.4	44.8
2022	56.3	42.6	42.5	45.8	43.1	45.4	43.3	50.9	54.7	43.8	46.3	47.8	46.9
2023	52.0	55.6	64.6	41.9	39.5	43.6	37.4	48.8	39.9	40.9	57.0	43.1	47.6
Average by Month	**45.7**	**47.8**	**43.7**	**43.9**	**39.4**	**40.6**	**38.5**	**42.5**	**42.7**	**42.9**	**51.1**	**45.1**	

***SCE does not have data from April 2021 – July 2021. SCE inadvertently was not recording the incoming call time at the Call Center during these months. This was updated starting in August 2021.*

Monthly Historical Data - Median Time to Respond

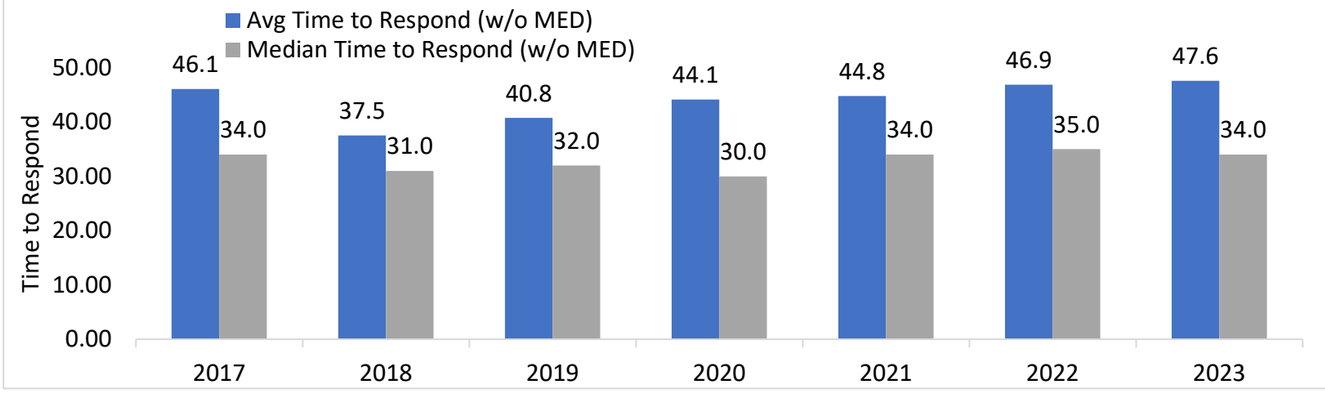
Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	37.5	41.0	36.0	40.0	33.0	34.0	33.0	31.0	33.0	31.0	34.0	32.0	34.0
2018	31.0	30.0	30.0	29.0	30.0	30.0	31.0	30.0	31.0	31.0	33.0	33.0	31.0
2019	31.0	35.0	31.0	31.0	30.0	31.0	30.0	32.0	31.0	31.0	33.0	34.0	32.0
2020	32.0	33.0	30.0	28.0	29.0	30.0	30.0	30.0	29.0	29.0	34.0	32.0	30.0
2021	31.0	32.0	29.0					33.0	36.0	37.0	37.0	36.0	34.0
2022	35.0	35.0	35.0	36.0	34.0	36.0	34.0	36.0	38.0	34.0	34.0	37.0	35.0
2023	36.0	36.0	37.0	34.0	33.0	31.0	32.0	34.0	33.0	33.0	36.0	36.0	34.0
Average by Month	**33.4**	**34.6**	**32.6**	**33.0**	**31.5**	**32.0**	**31.7**	**32.3**	**33.0**	**32.3**	**34.4**	**34.3**	**32.7**

***SCE does not have data from April 2021 – July 2021. SCE inadvertently was not recording the incoming call time at the Call Center during these months. This was updated starting in August 2021.*

Annual Historical Data:

Year	Avg Time to Respond (w/o MED)	Median Time to Respond (w/o MED)
2017	46.10	34.00
2018	37.51	31.00
2019	40.77	32.00
2020	44.10	30.00
2021	44.76	34.00
2022	46.86	35.00
2023	47.60	34.00
5 Year Averrage	**42.80**	**32.40**

Annual Historical Chart



Without MEDs

Year / Month	Count of < 05 Min	Count of ≥ 05 Min < 10 Min	Count of ≥ 10 Min < 15 Min	Count of ≥ 15 Min < 20 Min	Count of ≥ 20 Min < 25 Min	Count of ≥ 25 Min < 30 Min	Count of ≥ 30 Min < 35 Min	Count of ≥ 35 Min < 40 Min	Count of ≥ 40 Min < 45 Min	Count of ≥ 45 Min < 50 Min	Count of ≥ 50 Min < 55 Min	Count of ≥ 55 Min < 60 Min	Count of ≥ 60 Min	Totals
2017	48	203	404	636	773	790	716	659	522	403	363	270	1189	6,976
1	1	8	24	37	39	35	37	31	21	25	25	21	100	404
2	0	4	21	17	26	30	35	22	24	25	16	13	94	327
3	2	8	27	46	55	43	55	46	43	31	29	20	89	494
4	3	15	40	47	60	76	54	66	61	41	54	30	178	725
5	2	17	45	46	82	82	56	47	50	42	28	19	122	638
6	7	34	35	68	66	80	57	53	50	53	32	30	107	672
7	3	27	44	73	69	70	77	74	46	36	33	25	90	667
8	6	20	39	68	94	71	82	71	40	23	30	18	83	645
9	14	18	34	61	72	76	64	76	47	43	33	20	99	657
10	2	28	37	67	81	81	68	58	47	39	23	22	87	640
11	4	12	27	35	44	76	61	60	49	21	27	28	63	507
12	4	12	31	71	85	70	70	55	44	24	33	24	77	600
2018	51	236	516	809	955	948	848	636	526	444	357	251	873	7,450
1	3	16	42	54	58	57	59	45	41	30	33	22	49	509
2	7	29	40	63	75	95	63	64	47	28	30	23	65	629
3	3	32	48	79	101	88	84	54	61	45	32	18	67	712
4	1	14	52	63	78	98	67	50	34	36	26	21	59	599
5	3	21	49	64	77	66	71	54	40	34	27	20	55	581
6	5	19	48	79	81	79	89	52	46	32	27	15	61	633
7	4	21	49	80	91	78	78	62	43	50	24	26	83	689
8	6	25	35	75	110	97	75	47	42	41	42	23	81	699
9	5	16	39	64	75	80	60	62	35	37	29	21	74	597
10	6	18	42	63	77	69	65	53	47	35	26	20	88	609
11	3	12	30	61	60	58	65	30	44	32	29	17	90	531
12	5	13	42	64	72	83	72	63	46	44	32	25	101	662
2019	66	267	550	889	1120	1064	938	769	676	514	412	289	1282	8,836
1	8	19	48	93	95	106	77	67	54	54	35	20	132	808
2	2	10	32	48	77	72	53	53	50	41	35	25	100	598
3	5	21	52	85	89	99	83	69	46	42	34	26	105	756
4	0	22	35	63	96	75	99	51	44	34	42	19	82	662
5	6	31	44	63	103	84	71	64	50	36	30	14	92	688
6	6	21	47	79	94	75	61	67	55	36	38	29	87	695
7	9	29	63	100	105	108	96	86	76	52	37	24	82	867
8	11	26	41	72	84	92	76	61	59	44	31	28	106	731
9	5	19	55	74	102	96	91	61	51	40	31	26	134	785
10	2	16	40	62	77	95	61	53	70	38	19	18	66	617
11	6	29	43	82	98	71	97	65	62	52	38	22	151	816
12	6	24	50	68	100	91	73	72	59	45	42	38	145	813
2020	96	345	734	1031	1224	1081	1030	775	607	490	358	305	1387	9,463
1	7	25	55	76	64	76	76	50	53	30	33	30	101	676
2	3	20	66	74	97	86	95	57	57	42	32	35	151	815
3	6	25	48	103	95	92	78	71	40	45	31	35	94	763
4	8	22	50	84	99	66	59	56	44	25	21	15	74	623
5	9	25	66	82	79	79	80	46	35	38	12	17	85	653
6	10	25	68	93	127	92	95	76	63	36	26	30	116	857
7	3	38	62	92	124	96	88	73	50	54	37	25	99	841
8	12	41	67	101	130	128	103	91	52	48	37	23	127	960
9	7	30	67	86	100	91	98	47	44	44	25	23	86	748
10	12	25	70	83	104	86	82	58	48	38	26	23	103	758
11	11	30	50	77	89	94	83	71	60	45	35	18	200	863
12	8	39	65	80	116	95	93	79	61	45	43	31	151	906
2021	72	271	625	980	1207	1135	1072	934	802	652	531	459	2178	10,918
1	9	27	66	87	90	93	80	56	53	50	38	28	138	815
2	4	19	60	71	91	76	70	74	50	44	36	28	110	733
3	11	32	79	113	115	85	75	80	53	42	42	29	113	869
4	7	24	46	70	71	94	66	50	52	34	31	34	219	798
5	3	19	34	73	67	95	95	68	67	62	38	45	253	919
6	8	40	89	148	157	141	131	103	118	75	75	70	242	1,397
7	10	24	54	99	138	124	140	126	106	75	59	45	282	1,282
8	5	20	41	64	109	99	95	67	54	53	40	33	145	825
9	3	16	39	65	108	88	63	75	69	53	39	34	150	802
10	5	27	40	75	96	99	94	84	61	57	38	32	231	939
11	2	16	32	50	75	61	66	67	65	54	41	40	120	689
12	5	7	45	65	90	80	97	84	54	53	54	41	175	850
2022	72	228	513	832	1066	1083	933	831	742	580	457	397	1983	9,717
1	5	14	42	67	65	75	67	70	40	38	46	21	135	685
2	7	26	43	69	89	106	85	70	70	43	44	43	160	855
3	6	16	38	65	95	113	66	72	65	62	40	34	145	817
4	5	18	48	79	94	87	71	76	55	51	41	46	185	856
5	8	25	56	72	101	94	77	69	67	39	37	36	172	853
6	2	19	51	73	82	72	72	68	66	52	36	31	152	776
7	3	25	37	61	92	103	72	56	63	50	34	37	134	767
8	5	15	38	66	93	98	79	66	77	38	25	36	187	823
9	5	18	44	85	83	102	85	73	72	54	42	31	235	929
10	8	14	43	71	91	83	65	70	51	47	32	24	140	739
11	11	22	39	68	99	75	97	67	57	58	38	33	153	817
12	7	16	34	56	82	75	97	74	59	48	42	25	185	800
2023	57	212	511	863	1076	1076	986	889	677	574	458	393	1697	9,469
1	5	31	53	88	103	127	102	84	71	66	50	49	260	1,089
2	6	17	47	57	82	77	69	58	46	46	34	28	171	738
3	9	19	31	82	104	93	85	68	82	80	43	30	182	908
4	4	16	45	51	82	82	70	59	33	42	40	32	132	688
5	4	22	45	62	90	77	67	66	42	32	34	25	112	678
6	5	19	30	75	98	102	68	79	42	41	30	37	95	721
7	6	20	50	98	100	120	112	93	60	53	49	43	109	913
8	4	12	44	83	104	95	95	78	59	51	39	38	155	857
9	4	8	47	69	85	72	75	60	49	40	32	25	98	664
10	4	20	38	70	68	80	77	76	59	33	22	20	112	679
11	3	14	41	71	86	82	85	81	71	45	44	38	139	800
12	3	14	40	57	74	69	81	87	63	45	41	28	132	734

