



BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

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Order Instituting Rulemaking to Further Develop a Risk-Based Decision-Making Framework for Electric and Gas Utilities.	R.20-07-013 (Filed July 16, 2020)	04/01/26 04:59 PM R2007013
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Application of San Diego Gas & Electric Company (U 902 M) to Submit Its 2025 Risk Assessment and Mitigation Phase Report.	A.25-05-013 (Filed May 15, 2025)	
And Related Matter.	A.25-05-010 (Consolidated)	
Application of Southern California Gas Company (U 904 G) for Authority, Among Other Things, to Update its Gas Revenue Requirement and Base Rates Effective on January 1, 2024.	A.22-05-015 (Filed May 16, 2022)	
And Related Matter.	A.22-05-016 (Consolidated)	

**2025 SAFETY PERFORMANCE METRICS REPORT OF
SOUTHERN CALIFORNIA GAS COMPANY (U 904 G)**

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Dated: April 1, 2026

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**2025 SAFETY PERFORMANCE METRICS REPORT OF
SOUTHERN CALIFORNIA GAS COMPANY (U 904 G)**

In compliance with Decision (D.) 19-04-020, Safety Model Assessment Proceeding Phase Two Decision Adopting Risk Spending Accountability Report Requirements and Safety Performance Metrics For Investor-Owned Utilities and Adopting a Safety Model Approach for Small and Multi-Jurisdictional Utilities (S-MAP Phase Two Decision) and D.21-11-009, Decision Addressing Phase I, Track 1 And 2 Issues (Risk OIR Phase One Decision), San Diego Gas & Electric Company (SDG&E or Company) timely submits its annual Safety Performance Metrics Report (2025 SPMR).¹ This 2025 SPMR reports on the applicable 32 safety

¹ In compliance with D.21-11-009, the Risk OIR Phase One Decision, this 2025 SPMR is being filed in and served on Application (A.) 25-05-010/013 and A.22-05-015/016 (cons.), the “most recent or

performance metrics to measure achieved safety improvements.² Attachment “A” constitutes the 2025 SPMR and Attachment “B” constitutes 10 years of monthly historical data, where available, for all applicable metrics.³

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current Risk Assessment Mitigation Phase [(RAMP)] and General Rate Case [(GRC)] proceedings,” and on the successor S-MAP proceeding Rulemaking (R.) 20-07-013. SoCalGas will also concurrently email the SPM report to RASA_Email@cpuc.ca.gov. D.21-11-009 (issued November 9, 2021) at Ordering Paragraph 9, p. 145.

² Of the currently adopted safety performance metrics, 20 are applicable to SoCalGas.

³ The Commission’s Safety and Enforcement Division staff, via the S-MAP Technical Working Group, instructed the utilities to provide metric data in a native file format. Excel is not an accepted format for filing at the Commission, accordingly a PDF version of Attachment B will be filed and a native Excel version of Attachment B will be separately served on parties to the successor S-MAP proceeding R.20-07-013 and the most recent RAMP and GRC proceedings.

Attachment A

SoCalGas 2025 SPMR Report



2025 Safety Performance Metrics Report

April 1, 2026

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2025 Safety Performance Metrics Report
April 1, 2026

I. INTRODUCTION/OVERVIEW

Southern California Gas Company (SoCalGas or Company) submits this annual Safety Performance Metrics Report (SPMR) in compliance with the California Public Utilities Commission’s (Commission or CPUC) directives in Decisions (D.) 19-04-020, *Phase Two Decision Adopting Risk Spending Accountability Report Requirements and Safety Performance Metrics for Investor-Owned Utilities and Adopting a Safety Model Approach for Small and Multi-Jurisdictional Utilities* (S-MAP Phase Two Decision) and D.21-11-009, *Decision Addressing Phase I, Track 1 And 2 Issues* (Risk Order Instituting Rulemaking (OIR) Phase One Decision).¹ The S-MAP Phase Two Decision requires California investor-owned utilities (IOUs), including SoCalGas, to annually report safety performance metrics (SPM) to measure the safety improvements achieved.

On July 16, 2020, the Commission opened R.20-07-013 as an OIR to Further Develop a Risk-Based Decision-Making Framework for Electric and Gas Utilities (Risk-Based Decision-Making Framework (RDF) Proceeding). Track 2 of the RDF Proceeding considered the need for new SPMs or revisions to existing SPMs adopted in the S-MAP Phase Two Decision. On November 9, 2021, the Commission issued D.21-11-009 (Risk OIR Phase One Decision), which modified certain original SPMs, removed others, and adopted new metrics. The Risk OIR Phase One Decision directed the IOUs to adhere to the guidance on SPM submittal adopted in the S-

¹ In compliance with D.21-11-009, Ordering Paragraph (OP) 9 at 145, this 2025 Safety Performance Metrics Report is being filed in and served on Application (A.) 25-05-010/013 (cons.) and A.22-05-015/016 (cons.), the “most recent or current Risk Assessment Mitigation Phase [(RAMP)] and General Rate Case [(GRC)] proceedings,” and on the successor S-MAP proceeding Rulemaking (R.) 20-07-013. SoCalGas will also concurrently email the Safety Performance Metric report to RASA_Email@cpuc.ca.gov.

MAP Phase Two Decision when preparing annual SPMR submissions. This means the IOUs will report on the applicable original SPMs, as modified by the Risk OIR Phase One Decision.² In accordance with both D.19-04-020 and D.21-11-009, SoCalGas reports herein on the 20 applicable SPMs³ using the designated definitions and units for the last ten years, January 1, 2015 through December 31, 2024, where such data exists, in the accompanying Excel file (Attachment B).⁴

SoCalGas defines safety as the presence of controls for known hazards, actions to anticipate and guard against unknown hazards, and the commitment to continuously improve its ability to recognize and mitigate hazards. Safety requires strong, ongoing leadership commitment, and active engagement and ownership from all employees. SoCalGas focuses on safety through the lenses of public safety,⁵ infrastructure safety,⁶ employee safety,⁷ and contractor safety.⁸ SoCalGas uses safety-related metrics as part of its risk-informed decision-

² Not all metrics adopted in D.19-04-020 and D.21-11-009 are applicable to SoCalGas.

³ D.21-11-009 at Appendix B.

⁴ The Commission's Safety and Enforcement Division (SED) staff, via the S-MAP Technical Working Group, instructed the utilities to provide metric data in a native file format. Excel is not an accepted format for filing at the Commission; accordingly a PDF version of Attachment B will be filed and a native Excel version of Attachment B will be separately served on parties to the successor S-MAP proceeding R.20-07-013 and the most recent RAMP and GRC proceedings. SoCalGas's initial report after the Risk OIR Phase One Decision, which updated the reportable Safety Performance Metrics, was submitted on July 29, 2022 (the 2021 SPMR Report). No recommendations have since been received from the CPUC Safety Policy Division (SPD) on SoCalGas's Safety Performance Metrics Reports containing the revised metrics.

⁵ Safety systems and processes focused on protection of our customers and the public (i.e., Emergency Management, Environmental Safety, Customer Data Privacy, Accessibility, and protection of the public from harm caused by our operations or our assets, and the safety of vulnerable populations).

⁶ Safety systems and processes associated with the design, construction, operation, inspection, and maintenance of SoCalGas's infrastructure.

⁷ Safety systems and processes focused on the health and safety of our employees. This includes safety policies, programs, and training.

⁸ Safety systems and processes focused on the safety and protection of our contractors and subcontractors who provide services to support SoCalGas assets and operations.

making and continuous improvement processes. Tracking and analyzing both leading and lagging indicators and comparing historical results provides a point of reference for safety processes and helps identify opportunities for continuous improvement.

While SoCalGas has been tracking many leading and lagging safety-related metrics for numerous years, there are some instances where the definition of the reportable Safety Performance Metric, as adopted by the S-MAP Phase Two Decision and Risk OIR Phase One Decision, differs from other external reporting requirements, and/or the data required by a new or modified metric had not previously been collected in the manner required by that new or modified metric. SoCalGas notes these instances in the metric narratives included in Section V below. SoCalGas tracks the Safety Performance Metrics adopted by the Commission and will build upon the data in future Safety Performance Metric Report submissions, where ten years of monthly historical data is not yet available, as well as continue to improve its data collection efforts on an ongoing basis.⁹

A. Compliance with S-MAP Phase Two Decision and Risk OIR Phase One Decision Directives

The S-MAP Phase Two Decision remains instructive and includes additional reporting requirements for the IOUs to: (1) describe how metrics are used to improve risk-based decision-making, corrective actions, and/or enhanced training, and (2) explain whether any linkage to financial incentives creates a potential for bias in individual metrics. Sections II.B. and II.C. below provide additional detail on these requirements.

⁹ While the Safety Performance Metrics Report requires SoCalGas to provide a historical look back of data, over time, the applicable law or the underlying metric definition may have changed. Such changes to the metric or law may have an impact on both the data collected and its comparability to prior metrics. Where a change has occurred, SoCalGas will note the modification in succeeding Safety Performance Metric Reports.

For the Public Serious Injuries and Fatalities (Pub-SIF), Metric No. 20, the S-MAP Phase Two Decision requires the IOUs to provide Commission staff with their Pub-SIF data 60 days prior to the due date for each annual Safety Performance Metrics Report.¹⁰ Accordingly, SoCalGas provided the SPD with a preview of its Pub-SIF data on January 30, 2026. After review of SoCalGas’s draft Pub-SIF data, SPD informed SoCalGas on February 26, 2026, that there were no changes to the Pub-SIF subcategories for final reporting in this Safety Performance Metrics Report.¹¹

II. METRICS OVERVIEW (D.19-04-020, ORDERING PARAGRAPH 6D AND D.21-11-009)

A. Summary

The currently approved Safety Performance Metrics include nine metrics in the “electric” category, 12 in the “gas” category, eight in the “injuries” category, and three in the “vehicle” category. Of these 32 metrics, 20 apply to SoCalGas and are included in this Report. In addition to the data for the 20 metrics included in Attachment B, SoCalGas provides a narrative below in accordance with the additional reporting requirements established in D.19-04-020 and D.21-11-009.

¹⁰ D.19-04-020 at 19.