With MEDs

Year / Month	Count of < 05 Min	Count of ≥ 05 Min < 10 Min	Count of ≥ 10 Min < 15 Min	Count of ≥ 15 Min < 20 Min	Count of ≥ 20 Min < 25 Min	Count of ≥ 25 Min < 30 Min	Count of ≥ 30 Min < 35 Min	Count of ≥ 35 Min < 40 Min	Count of ≥ 40 Min < 45 Min	Count of ≥ 45 Min < 50 Min	Count of ≥ 50 Min < 55 Min	Count of ≥ 55 Min < 60 Min	Count of ≥ 60 Min	Totals
2017	50	208	420	660	805	824	744	684	550	425	375	281	1328	7,354
1	2	9	24	39	41	40	39	31	23	25	27	21	126	447
2	0	4	23	20	26	31	35	22	24	26	17	15	109	352
3	2	8	27	46	55	43	55	46	43	31	29	20	89	494
4	3	15	40	47	60	76	54	66	61	41	54	30	178	725
5	2	17	45	46	82	82	56	47	50	42	28	19	122	638
6	7	34	35	68	66	80	57	53	50	53	32	30	107	672
7	3	27	44	73	69	70	77	74	46	36	33	25	90	667
8	6	21	40	72	97	78	88	74	43	32	33	21	115	720
9	14	18	34	61	72	76	64	76	47	43	33	20	99	657
10	2	28	37	67	81	81	68	58	47	39	23	22	87	640
11	4	12	27	35	44	76	61	60	49	21	27	28	63	507
12	5	15	44	86	112	91	90	77	67	36	39	30	143	835
2018	53	255	562	871	1028	1035	913	692	572	483	387	276	1243	8,370
1	3	19	57	64	68	74	75	54	54	37	40	27	133	705
2	7	29	40	63	75	95	63	64	47	28	30	23	65	629
3	3	32	48	79	101	88	84	54	61	45	32	18	67	712
4	1	14	52	63	78	98	67	50	34	36	26	21	59	599
5	3	21	49	64	77	66	71	54	40	34	27	20	55	581
6	5	19	48	79	81	79	89	52	46	32	27	15	61	633
7	4	25	57	91	102	96	92	73	47	57	26	29	112	811
8	6	25	35	75	110	97	75	47	42	41	42	23	81	699
9	5	16	39	64	75	80	60	62	35	37	29	21	74	597
10	6	25	48	78	92	84	79	65	60	44	36	33	295	945
11	5	17	47	87	97	95	86	54	60	48	40	21	140	797
12	5	13	42	64	72	83	72	63	46	44	32	25	101	662
2019	73	290	591	959	1203	1150	1013	828	735	554	448	304	1579	9,727
1	8	19	48	93	95	106	77	67	54	54	35	20	132	808
2	2	13	37	59	88	89	63	64	58	46	48	27	190	784
3	5	21	52	85	89	99	83	69	46	42	34	26	105	756
4	2	26	37	69	100	83	107	57	45	37	46	19	130	758
5	6	31	44	63	103	84	71	64	50	36	30	14	92	688
6	6	21	47	79	94	75	61	67	55	36	38	29	87	695
7	9	29	63	100	105	108	96	86	76	52	37	24	82	867
8	11	27	41	78	92	101	81	61	63	48	33	28	107	771
9	5	19	56	78	105	97	94	61	57	41	32	26	137	808
10	7	27	58	86	108	126	91	81	92	53	29	25	121	904
11	6	32	50	89	110	80	107	74	71	59	41	26	202	947
12	6	25	58	80	114	102	82	77	68	50	45	40	194	941
2020	99	353	754	1059	1252	1119	1063	800	624	517	370	319	1643	9,972
1	7	25	55	76	64	76	76	50	53	30	33	30	101	676
2	3	20	66	74	97	86	95	57	57	42	32	35	151	815
3	6	25	48	103	95	92	78	71	40	45	31	35	94	763
4	8	22	50	84	99	66	59	56	44	25	21	15	74	623
5	9	25	66	82	79	79	80	46	35	38	12	17	85	653
6	10	25	68	93	127	92	95	76	63	36	26	30	116	857
7	3	38	62	92	124	96	88	73	50	54	37	25	99	841
8	12	41	70	108	139	135	110	94	54	51	37	25	130	1,006
9	9	34	73	100	109	101	112	61	48	56	33	27	192	955
10	13	27	74	88	111	97	88	61	53	43	28	28	230	941
11	11	32	57	79	92	104	89	76	66	52	37	21	220	936
12	8	39	65	80	116	95	93	79	61	45	43	31	151	906
2021	75	288	649	1015	1248	1189	1110	978	832	669	545	477	2455	11,530
1	9	32	71	94	103	101	87	65	55	56	40	32	216	961
2	4	19	60	71	91	76	70	74	50	44	36	28	110	733
3	11	32	79	113	115	85	75	80	53	42	42	29	113	869
4	7	24	46	70	71	94	66	50	52	34	31	34	219	798
5	3	19	34	73	67	95	95	68	67	62	38	45	253	919
6	8	40	89	148	157	141	131	103	118	75	75	70	242	1,397
7	10	24	54	99	138	124	140	126	106	75	59	45	282	1,282
8	5	21	44	67	111	101	98	74	55	53	40	36	152	857
9	3	16	39	65	108	88	63	75	69	53	39	34	150	802
10	5	27	42	76	100	107	96	87	64	57	40	32	249	982
11	3	19	38	63	84	76	77	77	70	57	44	43	185	836
12	7	15	53	76	103	101	112	99	73	61	61	49	284	1,094
2022	73	237	525	857	1091	1105	963	861	772	610	482	424	2355	10,355
1	6	16	45	74	74	84	75	76	51	42	50	30	303	926
2	7	26	43	69	89	106	85	70	70	43	44	43	160	855
3	6	16	38	65	95	113	66	72	65	62	40	34	145	817
4	5	18	48	79	94	87	71	76	55	51	41	46	185	856
5	8	25	56	72	101	94	77	69	67	39	37	36	172	853
6	2	21	53	76	86	75	73	75	70	54	39	35	204	863
7	3	25	37	61	92	103	72	56	63	50	34	37	134	767
8	5	15	38	66	93	98	79	66	77	38	25	36	187	823
9	5	19	48	92	87	108	91	78	78	65	49	34	324	1,078
10	8	14	43	71	91	83	65	70	51	47	32	24	140	739
11	11	26	42	76	107	79	112	79	66	71	49	44	216	978
12	7	16	34	56	82	75	97	74	59	48	42	25	185	800
2023	63	225	540	901	1131	1121	1025	919	705	600	476	411	2025	10,142
1	5	31	53	88	103	127	102	84	71	66	50	49	260	1,089
2	6	26	58	67	104	96	82	69	62	56	43	35	327	1,031
3	9	19	36	92	117	100	92	73	86	86	45	34	249	1,038
4	4	16	45	51	82	82	70	59	33	42	40	32	132	688
5	4	22	45	62	90	77	67	66	42	32	34	25	112	678
6	5	19	30	75	98	102	68	79	42	41	30	37	95	721
7	6	20	50	98	100	120	112	93	60	53	49	43	109	913
8	10	16	50	99	119	111	105	88	66	58	45	45	249	1,061
9	4	8	47	69	85	72	75	60	49	40	32	25	98	664
10	4	20	45	72	73	83	86	80	60	36	23	20	123	725
11	3	14	41	71	86	82	85	81	71	45	44	38	139	800
12	3	14	40	57	74	69	81	87	63	45	41	28	132	734

#4 - Fire Ignitions

Metric Name	Risks	Category	Units	Metric Description
4. Fire Ignitions	Overhead Conductor Wildfire Public Safety Worker Safety Catastrophic Event Preparedness	Electric	Number of ignitions	The number of fire incidents annually reportable to the California Public Utilities Commission (CPUC) per Decision 14-02-015.

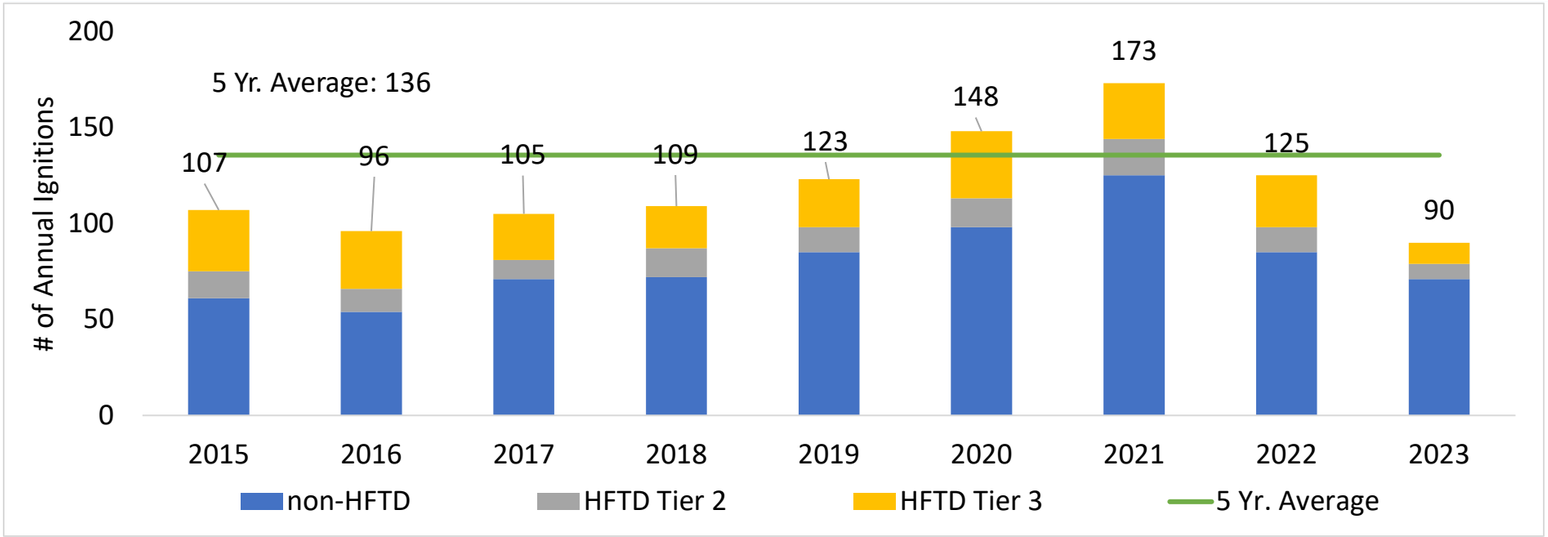
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	1	6	6	6	5	3	6	6	**39**
2015	2	2	4	20	17	19	11	7	8	7	8	2	**107**
2016	4	10	3	14	8	16	6	4	9	11	5	6	**96**
2017	4	1	6	9	17	21	15	13	7	6	3	3	**105**
2018	4	6	2	14	8	18	11	13	6	16	6	5	**109**
2019	1	1	5	15	6	23	15	20	20	7	9	1	**123**
2020	4	4	8	4	12	42	16	20	8	11	12	7	**148**
2021	12	11	7	16	20	30	23	21	14	12	3	4	**173**
2022	9	9	9	10	18	21	12	12	11	5	8	1	**125**
2023	1	4	3	3	9	11	21	10	7	12	4	5	**90**
Average by Month	**5**	**5**	**5**	**12**	**12**	**21**	**14**	**13**	**10**	**9**	**6**	**4**	**114**

Annual Historical Data:

Year	Value
2014	39
2015	107
2016	96
2017	105
2018	109
2019	123
2020	148
2021	173
2022	125
2023	90
5 Year Average	**136**

Annual Historical Chart



#14 - Employee Days Away, Restricted and Transfer (DART) Rate

Metric Name	Risks	Category	Units	Metric Description
14. Employee Days Away, Restricted and Transfer (DART) Rate	Employee Safety	Injuries	DART Cases times 200,000 divided by employee hours worked	DART Rate is calculated based on number of OSHA- recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer, and hours worked