¹¹ E-mail from John Deng, SPD staff, to SoCalGas representative (February 26, 2026).

Table 1 – Summary of Applicable Metrics Adopted in D.19-04-020 and D.21-11-009¹²

Category	Risk(s)	Metric Name	Units	2025
Gas	Transmission Pipeline Failure - Rupture with Ignition; Distribution Pipeline Rupture with Ignition (non-Cross Bore); Catastrophic Damage involving Gas Infrastructure (Dig-Ins)	5. Gas Dig-in	The number of 3 rd party gas dig-ins per 1,000 Underground Service Alert (USA) tags/tickets	2.01
	Catastrophic Damage Involving High-Pressure Pipeline Failure	6. Gas In-Line Inspection (“ILI”)	Total number of miles inspected ¹³ / Percentage inspected by ILI	463/14%
	Catastrophic Damage Involving High-Pressure Pipeline Failure	7. Gas In-Line Inspection Upgrade	Miles	5.53
	Distribution Pipeline Rupture with Ignition (non-Cross Bore)	8. Gas Shut-In Time – Mains	Time in minutes required to stop the flow of gas for Distribution Mains	443
	Distribution Pipeline Rupture with Ignition	9. Gas Shut-In Time – Services	Time in minutes required to stop the flow of gas	177

¹² Category, Risks, Metric Names, and Units as provided in D.19-04-020, Attachment 1 and D.21-11-009, Appendix B. Of the 32 reportable safety metrics adopted in D.19-04-020 and D.21-11-009, 20 are applicable to SoCalGas and are included herein. Ten years of monthly historical data, where available, is provided in the accompanying Excel file labeled Attachment B.

¹³ Transmission pipelines in High Consequence Areas (HCAs) are required to be assessed at an interval not to exceed seven years and those in areas outside of HCAs (non-HCAs) are required to be assessed at an interval not to exceed ten years. Therefore, intervals may vary year-to-year over the seven-year or ten-year inspection cycle and data should be viewed across years rather than on a year-by-year basis. Ten years of historical data is included in the accompanying Excel file, Attachment B.

Category	Risk(s)	Metric Name	Units	2025
	(non-Cross Bore)		for Distribution Services	
	Catastrophic Damage Involving Medium-Pressure Pipeline Failure	10. Cross-Bore Intrusions	Number of cross-bore intrusions per 1,000 inspections	0.63
	Distribution Pipeline Rupture with Ignition	11. Gas Emergency Response	The time in minutes (Average/Median) that a Gas Service Representative or a qualified first responder takes to respond after receiving a call, which results in an emergency order.	23.38/19
	Gas Storage	12. Natural Gas Storage Baseline Inspections Performed	Percentage (Number of Assessments completed/ Number scheduled or targeted)	100%
	Catastrophic Damage Involving High-Pressure Pipeline Failure	13. Gas Pipelines That Can Be Internally Inspected ¹⁴	Total Miles/ Percentage	2344/70%
Injuries	Employee Safety	14. Employee Days Away, Restricted and Transfer (DART) Rate	DART Cases times 200,000 divided by employee hours worked	1.97

¹⁴ This metric represents the percentage of the gas system that can be internally inspected, otherwise known as in-line inspection or “piggable.” All of SoCalGas’ transmission pipeline is inspected in accordance with 49 Code of Federal Regulations (CFR) Section (§) 192, Subpart O, which identifies in-line inspection, pressure test, and direct assessment.

Category	Risk(s)	Metric Name	Units	2025
	Employee Safety	15. Employee Serious Injuries and Fatalities Rate	Number of SIF-Actual cases among employees x 200,000/employee hours worked	0.04
	Contractor Safety	16. Rate of SIF - Actual (Contractor)	Number of SIF-Actual cases among contractors x 200,000/contract or hours worked	0.03
	Employee Safety	17. Rate of SIF - Potential (Employee)	Number of SIF-Potential cases among employees x 200,000/employee hours worked	0.24
	Contractor Safety	18. Rate of SIF - Potential (Contractor)	Number of SIF-Potential cases among contractors x 200,000/contractor hours worked	0.12
	Contractor Safety	19. Contractor Day Away, Restricted Transfer (DART)	OSHA DART Rate	0.03
	Public Safety	20. Public Serious Injuries and Fatalities	Number of Serious Injuries/ Fatalities	9/0
Vehicle	Aviation Safety; Helicopter Operations; Public Safety; Worker Safety; Employee Safety	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	0

Category	Risk(s)	Metric Name	Units	2025
Gas	Gas safety	28. Gas Operation Corrective Actions Backlog	Percentage of work orders past due for completion in the past calendar year (Distribution/Transmission)	0%/0%
	Gas Transmission and Distribution	30. Overpressure Events	Number of occurrences (Distribution/Transmission)	1/1
	Gas Transmission	31. Gas In-Line Inspections Missed	Total Number of Missed Inspections	0

B. Examples of Efforts to Improve Safety Performance

According to the Commission, “a key objective in adopting S-MAP safety metrics is not just tracking but improving [the] utilities’ safety performance.”¹⁵ As part of achieving this objective, the S-MAP Phase Two Decision requires the IOUs to “Provide three to five examples of how the utility has used Safety Performance Metrics (metrics) data to improve staff and/or contractor training, and/or to take corrective actions to minimize top risks or risk drivers.”¹⁶ Below are three examples of recent initiatives to enhance safety and further reduce risk.

Example 1: Strengthening Leadership Excellence Across the Organization (Multiple Metrics)

SoCalGas identified an opportunity to strengthen leadership capabilities to foster a more supportive culture that enhances safety and performance. Employee feedback and suggestions were the key inputs that guided the redesign of the *Leadership Catalyst* program to include all leaders across the organization. By October 2025, seven sessions of the revised program had

¹⁵ D.19-04-020 at 28.

¹⁶ *Id.* at 63 (OP 6D).

been completed, with 129 participants. The curriculum emphasized psychological safety, peer coaching, and collaborative problem-solving, and remains available through SoCalGas University's open enrollment offerings.

Continued implementation of the *Leadership Catalyst* program strengthened leadership engagement, increased peer-to-peer learning, and further embedded safety-focused behaviors into day-to-day operations. Leaders consistently reported that dedicated coaching and shared learning opportunities improved collaboration and helped break down departmental silos. These improvements strengthen the modeling of psychological safety and support measurable gains in safety performance by fostering environments where employees feel confident raising concerns, contributing to solutions, and actively reinforcing a strong safety culture.

Example 2: Continuous Improvement Tracker (Metric No. 28)

While SoCalGas maintains and tracks the "corrective actions in Metric No. 28 "Gas Operation Corrective Actions Backlog," the Company identified potential benefits of expanding its focus beyond closure metrics to amplify learning and continuous improvement opportunities. A key enabler of this approach is the Continuous Improvement Tracker, a tool designed to capture, monitor, and drive resolution of improvement opportunities identified through employee feedback, safety observations, and incident analyses. In recent years, SoCalGas has explored strategies for a comprehensive corrective action program that not only addresses issues but also strengthens organizational learning. As part of SoCalGas's Revised Safety Culture Improvement Plan, the Company proposed creating enhanced processes for receiving, tracking, and responding to employee challenges, suggestions, and ideas. This effort emphasizes intuitive, transparent, and actionable system integration, so safety action items can be easily tracked and resolved. By combining structured tracking with feedback loops and visibility, SoCalGas aims to embed continuous improvement into daily operations, transforming corrective actions from isolated

fixes into a sustained culture of learning and engagement.

Example 3: Gas Overpressure Event Metric Informs Potential Mitigation (Metric No. 30)

Metric No. 30, Gas Overpressure Event, confirms that overpressure continues to pose an integrity risk to the SoCalGas transmission and distribution system. An overpressure event can occur if a pressure-relieving or pressure-limiting station fails, or if any other unplanned condition causes system pressure to exceed the Maximum Allowable Operating Pressure (MAOP) plus the allowable build-up defined in 49 CFR § 192.201.

From 2022 through 2024, the number of reportable overpressure events gradually increased, prompting SoCalGas's Pipeline Safety Assurance (PSA) department to further evaluate this risk and identify potential corrective actions. As part of this PSA effort, stakeholders were aligned on the need for deeper analysis, and Continuous Improvement and Event Learning facilitated a Learning Team session in March 2025. The goal was to bring together subject-matter experts to investigate root causes and improve communication regarding recommendations and corrective actions.

One primary contributor to overpressure events is the presence of liquids in the pipeline. Significant work has been undertaken to identify sources of liquid accumulation, as monitored through a Liquids Dashboard. These investigations identified key origin points, which informed the development of targeted mitigation projects. As a result, a project was initiated to install two liquid separators at the Blythe Compressor Station. Additional corrective actions include enhancements to gas-handling procedures, improvements to Electronic Pressure Monitors (EPMs), updates to Gas Standards, and installation of regulator station filters.

These combined efforts have proven effective – in 2025, reported overpressure events were reduced by half compared to the previous year.

C. Examples of How Safety Performance Metrics Data is Used to Support Risk-Based Decision-Making

The S-MAP Phase Two Decision requires each IOU to summarize and provide three to five examples of how it uses Safety Performance Metrics Report data to support risk-based decision-making.

Example 1: Cross Bore Intrusion Data Used to Inform Mitigation (Metric No. 10)

The Cross Bore Intrusion metric confirms, through continued identification and remediation of cross bores, that this remains an integrity risk to the SoCalGas distribution system. A “cross bore” can occur if the installation of a gas pipe inadvertently crosses a sewer line (or “lateral”) and penetrates, or bores through, the sewer line. To identify potential areas where cross bores may have occurred, a comprehensive review of construction documents is performed. Through this review of records, SoCalGas identifies areas to be inspected and schedules and prioritizes those inspections. The consistent rate of cross bores identified in the preceding years of this project supports the continued level of resource allocation and demonstrates the effectiveness of this activity and its contribution to safety.