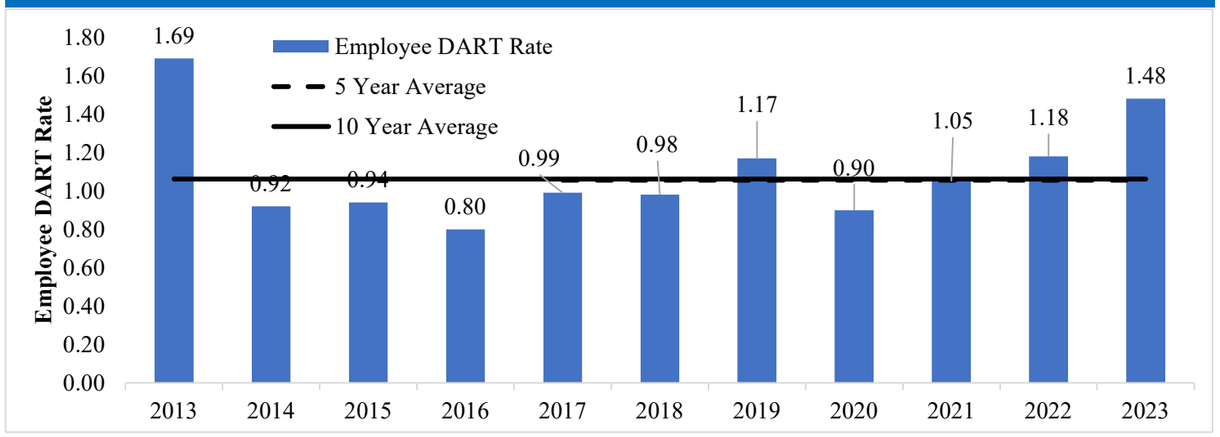
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2013	1.79	2.36	1.35	2.02	1.67	1.59	1.16	1.72	1.45	2.08	1.95	1.07	**1.69**
2014	1.06	1.36	1.42	0.78	1.17	1.18	0.88	0.90	0.26	0.84	0.89	0.36	**0.92**
2015	1.40	1.16	1.46	1.14	0.85	0.35	1.07	0.92	1.19	0.81	0.11	0.60	**0.94**
2016	0.71	0.89	0.81	0.48	0.68	0.65	0.52	1.33	0.88	1.26	0.66	0.66	**0.80**
2017	1.10	0.84	0.99	0.83	1.23	1.33	1.16	1.78	0.79	0.91	0.43	0.32	**0.99**
2018	0.77	1.06	0.65	0.59	1.30	0.58	0.88	1.22	1.25	1.65	0.61	1.10	**0.98**
2019	0.82	1.49	1.77	0.73	1.89	0.87	1.37	1.23	1.32	0.98	0.94	0.51	**1.17**
2020	1.55	0.87	1.28	0.49	0.78	0.25	0.93	1.21	1.28	0.87	0.40	0.93	**0.90**
2021	0.84	0.85	0.57	1.40	0.86	1.32	0.66	0.99	1.87	1.56	0.95	0.73	**1.05**
2022	0.80	0.51	1.30	1.35	1.73	1.76	1.53	1.30	1.10	1.20	0.53	0.88	**1.18**
2023	1.20	1.83	1.88	1.97	1.27	1.28	0.93	2.05	1.35	1.65	1.57	0.52	**1.48**
Average by Month	**1.09**	**1.20**	**1.23**	**1.07**	**1.22**	**1.01**	**1.01**	**1.33**	**1.16**	**1.26**	**0.82**	**0.70**	**-**

Annual Historical Data:

Year	Value	5 Year Average	10 Year Average
2013	1.69		1.06
2014	0.92		1.06
2015	0.94		1.06
2016	0.80		1.06
2017	0.99	1.06	1.06
2018	0.98	1.06	1.06
2019	1.17	1.06	1.06
2020	0.90	1.06	1.06
2021	1.05	1.06	1.06
2022	1.18	1.06	1.06
2023	1.48	1.06	1.06
5 Year Average	**1.06**		
10 Year Average	**1.06**		

Annual Historical Chart



#15 - Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)

Metric Name	Risks	Category	Units	Metric Description
15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)	Employee Safety	Injuries	Number of SIF-Actual cases among employees x 200,000/employee hours worked	Rate of SIF Actual[2] (Employee) is calculated using the formula: Number of SIF-Actual cases among employees x 200,000 / employee hours worked, where SIF Actual is counted using the methodology developed by the Edison Electrical Institute's (EEI) Occupational Health and Safety Committee (OHSC) Safety and Classification Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Actual, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Actual using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Actual differs and why it chose to use it. As a supplemental reporting requirement to the SIF Actual Rate for comparative purposes, all utilities shall also provide SIF Actual data based on OSHA reporting requirements under Section 6409.1 of the California Labor Code.

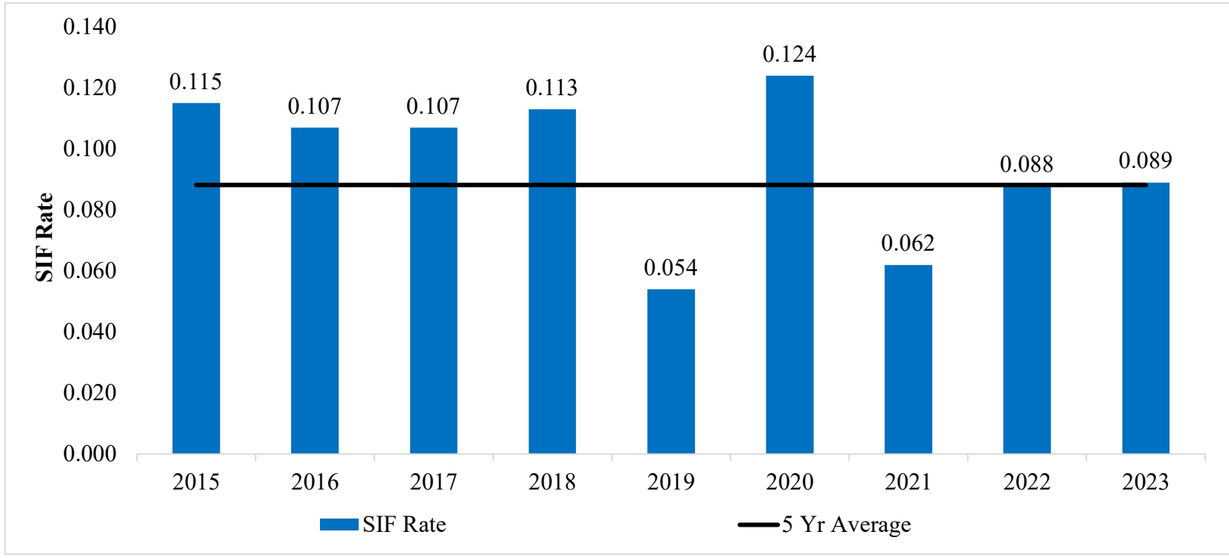
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2015	0.175	0.000	0.514	0.088	0.190	0.088	0.000	0.092	0.000	0.090	0.000	0.100	**0.115**
2016	0.203	0.099	0.000	0.096	0.097	0.186	0.105	0.177	0.196	0.097	0.000	0.000	**0.107**
2017	0.200	0.000	0.181	0.000	0.190	0.285	0.000	0.178	0.099	0.091	0.000	0.000	**0.107**
2018	0.289	0.317	0.186	0.000	0.186	0.097	0.098	0.087	0.000	0.000	0.000	0.110	**0.113**
2019	0.000	0.199	0.000	0.092	0.000	0.000	0.091	0.175	0.000	0.000	0.000	0.102	**0.054**
2020	0.091	0.097	0.256	0.162	0.087	0.083	0.255	0.086	0.256	0.079	0.000	0.000	**0.124**
2021	0.188	0.094	0.081	0.000	0.095	0.176	0.000	0.000	0.094	0.000	0.000	0.000	**0.062**
2022	0.100	0.102	0.260	0.097	0.192	0.000	0.000	0.087	0.000	0.093	0.000	0.109	**0.088**
2023	0.277	0.289	0.000	0.187	0.000	0.085	0.093	0.079	0.000	0.082	0.000	0.000	**0.089**
Average by Month	**0.169**	**0.133**	**0.164**	**0.080**	**0.115**	**0.111**	**0.071**	**0.107**	**0.072**	**0.059**	**0.000**	**0.047**	**-**

Annual Historical Data:

Year	SIF Rate	5 Yr Average
2015	0.115	0.088
2016	0.107	0.088
2017	0.107	0.088
2018	0.113	0.088
2019	0.054	0.088
2020	0.124	0.088
2021	0.062	0.088
2022	0.088	0.088
2023	0.089	0.088
5 Year Average	**0.0882**	

Annual Historical Chart



#16 - Rate of SIF Actual (Contractor)

Metric Name	Risks	Category	Units	Metric Description
16. Rate of SIF Actual (Contractor)	Contractor Safety	Injuries	Number of SIF-Actual cases among contractors x 200,000/contractor hours worked	Rate of SIF Actual[3] (Contractor) is calculated using the formula: "Number of SIF-Actual cases among contractors x 200,000 / contractor hours worked, where SIF Actual is counted using the methodology developed by the EEI OHSC Safety and Classification Learning Model. If a utility has implemented a replicable, substantially similar evaluation methodology for assessing incidents where a SIF occurred, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Actual using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Actual differs and why it chose to use it. As a supplemental reporting requirement to the SIF Actual Rate for comparative purposes, all utilities shall also report SIF Actual Rate data based on OSHA reporting requirements under Section 6409.1 of the California Labor Code.

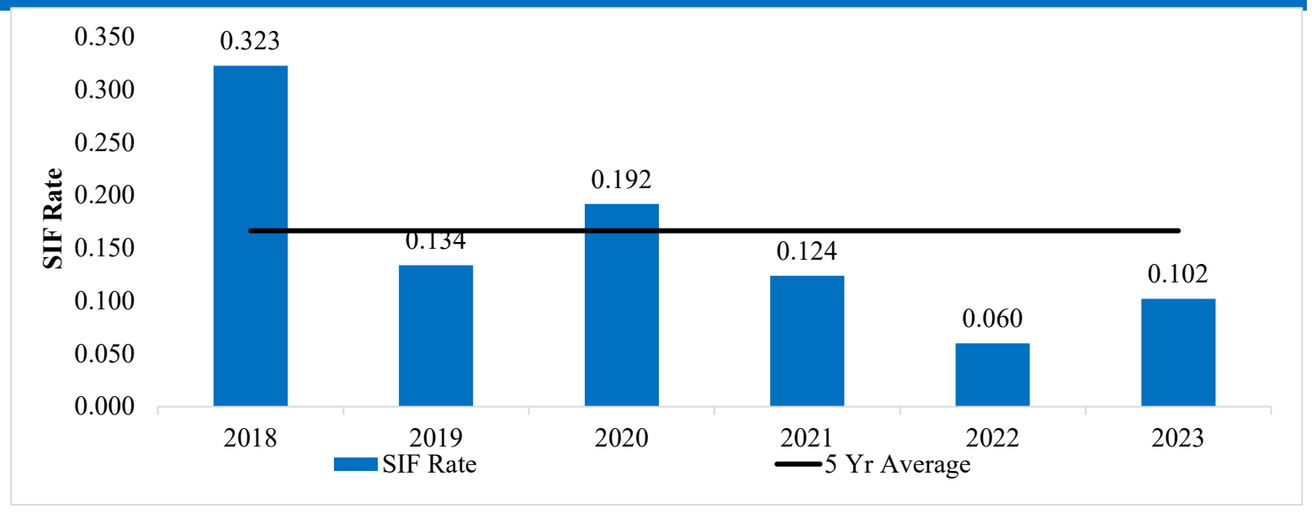
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	0.174	0.000	0.451	0.141	0.892	0.425	0.147	0.577	0.257	0.126	0.210	0.531	**0.323**
2019	0.335	0.139	0.223	0.118	0.112	0.209	0.107	0.095	0.094	0.087	0.088	0.104	**0.134**
2020	0.109	0.115	0.000	0.493	0.105	0.105	0.436	0.217	0.107	0.247	0.000	0.409	**0.192**
2021	0.243	0.000	0.000	0.000	0.317	0.000	0.000	0.197	0.206	0.091	0.414	0.000	**0.124**
2022	0.000	0.117	0.000	0.118	0.000	0.124	0.122	0.000	0.000	0.000	0.000	0.263	**0.060**
2023	0.000	0.145	0.129	0.247	0.282	0.000	0.000	0.000	0.266	0.121	0.000	0.000	**0.102**
Average by Month	**0.144**	**0.086**	**0.134**	**0.186**	**0.285**	**0.144**	**0.135**	**0.181**	**0.155**	**0.112**	**0.119**	**0.218**	-

Annual Historical Data:

Year	SIF Rate	5 Yr Average
2018	0.323	0.167
2019	0.134	0.167
2020	0.192	0.167
2021	0.124	0.167
2022	0.060	0.167
2023	0.102	0.167
5 Year Average	**0.1666**	

Annual Historical Chart



#17 - Rate of SIF Potential (Employee)

Metric Name	Risks	Category	Units	Metric Description
17. Rate of SIF Potential (Employee)	Employee Safety	Injuries	Number of SIF-Potential cases among employees x 200,000/employee hours worked	Rate of SIF Potential (Employee) is calculated using the formula: Number of SIF Potential cases among employees x 200,000/employee hours worked, where a SIF incident, in this case would be events that could have led to a reportable SIF. Potential SIF incidents are identified using the EEI Safety Classification and Learning Model.[4] If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Potential, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Potential using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Potential differs and why it chose to use it. As a supplemental reporting requirement to the Potential SIF Rate (Employee), all utilities shall provide information about the key lessons learned

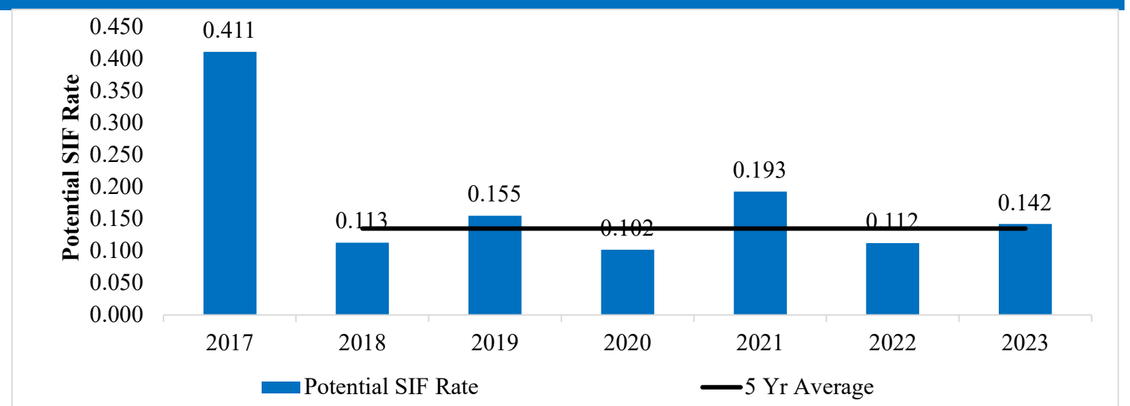
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	0.300	0.314	0.452	0.415	0.379	0.285	0.739	0.801	0.198	0.455	0.216	0.324	**0.411**
2018	0.000	0.106	0.186	0.098	0.186	0.097	0.098	0.175	0.000	0.174	0.204	0.000	**0.113**
2019	0.000	0.398	0.093	0.092	0.180	0.097	0.091	0.175	0.188	0.082	0.419	0.102	**0.155**
2020	0.000	0.097	0.256	0.000	0.000	0.083	0.085	0.259	0.171	0.000	0.201	0.093	**0.102**
2021	0.094	0.094	0.081	0.611	0.095	0.000	0.000	0.360	0.187	0.368	0.210	0.208	**0.193**
2022	0.100	0.000	0.000	0.000	0.096	0.093	0.204	0.000	0.184	0.278	0.213	0.219	**0.112**
2023	0.000	0.000	0.164	0.281	0.169	0.000	0.373	0.158	0.360	0.082	0.098	0.000	**0.142**
Average by Month	**0.071**	**0.144**	**0.176**	**0.214**	**0.158**	**0.094**	**0.227**	**0.275**	**0.184**	**0.206**	**0.223**	**0.135**	-

Annual Historical Data:

Year	Potential SIF Rate	5 Yr Average
2017	0.411	
2018	0.113	0.135
2019	0.155	0.135
2020	0.102	0.135
2021	0.193	0.135
2022	0.112	0.135
2023	0.142	0.135
5 Year Average	**0.1350**	

Annual Historical Chart



18. Rate of SIF Potential (Contractor)

Metric Name	Risks	Category	Units	Metric Description
18. Rate of SIF Potential (Contractor)	Contractor Safety	Injuries	Number of SIF-Potential cases among contractors x 200,000/contractor hours worked	Rate of SIF Potential (contractor) is calculated using the formula: Number of SIF Potential cases among contractors x 200,000/contractor hours worked, where a SIF incident, in this case would be events that could have led to a reportable SIF. Potential SIF incidents are identified using the EEI Safety Classification and Learning Model.[5] If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Potential, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF Potential using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF Potential differs and why it chose to use it. As a supplemental reporting requirement to the Potential SIF Rate (Contractor), all utilities shall provide information about key lessons learned from SIF Potential (Contractor) incidents.