Example 2: Gas In-Line Inspection (Metric No. 6)

As explained in SoCalGas’s RAMP 2025 High-Pressure Gas System Risk Chapter,¹⁷ SoCalGas uses a threat and risk evaluation process as part of its Transmission Integrity Management Program (TIMP) to comply with prescriptive regulatory requirements. SoCalGas is federally mandated to demonstrate an understanding of its gas system, identify threats to its gas system, determine the risk posed by these threats, and take actions to minimize applicable threats and integrity concerns to reduce the risk of pipeline failure. These actions include identifying and

¹⁷ A.25-05-010, SCG-Risk-2 High Pressure Gas System-24.

implementing risk-reduction measures and monitoring their effectiveness. While this metric (number of in-line inspection miles completed annually) does not directly inform risk-based decision-making for the TIMP, data collected through these in-line inspections helps inform activities such as threat identification within the transmission pipeline system, reassessment cycles, and future pipeline assessment scopes.

Example 3: Well Assessment Intervals (Metric No. 12)

SoCalGas uses the data associated with Metric 12 to evaluate the progress of implementing risk-based decision-making for well assessment intervals. In alignment with a Pipeline and Hazardous Materials Safety Administration (PHMSA)-funded study focused on well-entry risk, SoCalGas has identified well intervention as a potential threat to gas storage wells, with safety and environmental consequences. Intervention, in this context, refers to activities, such as monitoring, inspection, and repairs, that involve entering the well with tools or equipment and often require temporary removal or reconfiguration of well barriers. SoCalGas attempts to balance the threat of active downhole metal loss, which can be identified and mitigated through inspections, with the risk associated with well entry. The Company does this by proposing well-specific inspection frequencies based on the extent of metal loss observed during inspections and the rate of degradation estimated by comparing the size of matched anomalies over time.

Current California Geologic Energy Management Division (CalGEM) regulations for California operators require wall thickness inspections on well casings “at least once every 24 months to determine if there are possible issues with casing integrity,” with the stipulation that CalGEM “may approve a less frequent casing wall thickness inspection schedule for a well if the operator demonstrates that the well’s corrosion rate is low enough that biennial inspection is not

necessary.”¹⁸ To mitigate the risk associated with prescriptive, frequent well intervention, while also recognizing that downhole conditions may warrant inspection, SoCalGas submits well-specific inspection interval requests, which CalGEM can either approve, approve at an interval different from SoCalGas’ proposal, or deny. SoCalGas began submitting well-specific inspection interval requests to CalGEM in 2021 and received its first approvals in 2022. In 2025, SoCalGas submitted 15 requests, of which 13 have been approved, and two remain under review. The decision to submit inspection interval requests for specific gas storage wells is based on evaluations and findings from prior integrity assessments, highlighting the critical role of well integrity data in supporting risk-based decision-making.

III. EXECUTIVE COMPENSATION AND BIAS CONTROLS – OVERVIEW (D.19-04-020, ORDERING PARAGRAPH 6A-C)

A. Executive Incentive Compensation

SoCalGas uses compensation metrics and key performance indicators to promote its safety culture and drive improved safety performance. As the Commission stated in D.16-06-054, “[o]ne of the leading indicators of a safety culture is whether the governance of a company utilizes any compensation, benefits or incentive to promote safety and hold employees accountable for the company’s safety record.”¹⁹ Benefits programs that support employee health and welfare also contribute to SoCalGas’s safety performance and culture.

In SoCalGas’s TY 2024 GRC testimony, Compensation and Benefits witness Debbie Robinson explained how SoCalGas’s compensation and benefits programs are designed to focus employees on safety and that SoCalGas continues to emphasize employee and operational safety

¹⁸ CalGEM, *Statutes & Regulations* (January 2022) at 259 (citing 14 CCR § 1726), available at <https://www.conservation.ca.gov/index/Documents/CALGEM-SR-1%20Web%20Copy.pdf>.

¹⁹ D.16-06-054 at 153.

measures in its variable pay plans, commonly referred to as the Incentive Compensation Plans (ICP).²⁰ Providing continued alignment between SoCalGas’s safety programs and the ICP strengthens the Company’s safety culture and reinforces to employees that safety is a core value of SoCalGas.

The S-MAP Phase Two Decision directs the IOUs to “[i]dentify all metrics linked to or used in any way to determine executive compensation levels and/or incentives.”²¹ In the narrative accompanying each Safety Performance Metric, SoCalGas indicates whether that specific metric is linked to or used to determine executive compensation levels and/or incentives (*see* Section V, below). For this 2025 Safety Performance Metrics Report, SoCalGas references its 2025 Executive ICP²² and the 2025 non-executive ICP and indicates whether each metric was tied to these incentive plans. Since this is an annual submission, SoCalGas references the reporting year’s incentive plan (*i.e.*, next year’s submission will reference the 2026 ICPs) as these plans are reviewed and may change annually.

SoCalGas’s executive compensation structure is intended to focus executives on its key objectives and priorities, with safety as a foundational pillar. The primary components of SoCalGas’s executive officer compensation are Base Pay, Variable Pay (*i.e.*, ICP), and long-term incentives under Sempra’s Long-term Incentive Plan. Variable Pay is considered an essential component of a competitive total compensation package because it creates focus on and accountability for desired results, improves performance, and facilitates idea generation and

²⁰ A.22-05-015/016 (cons.), Ex. SCG-25-R-E/SDG&E-29-R-E (Robinson) at DSR-11.

²¹ D.19-04-020 at 63 (OP 6A).

²² For purposes of the SPMR report, the S-MAP Phase 2 Decision defines “executive” with “executive level defined as positions at the Director level and higher.” D.19-04-020 at 27. Sempra’s ICP definition differs from this definition and defines “executive” as Vice President and above. However, as discussed *infra*, safety performance is a goal for both the executive and non-executive ICP.

operational improvements. Under SoCalGas's Variable Pay plan, a portion of an employee's total cash compensation is tied directly to safety outcomes. The Variable Pay plan – at threshold, target, and maximum company performance – is expressed as a percentage of each executive officer's base salary. SoCalGas has increased the weighting of safety measures in variable pay plans over the years, such that safety-related measures currently comprise 61% of SoCalGas's 2025 Executive Incentive Compensation Plan. These safety-related measures broadly include factors related to contractors, the public, employees, and infrastructure or pipeline safety, as further detailed in the Bias Controls section of each applicable metric. Performance measures are reviewed and updated annually.

The SoCalGas compensation component that comprises "executive incentive compensation" is Variable Pay. Safety measures or goals are an important focus of SoCalGas's Variable Pay, as reflected in the safety performance goals falling under the "Safety Management System" category in SoCalGas's 2025 Executive and non-executive Incentive Compensation Plans. These performance goals and measures, as further described in each applicable metric in Section V below, are designed to incentivize employees and executives to meet specified safety targets. Safety measures in Variable Pay plans apply to all non-represented employees. The ICP targets for goals within the Safety Management System category are the same for every non-represented employee, regardless of their role in the Company.

SoCalGas's Board of Directors determines safety performance measures and the targets to be included in each year's incentive plan and reviews and approves the results. The SoCalGas Board meets at least quarterly. Meetings begin with a safety briefing and include a regular review of year-to-date safety performance as well as current safety and risk-related topics. As a

part of their oversight roles, the Board may exercise discretion to reduce or eliminate incentive payouts for safety measures.

There are no guaranteed monetary incentives in SoCalGas's Executive and non-executive ICPs. In years when performance goals, such as safety goals, are not met, Variable Pay tied to missed targets is reduced or not paid at all.

B. Bias Controls

Sempra Audit Services also conducts regularly scheduled internal audits. Audit Services provides an independent internal audit function, with the Vice President of Audit Services functionally reporting to the Sempra Board of Directors through its Audit Committee, and administratively to Sempra's Executive Vice President and Chief Financial Officer. Audit Services develops an audit plan each year after consulting with SoCalGas management to identify and assess operating risks. Audit Services then implements its plan by independently reviewing and evaluating the business controls in place. Audit Services has full access to all levels of SoCalGas management and all organizational activities, records, property, and personnel relevant to activities under review. Audit Services is authorized to select audit activities, allocate resources, determine audit scope, and apply the techniques required to accomplish audit objectives. Audit Services is further authorized to obtain other specialized services from within or outside the organization.

The scope of work conducted by Audit Services includes ascertaining whether SoCalGas's processes and business controls, as designed and maintained by SoCalGas management, are adequate and functioning in a manner to help confirm compliance with policies, plans, procedures, laws, regulations, and contracts; safeguarding of assets; effectiveness and efficiency of operations; and reliability and integrity of operating and financial information. Strong business controls increase the likelihood of achieving these important objectives.

SoCalGas management is responsible for taking ownership of, and being accountable for, understanding, establishing, and maintaining effective business controls. Through its independent audit function, Audit Services identifies whether appropriate business controls are in place and evaluates whether they are designed and functioning properly. These collective efforts provide a basis for Audit Services to conduct an independent evaluation of SoCalGas’s management and the Board of Directors regarding the adequacy of the Company’s overall system of business controls. SoCalGas management addresses the identified deficiencies by Audit Services and develops corrective actions to resolve the findings. Management corrective actions are assigned a completion date and must be addressed before Audit Services closes the audit.

The S-MAP Phase Two Decision directs the IOUs to “[d]escribe the bias controls that the utility has in place to ensure that reporting of the metric(s) has not been gamed or skewed to support a financial incentive goal.”²³ SoCalGas’s 2025 Executive ICP and 2025 non-executive ICP each include 13 separate safety-related performance measures.²⁴ These safety-related performance measures comprise a mixture of leading and lagging measures and span all lines of business – thus covering employee, customer, public, and infrastructure safety – to prevent bias. Bias controls for specific metrics included in this Safety Performance Metrics Report with an ICP component are discussed in each metric section below. Moreover, SoCalGas’s inclusion of 13 separate safety-related performance metrics within the ICP generally serves as its own

²³ D.19-04-020 at 63 (OP 6C).

²⁴ For the period of January 1, 2025 to December 31, 2025, SoCalGas had in place a “2025 Executive Incentive Compensation Plan” and a “2025 Incentive Compensation Plan.” The S-MAP Phase Two Decision defines “executive” as “director level and higher.” SoCalGas directors are covered by SoCalGas’s Incentive Compensation Plan (i.e., the “2025 non-executive Incentive Compensation Plan”). Therefore, SoCalGas refers to both the 2025 Executive Incentive Compensation Plan and the 2025 Incentive Compensation Plan herein.

control, as achieving each metric, according to a pre-established definition subject to internal audit, is required for payment.