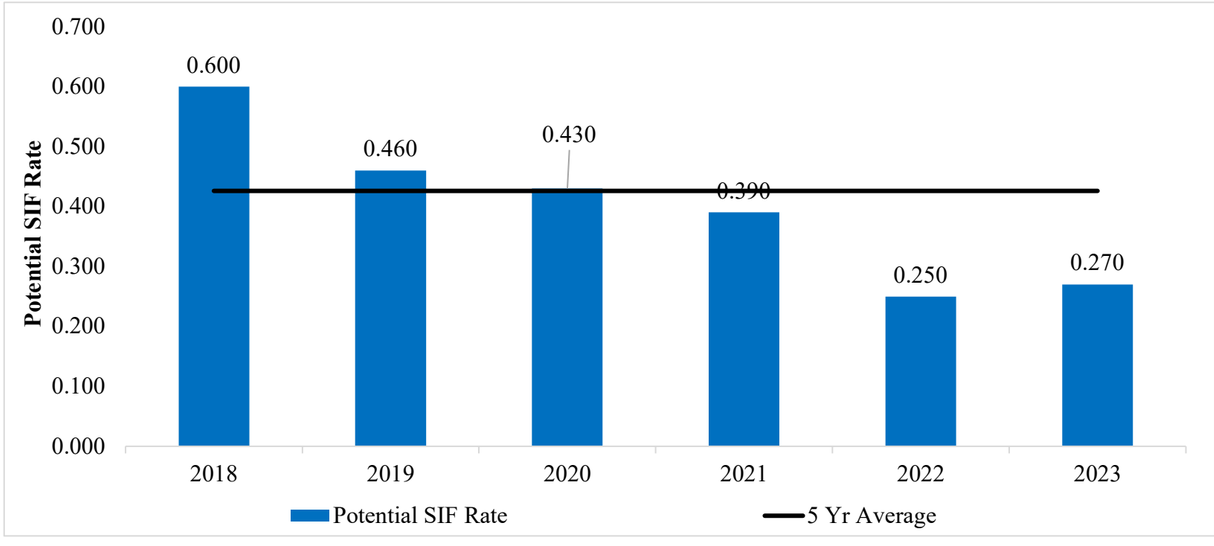
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	1.040	0.710	1.050	0.420	1.040	0.570	0.150	0.430	0.510	0.380	0.420	0.710	**0.600**
2019	0.330	0.420	0.330	0.590	0.330	1.150	0.860	0.190	0.470	0.610	0.090	0.210	**0.460**
2020	0.540	0.580	0.450	0.370	0.110	0.740	0.220	0.430	0.530	0.250	0.640	0.310	**0.430**
2021	0.490	0.600	0.340	0.710	0.210	0.420	0.450	0.200	0.520	0.270	0.520	0.000	**0.390**
2022	0.440	0.230	0.560	0.240	0.120	0.370	0.240	0.370	0.240	0.120	0.000	0.000	**0.250**
2023	0.150	0.290	0.390	0.000	0.280	0.140	0.150	0.130	0.670	0.480	0.430	0.150	**0.270**
Average by Month	**0.600**	**0.578**	**0.543**	**0.523**	**0.423**	**0.720**	**0.420**	**0.313**	**0.508**	**0.378**	**0.418**	**0.308**	**-**

Annual Historical Data:

Year	Potential SIF Rate	5 Yr Average
2018	0.600	0.426
2019	0.460	0.426
2020	0.430	0.426
2021	0.390	0.426
2022	0.250	0.426
2023	0.270	0.426
5 Year Average	**0.4260**	

Annual Historical Chart



19. Contractor Days Away, Restricted Transfer (DART)

Metric Name	Risks	Category	Units	Metric Description
19. Contractor Days Away, Restricted Transfer (DART)	Contractor Safety	Injuries	OSHA DART Rate.	DART Rate: Days Away, Restricted and Transfer (DART) Cases include OSHA-recordable Lost Work Day Cases and injuries that involve job transfer or restricted work activity. DART Rate is calculated as DART Cases times 200,000 divided by contractor hours worked.

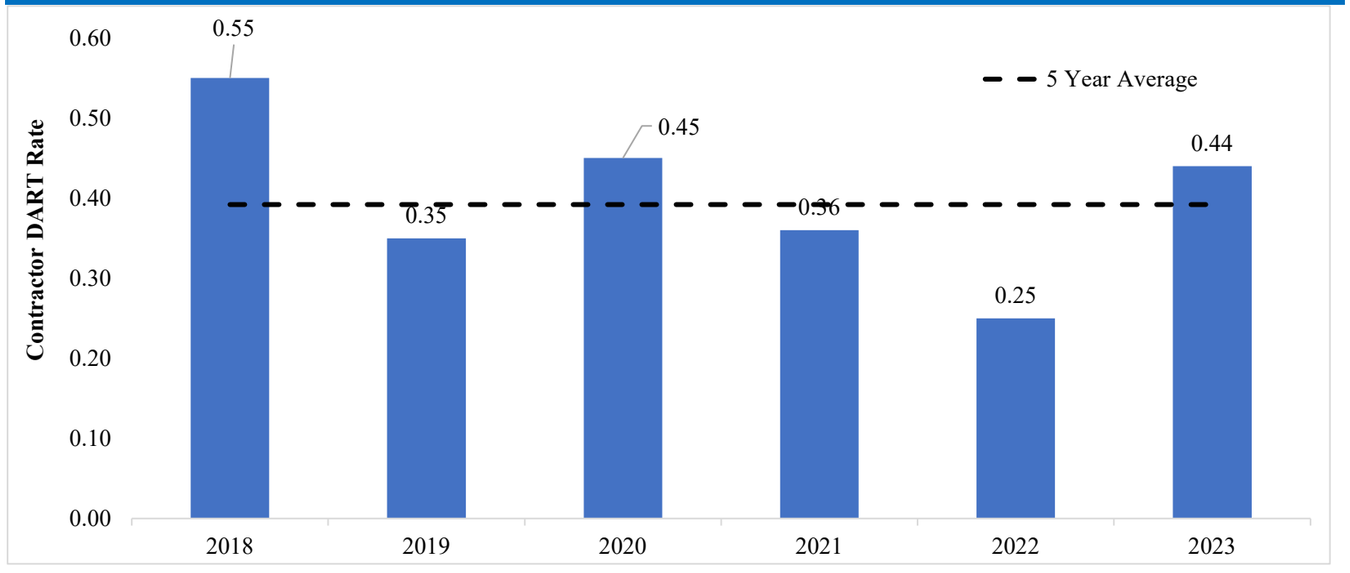
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	0.170	0.180	0.450	0.700	0.590	0.990	1.030	1.300	0.130	0.250	0.210	0.710	**0.550**
2019	0.500	0.420	0.330	0.240	0.330	0.520	0.210	0.380	0.470	0.260	0.260	0.310	**0.350**
2020	0.220	0.460	0.450	0.860	0.420	0.420	0.870	0.430	0.000	0.410	0.270	0.610	**0.450**
2021	0.360	0.120	0.220	0.000	0.420	0.420	0.330	0.590	0.720	0.270	0.520	0.340	**0.360**
2022	0.110	0.230	0.110	0.590	0.240	0.250	0.120	0.250	0.120	0.350	0.140	0.530	**0.250**
2023	0.730	0.290	0.650	0.250	0.560	0.000	0.590	0.130	1.070	0.480	0.140	0.440	**0.440**
Average by Month	**0.348**	**0.283**	**0.368**	**0.440**	**0.427**	**0.433**	**0.525**	**0.513**	**0.418**	**0.337**	**0.257**	**0.490**	

Annual Historical Data:

Year	Value	5 Yr Average
2018	0.55	0.39
2019	0.35	0.39
2020	0.45	0.39
2021	0.36	0.39
2022	0.25	0.39
2023	0.44	0.39
5 Year Average	**0.39**	

Annual Historical Chart



#20 - Public Serious Injuries and Fatalities

Metric Name	Risks	Category	Units	Metric Description
20. Public Serious Injuries and Fatalities	Public Safety	Injuries	Number of Serious Injuries and Fatalities	A fatality or personal injury requiring in-patient hospitalization involving utility facilities or equipment. Equipment includes utility vehicles used during the course of business.