At the request of management, Sempra's Audit Services department conducts an independent review of SoCalGas's annual ICP results and calculations prior to SoCalGas Board approval, which includes examining whether financial and operational goal results included in the ICP calculations are approved by the responsible officer and supported with documentation. Each safety-related performance metric is well defined in the approved annual ICP plan. The annual ICP plan further specifies how each metric is tracked.

IV. INTERIM RISK MITIGATION ACCOUNTABILITY REPORT (RMAR) REQUIREMENTS (D.19-04-020, ORDERING PARAGRAPHS 6E – 6F)

A. How Safety Metrics Reflect Progress Against SoCalGas's RAMP and GRC Safety Goals

As described in SoCalGas's TY 2024 GRC testimony, the Company's comprehensive approach to enterprise risk management is an integral part of SoCalGas's SMS and supports and informs the Commission's Risk-Based Decision-Making Framework, a key component of which is the GRC.²⁵ In its TY 2019 GRC testimony, SoCalGas stated that it would continue to expand the use of probabilistic models, data, and quantification and explore areas where further quantification would be helpful in addressing other enterprise-level risks.²⁶ SoCalGas has progressed on that trajectory, further integrating risk, asset, and investment management into the Company's safety culture.

Consistent with this progression, SoCalGas described its RAMP process to identify top risks, inventory current controls, and then influence and drive continuous learning and

²⁵ A.22-05-015/016 (cons.), Ex. SCG-03, Chapter 1 (Ng) at DMN-3.

²⁶ A.17-10-007/008 (cons.), Ex. SCG-02-R/SDG&E-02-R, Chapter 1 (Day) at DD-26.

improvement for each identified risk to improve safety and risk mitigation.²⁷ This overarching goal and approach is best described as an ongoing process in which the Company identifies top risks, then uses data to identify controls and mitigations to improve SoCalGas’s public, infrastructure, employee, and contractor safety. The metrics identified in this report demonstrate progress, learnings, and ongoing challenges in these areas by documenting leading and lagging metrics that show progress in: (1) identifying, implementing, and maintaining effective safety controls for known hazards (*e.g.*, reducing lagging metrics related to incidents); (2) anticipating and guarding against potential and unknown hazards (*e.g.*, increasing leading indicators that demonstrate action to validate safety and respond to and learn from potential incidents); and (3) enhancing the Company’s capability to recognize and mitigate hazards (*e.g.*, focusing on enhancing learning and continuous improvement capabilities).

B. High-level Summary of SoCalGas’s Total Estimated Risk Mitigation Spending Level as Approved in the TY 2024 GRC

D.14-12-025 directs the IOU to explain how the IOU risk mitigation activities and spending are meeting the goals for managing and minimizing the risks identified in the utility’s RAMP and GRC submissions.²⁸ D.19-04-020 found that it was “premature to approve specific [Risk Mitigation Accountability Report (RMAR)] requirements or to require separate, more general RMARs at this time,”²⁹ and instead, adopted interim requirements to be included in this Safety Performance Metrics Report: “In the interim, we direct the IOUs to include in their annual Safety Performance Metrics Reports some of the information originally envisioned as belonging

²⁷ See A.21-05-014, RAMP Overview and Approach Chapter (SCG/SDG&E-RAMP-A) at A-4.

²⁸ D.14-12-025 at 46.

²⁹ D.19-04-020 at 32.

in the RMARs.”³⁰ The RDF OIR Phase 4 Decision, which was issued on August 29, 2025, addressed the RMAR. However, the Commission did not alter the requirements for this SPMR in that decision.³¹

SoCalGas filed its TY 2024 GRC Application on May 16, 2022.³² Among other things, SoCalGas’s GRC Application included requests related to mitigating its key safety risks and integrated the results from its RAMP filed on May 17, 2021 (2021 RAMP).³³ The tables below provide a high-level summary of SoCalGas’s total estimated risk mitigation spending as presented in the 2021 RAMP filing and approved in the TY 2024 GRC Decision (D. 24-12-074).

The TY 2024 GRC Decision was approved by the Commission on December 19, 2024.³⁴ The TY 2024 GRC Decision did not explicitly distinguish between authorized funding of RAMP activities versus non-RAMP activities. Therefore, for purposes of determining TY 2024 GRC authorized amounts (based on SoCalGas’s 2021 RAMP submission), it was necessary for SoCalGas to impute authorized amounts for some RAMP mitigation activities. Similarly, internal cost tracking mechanisms at SoCalGas do not necessarily track costs by RAMP mitigation activity or risk. Rather, SoCalGas records costs to operations and maintenance (O&M) cost centers and to various capital budget codes, aligned with its GRC presentations.

The TY 2024 GRC Decision states, “[t]he adopted revenue requirement and PTY increases will ensure that SoCalGas and SDG&E can maintain the safety, reliability, and

³⁰ *Id.*

³¹ D.25-08-032.

³² A.22-05-015, Application of Southern California Gas Company for Authority, Among Other Things, to Update its Gas Revenue Requirement and Base Rates Effective on January 1, 2024 (May 16, 2022).

³³ A.21-05-011/014 (cons.), Risk Assessment and Mitigation Phase Report of San Diego Gas & Electric Company and Southern California Gas Company (May 17, 2021).

³⁴ D.24-12-074.

efficiency of their natural gas transmission, distribution, and storage systems and electrical distribution systems. This will enable them to continue providing their customers with safe and reliable energy services while maintaining reasonable rates.”³⁵ Further, in its TY 2024 GRC Decision, the Commission did “not reconsider its previous decisions regarding Sempra’s risk-related showings in its prior RAMP and GRC proceedings.”³⁶

D.19-04-020 directs “the IOUs to include an explanation of how the reported safety metric data reflects progress against the safety goals in the utility’s RAMP and approved GRC application and a high-level summary of their total estimated risk mitigation spending level as approved in their most recent GRC.”³⁷ Historically, SoCalGas has used the data compiled and filed in its annual Risk Spending Accountability Report (RSAR) to meet this requirement. Efforts to compile and finalize SoCalGas’s 2025 RSAR are currently underway. Once finalized and filed, SoCalGas’s 2025 RSAR will provide comprehensive detail on O&M spending activities presented in SoCalGas’s 2021 RAMP Report and TY 2024 GRC proceeding, including variance explanations for those activities/programs that meet the CPUC’s variance criteria threshold.³⁸ For this reason, SoCalGas provides the data presented in its 2024 SPMR as its preliminary responsive data in the tables below. Note that some costs mitigate multiple identified RAMP risks, and the tables below present costs related to risk mitigation activities

³⁵ *Id.* at 5.

³⁶ *Id.* at 52.

³⁷ D.19-04-020 at 32.

³⁸ In D.22-10-002 the Commission ordered an annual April 30 filing date for the IOUs’ RSARs. On January 15, 2026, SoCalGas and SDG&E requested an extension to file their respective 2025 RSARs on July 31, 2026, which was approved by the Director of Energy Division on February 9, 2026. As a result, the authorized and recorded O&M and Capital spending activities for SoCalGas’s 2025 RSAR are not available as of the time of filing this Safety Performance Metric Report. SoCalGas will provide total risk mitigation spending results for O&M and Capital once the costs are finalized in the 2025 RSAR.

based on how they were accounted for, which may not align with the GRC presentation.³⁹

SoCalGas will file an amended 2025 SPMR after its 2025 RSAR has been filed with the Commission to provide Total Risk Mitigation Spending for O&M and Capital. Once updated, this SPMR will reflect SoCalGas’s total estimated risk mitigation spending as presented in the approved TY 2024 GRC and 2021 RAMP filings.

Table 2 – SoCalGas Preliminary Total Risk Mitigation Spending: O&M⁴⁰

SoCalGas O&M Details (2024 Direct \$000)					
RAMP Chapter	RAMP Risk Description	2024 Actuals	2024 Imputed Authorized	\$ Variance	% Variance
SCG-01	Incident Related to the High-Pressure System (Excluding Dig-in)	232,362	192,624	39,738	21%
SCG-02	Excavation Damage (Dig-In) on the Gas System	32,330	31,682	648	2%
SCG-03	Incident Related to the Medium-Pressure System (Excluding Dig-in)	209,406	237,043	(27,637)	-12%
SCG-04	Incident Related to the Storage System (Excluding Dig-in)	69,816	71,253	(1,437)	-2%
SCG-05	Incident Involving an Employee	9,019	8,146	874	11%
SCG-06	Cybersecurity	8,586	4,392	4,194	95%
SCG-07	Incident Involving a Contractor	326	586	(260)	-44%
CFF-1	Asset and Records Management	11,407	12,752	(1,345)	-11%
CFF-2	Energy Resilience	8,387	11,391	(3,004)	-26%
CFF-3	Emergency Preparedness and Response and Pandemic	2,388	2,594	(206)	-8%
CFF-4	Foundational Technology Systems	13,980	10,938	3,042	28%

³⁹ For this reason, Tables 2 and 3 of the SPMR should be read in conjunction with SoCalGas’s 2025 RSAR, which will be filed on July 31, 2026.

⁴⁰ See *supra* at 21 and note 38.

SoCalGas O&M Details (2024 Direct \$000)					
RAMP Chapter	RAMP Risk Description	2024 Actuals	2024 Imputed Authorized	\$ Variance	% Variance
CFF-5	Physical Security	3,754	1,514	2,240	148%
CFF-6	Safety Management System	7,483	9,024	(1,541)	-17%
CFF-7	Workforce Planning / Qualified Workforce	853	2,665	(1,812)	-68%
	Total SoCalGas RAMP	610,097	596,604	13,493	2%

SoCalGas’s 2021 RAMP Report forecasted RAMP activities for years 2022 through 2024. SoCalGas’s TY 2024 GRC presented capital forecasts for the GRC cycle (*i.e.*, 2022-2024).⁴¹ SoCalGas manages its capital projects over the GRC cycle, rather than on a year-by-year basis. Further, D.20-01-002 states: “The Commission has always acknowledged that utilities may need to reprioritize spending between GRCs. Now, given the evolving reality ... [of moving to a four-year GRC cycle], that necessity may even be growing.”⁴² Reprioritizing spending allows utilities to “[r]espond to immediate or short-term crises outside of the RAMP and GRC process,”⁴³ in accordance with Commission directives. As the Commission has stated: “RAMP and GRCs...are not designed to address immediate needs; the utilities have responsibility for addressing safety regardless of the GRC cycle.”⁴⁴ With the TY 2024 GRC Decision, SoCalGas began executing new and/or incremental programs presented during the TY 2024 GRC proceeding (and emergent activities that were not identified in the TY 2024 GRC).

⁴¹ In January 2020, D.20-01-002 (Rate Case Plan Decision) at 52, extended the GRC cycle for each large California IOU from three to four years.

⁴² D.20-01-002 at 38.

⁴³ D.18-04-016 at 6 (citing D.16-08-018 at 151-152).

⁴⁴ D.16-08-018 at 152.

Table 3 – SoCalGas Preliminary Total Risk Mitigation Spending: Capital⁴⁵

SoCalGas Capital Details (2024 Direct \$000)					
RAMP Chapter	RAMP Risk Description	2024 Actuals	2024 Imputed Authorized	\$ Variance	% Variance
SCG-01	Incident Related to the High-Pressure System (Excluding Dig-in)	444,188	402,623	41,565	10%
SCG-02	Excavation Damage (Dig-In) on the Gas System	6,304	3,129	3,175	101%
SCG-03	Incident Related to the Medium-Pressure System (Excluding Dig-in)	288,076	189,952	98,124	52%
SCG-04	Incident Related to the Storage System (Excluding Dig-in)	176,055	110,240	65,815	60%
SCG-05	Incident Involving an Employee	12,379	5,605	6,774	121%
SCG-06	Cybersecurity	26,096	47,075	(20,979)	-45%
CFF-1	Asset and Records Management	22,030	15,986	6,044	38%
CFF-2	Energy Resilience	3,913	4,189	(276)	-7%
CFF-4	Foundational Technology Systems	178,504	108,473	70,031	65%
CFF-5	Physical Security	0	2,210	(2,210)	-100%
	Total SoCalGas RAMP	1,157,547	889,482	268,065	30%

V. APPROVED SAFETY PERFORMANCE METRICS (D.19-04-020, ORDERING PARAGRAPH 2 AND D.21-11-009)

Each currently applicable and reportable safety performance metric, as defined and adopted in the S-MAP Phase Two Decision and the Risk OIR Phase One Decision, is discussed below.⁴⁶ Each section provides a brief narrative to provide context for the data and a high-level

⁴⁵ See *supra* at 21 and note 38.

⁴⁶ As discussed *supra* at 1, SoCalGas was directed in the Risk OIR Phase One Decision to adhere to the S-MAP Phase Two Decision to the extent the metrics promulgated by that Decision were not revised, superseded, or expanded by the directives contained in the Risk OIR Phase One Decision.

summary. Ten years of monthly historical data, where available, are provided in Attachment B in Excel format. If the full ten years of monthly historical data are not included for any given metric, SoCalGas provides an explanation and is collecting such data on a prospective basis for inclusion in future Safety Performance Metrics Reports.

A. Metric No. 5: Gas Dig-In

Metric Name and Description per D.21-11-009:⁴⁷ “Gas Dig-in: The number of 3rd party gas dig-ins per 1,000 Underground Service Alert (USA) tags/tickets for gas. A gas dig-in refers to any damage (impact or exposure) that results in a repair or replacement of underground gas facility as a result of an excavation. Excludes fiber and electric tickets. A third-party dig-in is damage caused by someone other than the utility or a utility contractor.”

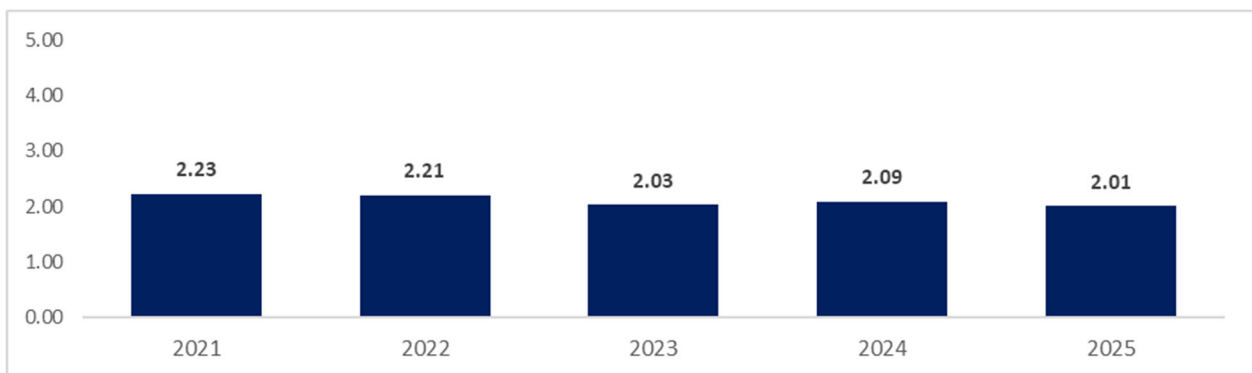
Risk(s): (1) Transmission Pipeline Failure - Rupture with Ignition, (2) Distribution Pipeline Rupture with Ignition (non-Cross Bore), (3) Catastrophic Damage involving Gas Infrastructure (Dig-Ins).

Category: Gas.

Units: The number of third-party gas dig-ins per 1,000 USA tags/tickets.

Summary:

Summary Chart of Gas Dig-In Metric Data (Annual)



⁴⁷ The metric name and description, risks, category, and units for each metric comes directly from the language in D.21-11-009, Appendix B.

Metric Background:

Under California law,⁴⁸ a third-party planning excavation is required to contact the Regional Notification Center for their area, also known as 811 or USA, at least two full working days prior to the start of their construction excavation activities, excluding the day of the notification. Once a third party contacts the Regional Notification Center, the Regional Notification Center will issue a USA Ticket notifying local utilities and other operators of the location and the areas to be inspected for potential conflicts with underground infrastructure resulting from the planned excavation work. Operators are then required to indicate that there are no facilities in conflict or to mark their underground facilities with above ground identifiers (e.g., paint, chalk, flags, whiskers) to designate where underground utilities are located, thus enabling third parties, such as contractors and homeowners, to know where these substructures are located. The law also requires third-party excavators to use careful, manual (hand-digging) methods to expose substructures before using mechanical excavation tools.

Metric Performance:

For the four-year period of 2022-2025, SoCalGas has seen a 9% decrease in third-party dig-in damages, which also contributes to a 10% decrease in the overall damage rate. 811 tickets from Regional Notification Centers, DigAlert, and USA North 811 were up 6% compared to 2024.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.) – [Yes/No]

Yes. SoCalGas's 2025 Executive Incentive Compensation Plan (ICP) and non-executive ICP include a gas safety metric for "Damage Prevention - Damages per USA Ticket Rate." For ICP purposes, this metric consists of the number of damage events that cause gas leaks to SoCalGas's underground facilities and the total number of USA Ticket transmittals received. This is a standard industry metric for measuring operator performance for damage prevention. To

⁴⁸ California Government Code § 4216.2(b).

calculate this metric, the number of damages is normalized by the number of USA tickets and multiplied by 1,000 to obtain the number of damages per 1,000 tickets. Normalizing by ticket count factors in the year-to-year variation in construction and excavation activities that have a direct influence on damages. This enables year-over-year performance measurement and makes this metric an indicator of the success of risk-reduction activities.

As stated in Section III above, SoCalGas’s Executive and non-executive Incentive Compensation Plans are reviewed and updated on an annual basis. For purposes of this 2025 report submission, SoCalGas references the incentive compensation plans in place during 2025.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.) – [Yes/No]

Yes. As described above, SoCalGas’s 2025 Executive ICP and non-executive ICP include a gas safety metric for “Damage Prevention - Damages per USA Ticket Rate.” This metric is weighted at 6% of the 61% safety weighting for SoCalGas’s 2025 Executive ICP and 3% of the 39% safety weighting for SoCalGas’s 2024 non-executive ICP.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.) – [Yes/No]

Yes. SoCalGas’s “Damage Prevention - Damages per USA Ticket Rate” metric is linked to all SoCalGas director-level or higher positions covered by either the 2025 Executive ICP or 2025 non-executive ICP.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

Sempra’s Audit Services department reviews SoCalGas’s annual Executive ICP and non-executive ICP results and calculations as a bias control. Each safety-related performance metric is well-defined in the approved annual ICP plan. The annual ICP plan further specifies how each metric is tracked. SoCalGas’s ICP performance results are reviewed by the Sempra Audit Services department prior to SoCalGas Board approval.

B. Metric No. 6: Gas In-Line Inspection

Metric Name and Description per D.21-11-009: “Gas In-Line Inspection: Total miles of transmission pipelines inspected annually by inline inspection (ILI) and percentage of transmission pipelines inspected annually by inline inspections.”

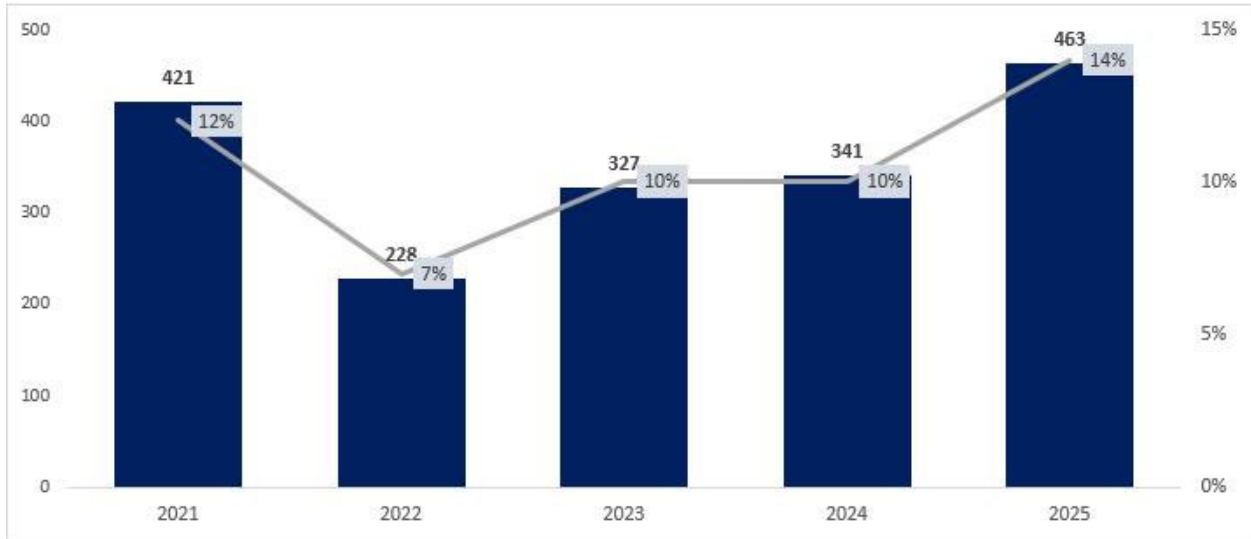
Risk(s): Catastrophic Damage Involving High-Pressure Pipeline Failure.