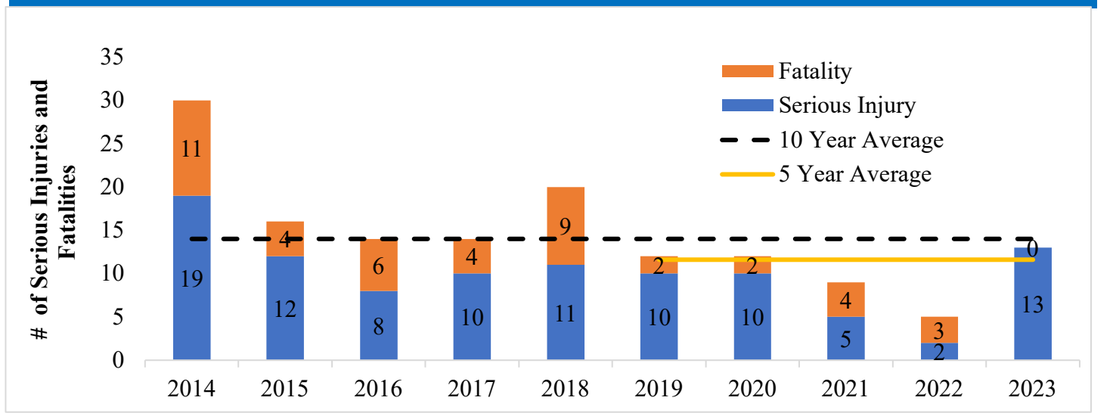
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2012	1	0	1	1	2	2	4	2	0	0	4	2	**19**
2013	2	0	0	0	0	0	3	1	0	2	0	0	**8**
2014	0	3	2	1	9	4	1	7	0	2	1	0	**30**
2015	0	2	1	1	2	1	0	2	1	2	4	0	**16**
2016	2	1	1	1	4	0	0	0	1	2	1	1	**14**
2017	0	2	1	2	1	2	0	1	2	0	0	3	**14**
2018	0	4	2	1	1	3	1	0	2	2	4	0	**20**
2019	1	0	1	0	0	2	2	2	0	3	1	0	**12**
2020	2	0	1	2	2	0	2	1	1	0	0	1	**12**
2021	0	0	0	0	0	1	4	1	0	2	1	0	**9**
2022	1	0	1	0	1	0	1	0	0	1	0	0	**5**
2023	1	0	1	0	5	1	1	1	1	0	0	2	**13**
Average by Month	**0.8**	**1.0**	**1.0**	**0.8**	**2.3**	**1.3**	**1.6**	**1.5**	**0.7**	**1.3**	**1.3**	**0.8**	

Annual Historical Data:

Year	Serious Injury	Fatality	Total	10 Yr Average
2013	5	3	8	14
2014	19	11	30	14
2015	12	4	16	14
2016	8	6	14	14
2017	10	4	14	14
2018	11	9	20	14
2019	10	2	12	14
2020	10	2	12	14
2021	5	4	9	14
2022	2	3	5	14
2023	13	0	13	14
5 Year Average	**8**	**4**	**12**	
10 Year Average	**9.2**	**4.8**	**14.0**	

Annual Historical Chart



#21 - Helicopter / Flight Accident or Incident

Metric Name	Risks	Category	Units	Metric Description
21. Helicopter/ Flight Accident or Incident	Aviation Safety Helicopter Operations Public Safety Worker Safety Employee Safety	Vehicle	Number of accidents or incidents (as defined in 49 CFR Section 830.5 "Immediate Notification") per 100,000 flight hours.	Defined by Federal Aviation Regulations (FARs), reportable to Federation Aviation Administration per 49-Code of Federal Regulations (CFR)-830.

Monthly Historical Data is provided in Tab All Metric Data - Mon

Annual Historical Data:

Year	# of accidents or incidents per 100,000 flight hours	# of accidents or incidents	Total Flight Hours
2014	-	0	2,031
2015	-	0	2,574
2016	-	0	2,567
2017	-	0	3,764
2018	24.2	1	4,131
2019	-	0	6,238
2020	-	0	6,072
2021	14.3	1	6,988
2022	-	0	9,282
2023	-	0	6,626
2014 - 2023 Totals	**4.0**	**2**	**50,272**

25. Wires-Down not resulting in Automatic De-energization

Metric Name	Risks	Category	Units	Metric Description
25. Wires-Down not resulting in Automatic De-energization	Electric Overhead, wildfire	Electric	Percentage of wires down occurrences	This metric is defined as the number of occurrences of wire down events in the past calendar year that did not result in automatic (i.e., not manually activated) de-energization by circuit protection devices such as fuses, circuit breakers, and reclosers, etc. on all portions of a downed conductor that rest on the ground. This metric does not consider possible energization due to induced voltages from magnetic coupling of parallel circuits. Metric excludes secondary conductors and service drops. The metric is reported as a percentage of all wires down events in the past calendar year. Separate metrics are provided for transmission and distribution systems.

Distribution Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2020	9.2%	4.6%	9.4%	14.3%	15.1%	16.9%	16.9%	24.1%	16.5%	23.8%	26.5%	16.7%	**17%**
2021	16.0%	23.6%	13.3%	17.6%	16.5%	11.4%	25.0%	21.5%	24.4%	20.5%	22.5%	16.7%	**19.0%**
2022	33.3%	44.0%	40.0%	44.4%	47.6%	48.8%	40.3%	34.9%	36.6%	35.7%	41.9%	46.0%	**41.1%**
2023	52%	42%	47%	35%	26%	33%	49%	45%	42%	41%	45%	52%	**44.0%**

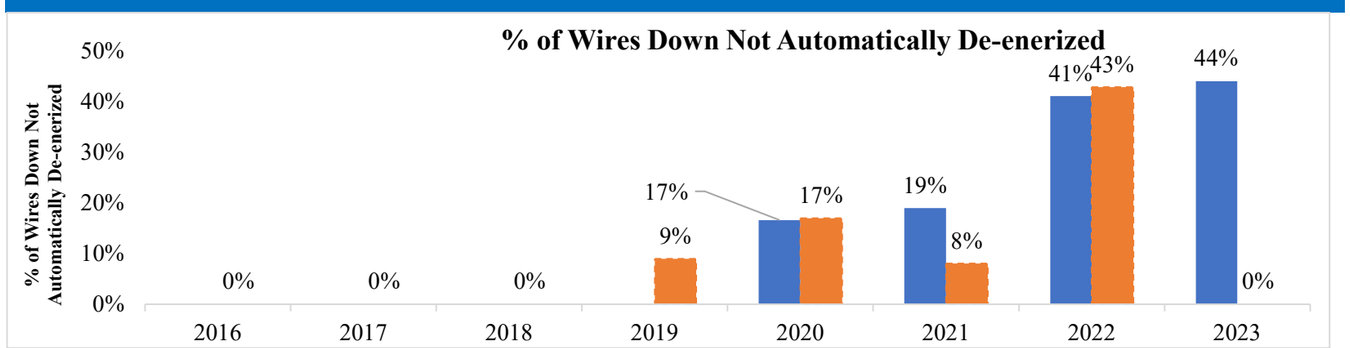
Transmission Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2017	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2018	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2019	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	100%	0%	**9%**
2020	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	50%	0%	**17%**
2021	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	**8%**
2022	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%	0%	0%	**43%**
2023	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

Annual Historical Data:

Year	Distribution	Transmission
2016		0%
2017		0%
2018		0%
2019		9%
2020	17%	17%
2021	19%	8%
2022	41%	43%
2023	44%	0%

Annual Historical Chart



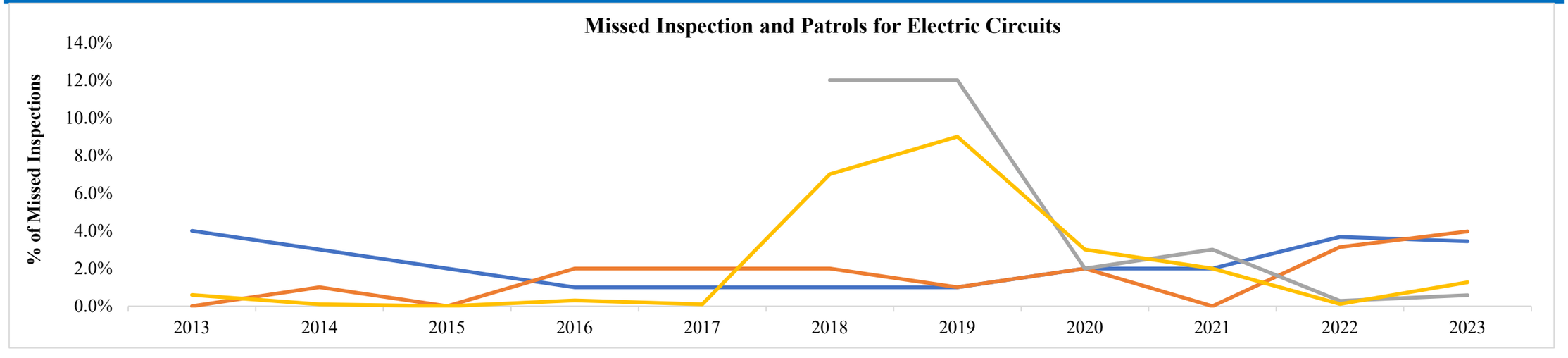
26. Missed Inspections and Patrols for Electric Circuits

Metric Name	Risks	Category	Units	Metric Description
26. Missed Inspections and Patrols for Electric Circuits	Electric Overhead, wildfire	Electric	Percentage of structures that missed inspection relative to total required structures.	Metrics are calculated as annual number of overhead electric structures that did not comply with the inspection frequency requirements divided by total number of overhead electric structures with inspections due in the past calendar year. Separate metrics are provided for patrols, detailed inspections. Separate metrics are provided for primary distribution and transmission overhead circuits. "Minimum patrol frequency" refers to the frequency of patrols as specified in GO 165. "Structures" refers to electric assets such as transformers, switching protective devices, capacitors, lines, poles, etc.

Monthly Historical Data:

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Annual Average
Distribution Detailed	4.0%	3.0%	2.0%	1.0%	1.0%	1.0%	1.0%	2.0%	2.0%	3.7%	3.4%	**2.2%**
Distribution Patrols	0.0%	1.0%	0.0%	2.0%	2.0%	2.0%	1.0%	2.0%	0.0%	3.1%	4.0%	**1.6%**
Transmission Detailed						12.0%	12.0%	2.0%	3.0%	0.3%	0.6%	**5.0%**
Transmission Patrols	0.6%	0.1%	0.0%	0.3%	0.1%	7.0%	9.0%	3.0%	2.0%	0.1%	1.3%	**2.1%**

Annual Historical Chart



27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)

Metric Name	Risks	Category	Units	Metric Description
27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	Electric Overhead, wildfire	Electric	Percentage relative to total circuit miles	Percentage of primary distribution overhead conductors in Tiers 2 and 3 HFTD that is #6 copper. Secondary conductors are excluded.

Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2021	N/A	N/A	N/A	N/A	N/A	4.7%	4.6%	4.5%	4.5%	4.4%	4.4%	4.3%	**4.3%**
2022	4.3%	4.2%	4.2%	4.1%	4.1%	4.5%	4.0%	4.0%	3.9%	3.9%	3.8%	3.8%	**3.8%**
2023	3.8%	3.7%	3.7%	3.6%	3.6%	3.5%	3.5%	3.4%	3.4%			3.2%	**3.2%**
Average by Month	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**4.2%**	**4.1%**	**4.0%**	**3.9%**	**4.1%**	**4.1%**	**3.8%**	**-**

29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)

Metric Name	Risks	Category	Units	Metric Description
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)	Electric safety and wildfire	Electric	Percentage of corrective actions completed	The number of Priority Level 2 notifications that were completed on time divided by the total number of Priority Level 2 notifications that were due in the calendar year in Tiers 2 and 3, HFTD. Consistent with GO 95 Rule 18 provisions, the proposed metric should exclude notifications that qualify for extensions under reasonable circumstances. Separate metrics are provided for distribution and transmission systems.

Monthly Distribution Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	78%	81%	83%	80%	79%	79%	77%	83%	79%	81%	84%	89%	**81%**
2019	84%	75%	82%	80%	84%	91%	84%	83%	81%	83%	84%	95%	**86%**
2020	94%	92%	84%	82%	84%	89%	88%	83%	83%	85%	89%	90%	**88%**
2021	84%	84%	86%	78%	90%	86%	85%	85%	84%	79%	83%	92%	**84%**
2022	69%	87%	88%	88%	90%	92%	90%	95%	89%	89%	90%	91%	**89%**
2023	89%	90%	91%	91%	90%	92%	88%	89%	89%	90%	90%	90%	**90%**
Average by Month	**83%**	**85%**	**86%**	**83%**	**86%**	**88%**	**86%**	**86%**	**84%**	**84%**	**87%**	**91%**	**86%**

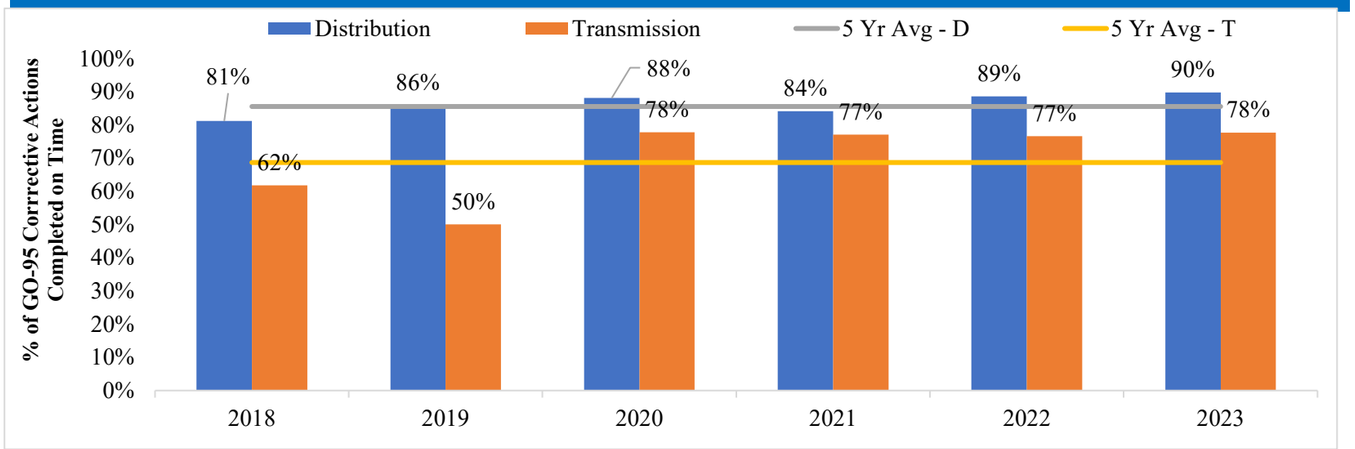
Monthly Transmission Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	85%	72%	62%	68%	67%	47%	56%	52%	64%	56%	56%	74%	**62%**
2019	87%	43%	74%	65%	45%	77%	36%	48%	73%	52%	81%	80%	**50%**
2020	79%	82%	48%	37%	48%	74%	83%	83%	84%	83%	88%	84%	**78%**
2021	83%	71%	75%	82%	84%	72%	63%	76%	80%	74%	81%	78%	**77%**
2022	68%	65%	71%	81%	83%	92%	87%	79%	66%	71%	63%	70%	**77%**
2023	77%	78%	67%	83%	80%	86%	80%	66%	79%	83%	74%	79%	**78%**
Average by Month	**80%**	**68%**	**66%**	**69%**	**68%**	**75%**	**67%**	**67%**	**74%**	**70%**	**74%**	**78%**	**70%**

Annual Historical Data:

Year	Distribution	Transmission
2018	81%	62%
2019	86%	50%
2020	88%	78%
2021	84%	77%
2022	89%	77%
2023	90%	78%
5 Year Average	**86%**	**69%**

Annual Historical Chart



32. Overhead Conductor Safety Index

Metric Name	Risks	Category	Units	Metric Description
32.Overhead Conductor Safety Index	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of occurrences per circuit mile	Overhead Conductor Safety Index is the sum of all annual occurrences on overhead transmission or primary voltage distribution conductors satisfying one or more of the following conditions divided by total circuit miles in the system x 1,000: 1) A conductor or splice becomes physically broken; 2) A conductor is dislodged from its intended design position due to either malfunction of its attachment points and/or supporting structures or contact with foreign objects (including vegetation); 3) A conductor falls from its intended position to rest on the ground or a foreign object; 4) A conductor comes into contact with communication circuits, guy wires, or conductors of a lower voltage; or 5) A power pole carrying normally energized conductors leans by more than 45 degrees in any direction relative to the vertical reference when measured at ground level. Separate metrics are reported for transmission and primary voltage distribution conductors. Secondary voltage conductors and service drops are not included in this metric.

Annual Distribution Historical Data:

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	Annual Average
Wire Downs Count:	972	1,119	1,168	953	961	993	1,037	924	971	1,011
Circuit Miles	39,234	39,234	39,234	39,234	39,091	38,901	38,814	38,197	38,031	38,886
Annual Index	**24.8**	**28.5**	**29.8**	**24.3**	**24.6**	**25.5**	**26.7**	**24.2**	**25.5**	**26.0**

Annual Transmission Historical Data:

Date	2015	2016	2017	2018	2019	2020	2021	2022	2023	Annual Average
Wire Downs Count:	1.00	19.00	9.00	7.00	19.00	11.00	6.00	7.00	13.00	10
Circuit Miles	11,893	11,893	11,893	12,821	12,832	12,706	12,763	12,743	12,702	12,472
Annual Index	**0.1**	**1.6**	**0.8**	**0.5**	**1.5**	**0.9**	**0.5**	**0.5**	**1.0**	**0.8**

SCE notes that 2015 - 2017 data is not readily available but for presentation purposes SCE is using the 2018 values.

Annual Historical Chart