Category: Gas.

Units: Total number of miles of inspections performed and percentage inspected by ILI.

Summary:

Summary Chart of Gas In-Line Inspection Metric Data (Annual)



Metric Background:

SoCalGas’s Transmission Integrity Management Program (TIMP) is federally mandated to continually identify threats to transmission pipelines in High Consequence Areas (HCAs) or areas outside of HCAs (covered non-HCAs) as required by federal regulations,⁴⁹ determine the risk posed by these threats, schedule and track assessments to address threats within prescribed timelines, collect information about the condition of the pipelines, take actions to minimize applicable threats and integrity concerns to reduce the risk of a pipeline failure, and report findings to regulators. The numbers and types of TIMP activities vary from year to year and are primarily based on baseline assessment schedules, assessment findings, and the interval between reassessments. At a minimum of every seven years for HCAs, and every ten years for covered non-HCAs as identified in 49 CFR § 192.710, transmission pipelines within the scope of the TIMP are assessed using In-Line Inspection (ILI), Direct Assessment, Pressure Test, or other

⁴⁹ 49 CFR § 192, Subpart O and § 192.710.

appropriate methods identified in 49 CFR §§ 192.710, 192.921, and 192.937, and remediated as needed. ILI is the primary assessment method used by SoCalGas, but other methods are also employed. The TIMP reduces the risk of failure to the pipeline transmission system, and SoCalGas continually evaluates and enhances the program.

As part of SoCalGas’s continuous improvement efforts in response to evolving regulatory requirements that are driving the need for enhanced pipeline threat evaluations and inspection, SoCalGas is using additional technology (*i.e.*, Electromagnetic Acoustic Transducer [EMAT]) in conjunction with traditional ILI tools (*e.g.*, Magnetic Flux Leakage [MFL]). Running the EMAT tool during inspections increases the data collected on pipeline segment condition, enhance risk analysis, and increase the total mileage reported for this metric. SoCalGas provides annual data for the years 2016 through 2025 in the accompanying Excel file (Attachment B).

Metric Performance:

In 2025, SoCalGas continued to comply with federal requirements and maintained consistent ILI miles and inspection percentages compared to previous years.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.) – [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

C. Metric No. 7: Gas In-Line Inspection Upgrade

Metric Name and Description per D.21-11-009: “Gas In-Line Inspection Upgrade: Miles of gas transmission lines upgraded annually to permit inline inspections.”

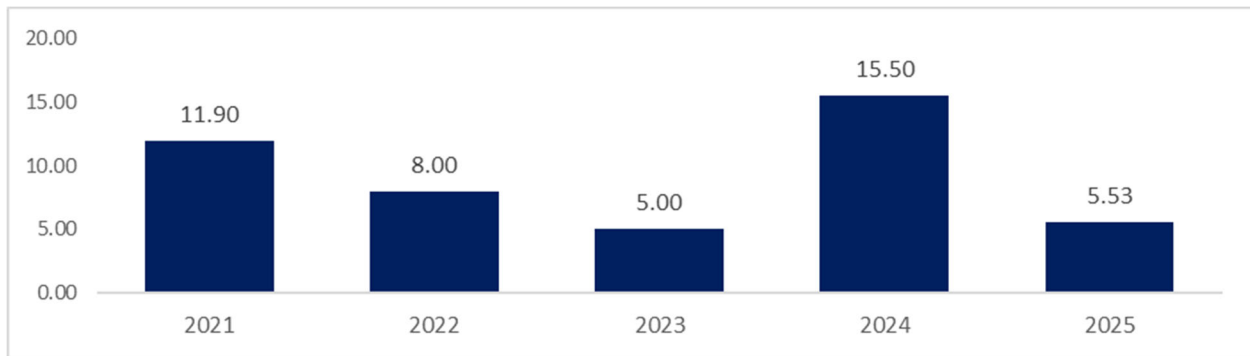
Risk(s): Catastrophic Damage Involving High-Pressure Pipeline Failure.

Category: Gas.

Units: Miles.

Summary:

Summary Chart of Gas In-Line Inspection Upgrade Metric Data (Annual)



Metric Background:

As discussed under Metric No. 6, operators of gas transmission pipelines are required to identify threats to their pipelines, analyze the risks posed by these threats, assess the physical condition of their pipelines, and, where possible, take action to address potential threats and integrity concerns before pipeline incidents occur. SoCalGas has generally prioritized assessing pipelines using ILI. Approximately 87% of total transmission pipeline miles operating in HCAs and approximately 70% of the entire transmission system can accommodate ILI tools as of the end of 2025 (refer to Metric 13).

Particularly when ILI is determined to be an appropriate method of assessment for identified threats along a pipeline, SoCalGas may retrofit pipeline routes to provide sufficient clearance for an ILI tool if the pipeline is not already ILI-capable. A typical retrofit may include

replacing valves with less restrictive ones that allow inspection devices to traverse internally, installing tees with bars, and changing out bends and other fittings that may impede the progress of the inspection tool. Once the retrofit is completed, the inspection tool is run, followed by excavations to validate the inspection findings and determine any necessary repairs. As the TIMP evolves and new pipeline segments are included, SoCalGas continues to identify opportunities to expand ILI assessments, primarily driven by threat and risk analyses that determine ILI is the most appropriate assessment method.

The miles that can be inspected internally are an annual metric that is currently reported in Part R of the PHMSA Gas Transmission and Gathering Annual Report Form F 7100.2-1.⁵⁰

Metric Performance:

The 2025 ILI upgrade miles have decreased slightly from the average over the past seven years. SoCalGas selects pipeline assessment methods based on threat identification and risk assessment, as well as additional considerations such as system capacity. When changes in conditions or federal regulations⁵¹ lead to the identification of newly active threats on a pipeline that require inspection by ILI. SoCalGas may retrofit a pipeline to accommodate ILI tools. SoCalGas continues to evaluate opportunities to retrofit the transmission system for ILI capability.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.) – [Yes/No]

No.

⁵⁰ PHMSA, *Gas Transmission and Gathering Annual Report Form F 7100.2-1*, available at: <https://www.phmsa.dot.gov/forms/gas-transmission-and-gathering-annual-report-form-f-71002-1>.

⁵¹ Due to regulatory changes specified in 49 CFR § 192.917(e) that resulted from the *Pipeline Safety: Safety of Gas Transmission Pipelines: MAOP Reconfirmation, Expansion of Assessment Requirements, and Other Related Amendments* final rule (84 FR 52180), new threats were activated that necessitated changes in assessment method to ILI.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.) – [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

D. Metric No. 8: Gas Shut-In Time – Mains

Metric Name and Description per D.21-11-009: “Gas Shut-In Time – Mains: Median time to shut-in gas when an uncontrolled or unplanned gas release occurs on a main. The data used to determine the median time shall be provided in increments as defined in GO 112-F, Section 123.2(c) as supplemental information, not as a metric.”

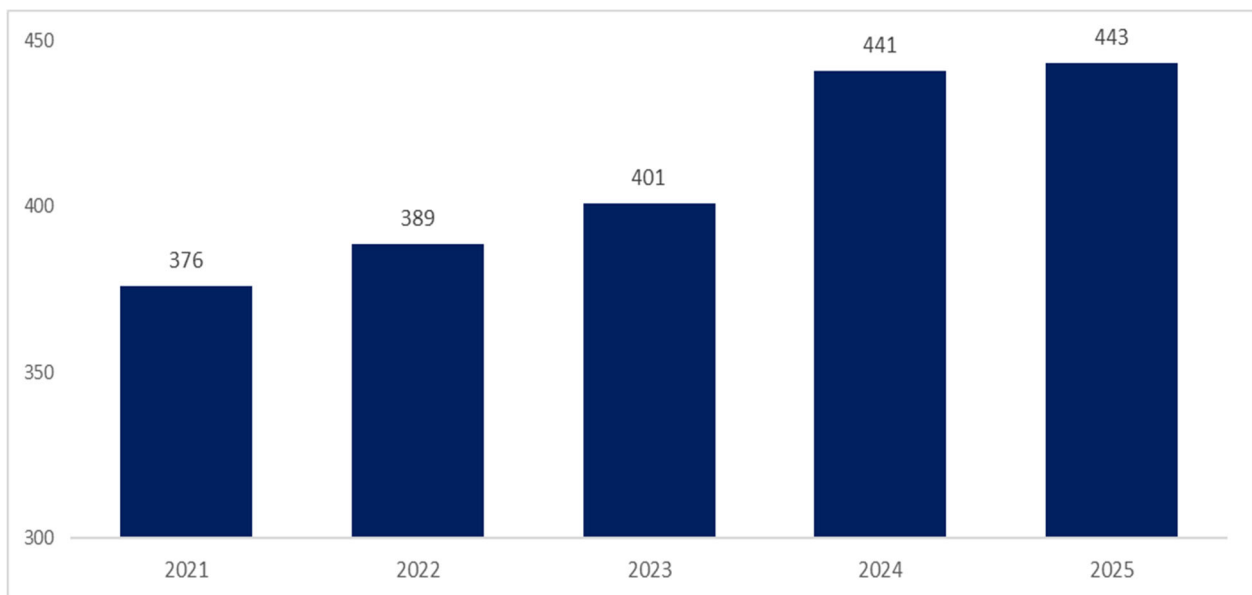
Risk(s): Distribution Pipeline Rupture with Ignition (non-Cross Bore).

Category: Gas.

Units: Time in minutes required to stop the flow of gas for Distribution Mains.

Summary:

Summary Chart of Gas Shut-In Time – Mains Metric Data (Annual)



Metric Background:

SoCalGas began tracking this metric in 2017. The accompanying Excel file in Attachment B provides monthly historical data for 2017 through 2025 on the median time (minutes) it takes a Gas Service Representative (GSR) or a qualified first responder (e.g., Gas Crew) to respond and stop gas flow during incidents involving mains. This metric includes all activities leading to the mitigation of the hazardous condition, including mobilizing resources to the incident, locating gas facilities, engineering evaluations, establishing traffic control, centering the leak, excavating, clamping, or welding. Shut-in times may vary depending on the incident's complexity.

The timing for calculating this response starts when the Company first receives the report of a leak and ends when the Company's qualified representative determines, per the Company's emergency standards, that the reported leak is not hazardous or the Company's representative completes actions to mitigate a hazardous leak and render it as being non-hazardous (e.g., by shutting off gas supply, eliminating subsurface leak mitigation, and repair) per the Company's standards.

Metric Performance:

In 2025, SoCalGas improved its data validation processes by enabling the identification of outliers and exceptions in the dataset and their correction for data accuracy. Additionally, SoCalGas has promoted greater collaboration to synchronize data across applications and affirm the data is recorded accurately. Performance in 2025 (443 minutes) was largely consistent with 2024 performance (441 minutes, the revised median submitted in an SPD Data Request response on September 18, 2025). SoCalGas will continue to track this metric and include it in future annual reports until a full ten years of historical data is provided.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.) – [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

E. Metric No. 9: Gas Shut-In Time - Services

Metric Name and Description per D.21-11-009: “Median time to shut-in gas when an uncontrolled or unplanned gas release occurs on a service. The data used to determine the median time shall be provided in increments as defined in GO 112-F, Section 123.2(c) as supplemental information, not as a metric.”

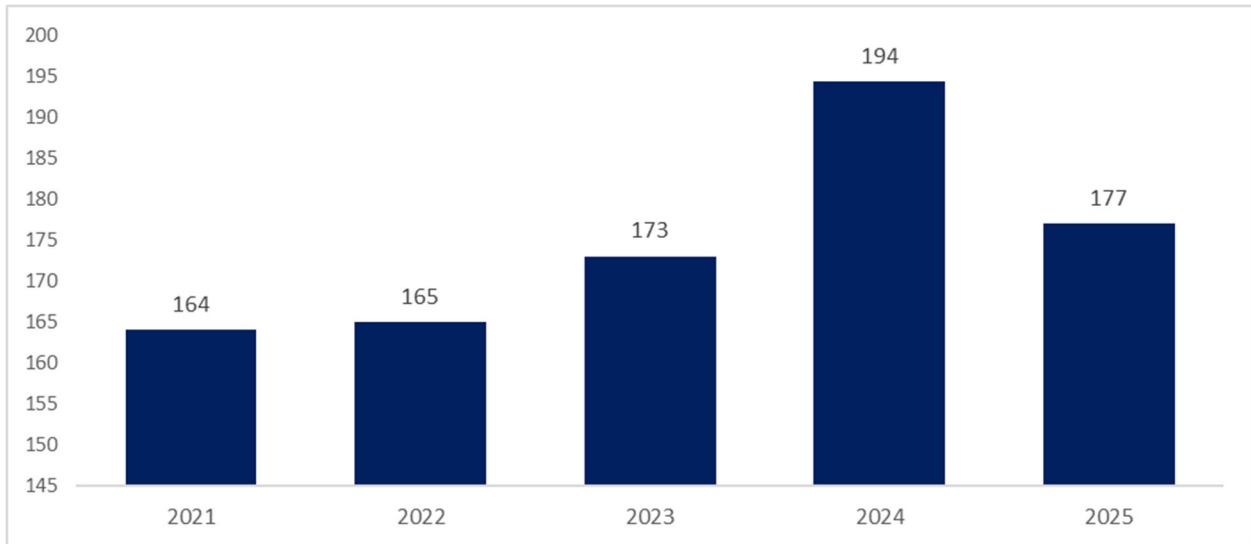
Risk(s): Distribution Pipeline Rupture with Ignition (non-Cross Bore).

Category: Gas.

Units: Time in minutes required to stop the flow of gas for Distribution Services.

Summary:

Summary Chart of Gas Shut-In Time – Services Metric Data (Annual)⁵²



Metric Background:

Similar to Metric No. 8, SoCalGas began tracking this metric in 2017. The accompanying Excel file in Attachment B provides monthly historical data for 2017 through 2025 on the median time (minutes) it takes a Gas Service Representative (GSR) or a qualified first responder (e.g., Gas Crew) to respond and stop gas flow during incidents involving services. This metric includes all activities leading to the mitigation of the hazardous condition, including mobilizing resources for the incident, locating gas facilities, engineering evaluations, establishing traffic control, centering the leak, excavating, clamping, or welding. Shut-in times may vary depending on the incident’s complexity.

The timing for this response starts when the Company first receives the report of a leak and ends when the Company’s qualified representative determines, per the Company’s emergency standards, that the reported leak is not hazardous or the Company’s representative

⁵² Metric data provided in historical years may be modified due to rounding or reclassification of data.

completes actions to mitigate a hazardous leak and render it as being non-hazardous (e.g., by shutting off gas supply, eliminating subsurface leak mitigation, and repair) per the Company’s standards.

Metric Performance:

SoCalGas improved its data validation processes in 2025, providing a more robust approach to identifying and correcting outliers and exceptions in the dataset. Additionally, SoCalGas has promoted greater collaboration to synchronize data across applications so that the data is recorded accurately. SoCalGas’s 2025 performance (178 minutes) on this metric improved compared to 2024 (193 minutes, the revised median submitted in an SPD Data Request response on September 18, 2025). SoCalGas will continue to track this metric and include it in future annual reports until a full ten years of historical data is provided.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.) – [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

F. Metric No. 10: Cross-Bore Intrusions

Metric Name and Description per D.19-04-020: “Cross Bore Intrusions: Cross bore intrusions found per 1,000 inspections.”

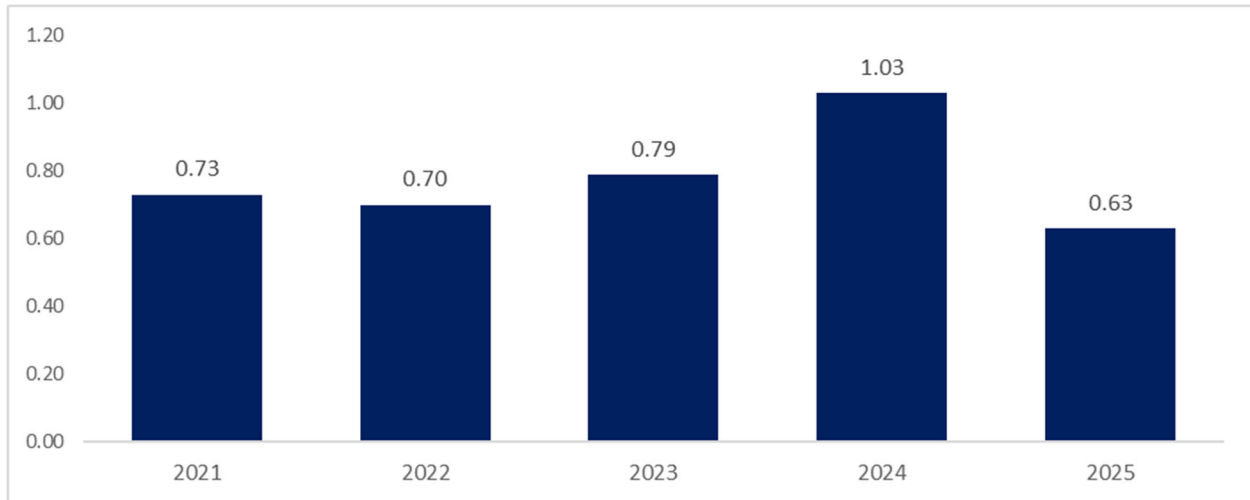
Risk(s): Catastrophic Damage Involving Medium Pressure Pipeline Failure.

Category: Gas.

Units: Number of cross-bore intrusions per 1,000 inspections.

Summary:

Summary Chart of Cross-Bore Intrusions Metric Data



Metric Background:

SoCalGas’s Sewer Lateral Inspection Project (SLIP) is a risk mitigation activity developed and managed as part of SoCalGas’s Distribution Integrity Management Program (DIMP). The SLIP addresses a construction threat resulting from the trenchless installation of a gas pipeline, in response to PHMSA guidance on addressing identified threats of low frequency but potentially high consequence.⁵³ Risks to gas infrastructure and the public exist if a trenchless natural gas pipeline installation inadvertently crosses a sewer line (or “lateral”) and penetrates or bores through it, creating a “cross bore.” These risk events are considered low frequency due to the limited number of leak occurrences, but high consequence, as gas could migrate into a

⁵³ PHMSA, Gas Distribution Pipeline Integrity Management Enforcement Guidance – 49 CFR Part 192 – Subpart P (December 2015) at 19, available at: https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/docs/DIMP_Enforcement_Guidance_12_7_2015.pdf.

building structure through the sewer line, creating a hazardous condition if a leak were to occur. Through the SLIP, SoCalGas is inspecting the confluence of natural gas and sewer lines to verify that there is no cross-bore. Should a cross-bore be found, it is remediated, mitigating the risk of an incident caused by a homeowner or plumber attempting to clear a sewer line when a clog is present.

Metric Performance:

In 2025, 0.63 cross-bore intrusions were found for every 1,000 inspections. The number of cross-bore intrusions found varies from year to year. Therefore, although year-to-year data is not an indicator of project performance, every instance of a cross-bore intrusion that is found and remediated contributes to reducing risk to our gas system. The number of field inspections completed and the number of cross-bore intrusions found are collected internally and used to calculate this metric. This year’s report also includes updates to previous years resulting from data reconciliation efforts.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.) – [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

G. Metric No. 11: Gas Emergency Response Time

Metric Name and Description per D.21-11-009: “Gas Emergency Response Time: Average time and median time in minutes to respond on-site to a gas-related emergency notification from the time of notification to the time a gas service 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, Section 123.2(c) as supplemental information, not as a metric.”

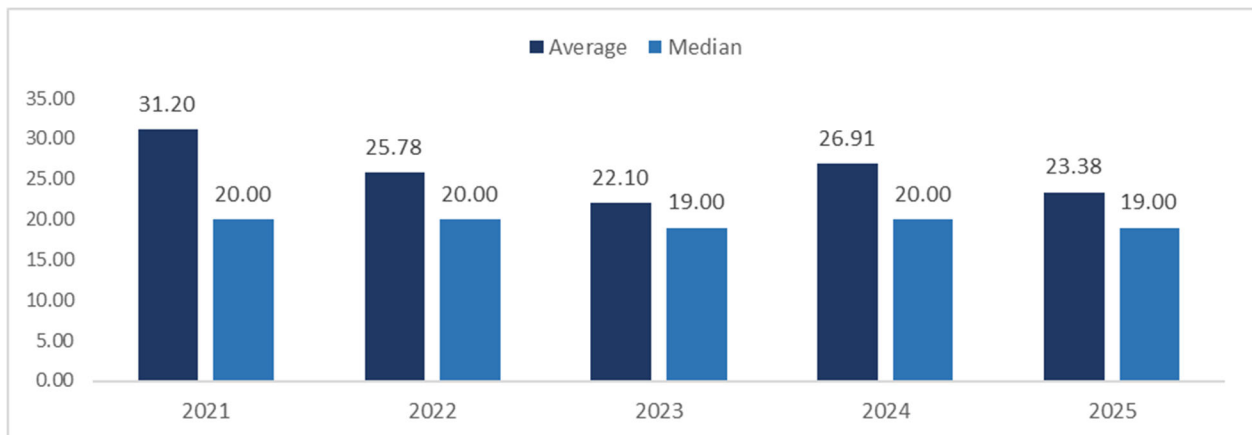
Risk(s): Distribution Pipeline Rupture with Ignition.

Category: Gas.

Units: The time in minutes that a Gas Service Representative or a qualified first responder takes to respond after receiving a call, which results in an emergency order.

Summary:

Summary Chart of Gas Emergency Response Times Metric Data (Annual)



Metric Background:

SoCalGas responds to emergency calls 24 hours per day, 365 days per year, from any of its residential, commercial, industrial, and agricultural customers. SoCalGas’s technicians and GSRs respond to gas leaks or gas odors and take appropriate action. SoCalGas has a pipeline safety campaign mandated by federal pipeline safety regulations.⁵⁴ SoCalGas’s campaign

⁵⁴ 49 CFR § 192.

includes bill inserts, mailings to residential and business customers, mailings to excavators, businesses, land developers, and farmers, and communications to schools and universities, public officials, and emergency officials. Pipeline safety efforts provide customers with information about natural gas pipeline locations, what to do if you detect a leak/smell gas, and messaging directing the public to call 811 (i.e., DigAlert) and other actions to take before digging.

The accompanying Excel file in Attachment B provides monthly historical data for 2017 through 2025 for the average time that a GSR, or a qualified first responder, takes to respond after receiving a call that results in an emergency order. SoCalGas began tracking this metric in 2017 when GO 112-F went into effect. The data included herein aligns with that reported in SoCalGas's annual GO 112-F submission.

Metric Performance:

SoCalGas attributes the overall decrease in average response times observed since 2017, in part, to data collection improvements implemented in 2018 and to the Customer Information System (CIS) Replacement implementation in July 2024. In February 2018, SoCalGas implemented a real-time data-collection effort to more accurately capture arrival times. SoCalGas continued to implement enhanced data-collection methods over time to better capture response timelines for emergencies involving multiple departments responding, as well as for instances where responsibilities are transferred from one department to another. SoCalGas notes, however, that a singular event, such as a mass gas odor notification, can skew the average results and show slower average response times due to multiple calls and resource constraints. For instance, if a nearby landfill emits a methane-like smell on a hot day, SoCalGas can receive numerous calls. Since all emergency calls are captured in this metric, response times may be skewed because the data does not exclude events such as these that could be considered outliers.

In July 2024, the Mobile Workforce Management (MWM) Office was implemented as part of the CIS Replacement project, boosting efficiency through improved planning, scheduling, and dispatching, including gas emergency orders. Previous to the CIS Replacement implementation, dispatchers typically assigned gas emergency orders to designated employees working on coverage routes within their respective districts. With this implementation removing the concept of a coverage route, dispatchers could assign each gas emergency order to the nearest available and qualified field employee, even across district boundaries. This change enhanced operational flexibility, reduced travel time, and improved onsite response times.

In 2025, both the average and median gas emergency response times improved compared to the prior year, due in part to efficiencies gained from the CIS Replacement implementation in Customer Services Field. Data validation efforts for Gas Distribution were expanded in 2025 to review and correct exceptions and outlying data. Because portions of this dataset overlap with the data used for Metric 11, the additional validation efforts further improved the accuracy of Metric 11 results. Overall, Metric 11 performance improved in 2025 compared to 2024 and has remained generally consistent with trends from prior years.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.) – [Yes/No]

Yes. SoCalGas’s 2025 Executive ICP and non-executive ICP include the following customer, public, and system safety performance measures:

A1 Gas Leak Order Response Time⁵⁵ – This metric is to measure the effectiveness of response time for Customer Services Field A1 gas leak orders. The operational goal is for Customer Services Field Technicians to respond to A1 gas leak orders within 30 minutes during regular business hours and within 45 minutes outside of regular business hours (regular business hours are defined as 7 am to 5 pm Monday to Saturday, excluding holidays). This goal measures the percentage of time that Customer Service Field Technicians meet these criteria. A1 gas leak orders used for this measure exclude area odor orders.

⁵⁵ Gas Emergency Response includes A1 Gas Leak Order Response Time plus leaks discovered during leak surveys that do not come through the customer call center.

As stated in Section III, above, SoCalGas’s Executive and non-executive Incentive Compensation Plans are reviewed and updated on an annual basis. For purposes of this 2025 report submission, SoCalGas references the incentive compensation plans in place during 2025.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.) – [Yes/No]

Yes. As described above, SoCalGas’s 2025 Executive ICP and non-executive ICP include a gas safety metric for “A1 Gas Leak Order Response Time.” This metric is weighted at 6% of the 61% safety weighting for SoCalGas’s 2025 Executive ICP and 4% of the 39% safety weighting for SoCalGas’s 2025 non-executive ICP.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.) – [Yes/No]

Yes. SoCalGas’s A1 Gas Leak Order Response Time performance measure is linked to all SoCalGas director-level or above positions covered by either the 2025 Executive ICP or 2025 non-executive ICP.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

Sempra’s Audit Services department reviews SoCalGas’s annual Executive ICP and non-executive ICP results and calculations. Each safety-related performance metric is well defined in the approved annual ICP plan. The annual ICP plan further specifies how each metric is tracked. SoCalGas’s ICP performance results are reviewed by the Sempra Audit Services department prior to SoCalGas Board approval.

H. Metric No. 12: Natural Gas Storage Baseline Inspections Performed

Metric Name and Description per D.21-11-009: “Natural Gas Storage Baseline Assessments Performed: Metric tracks the progress of completing baseline and reassessment inspections that were expected to be completed within a given year. It reports the number of storage well periodic baseline and reassessment inspections completed as a percentage of the number scheduled to be completed in the period. The number scheduled will depend on any regulatory required inspections as well as any initiated by the utility.”

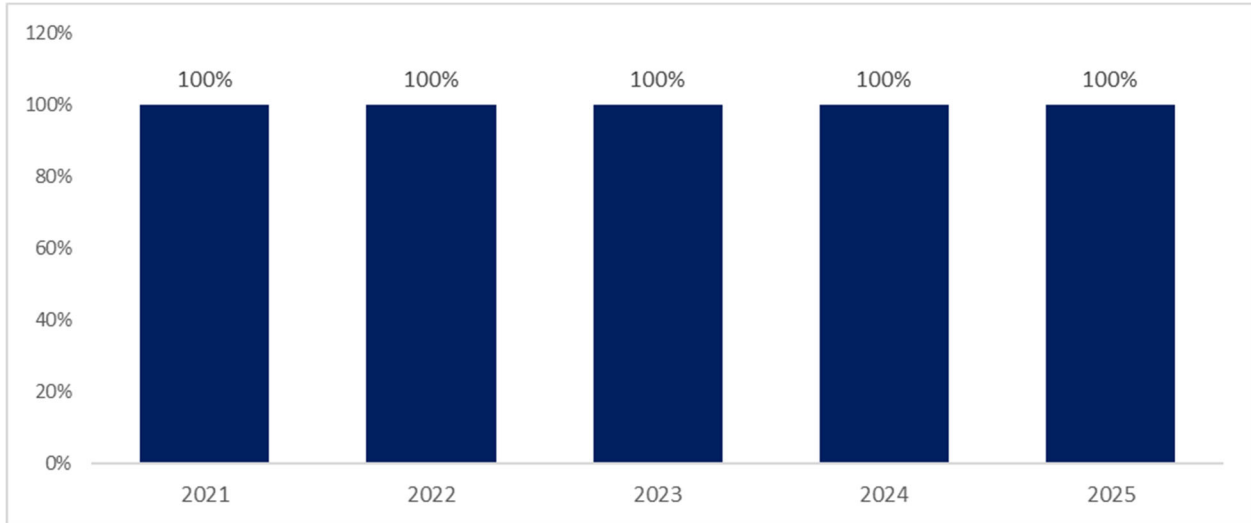
Risk(s): Gas Storage.

Category: Gas.

Units: Number of Assessments completed/Number scheduled or targeted.

Summary:

Summary Chart of Natural Gas Storage Baseline Inspections Performed Metric Data (Annual)



Metric Background:

Historically, SoCalGas has conducted periodic inspections of its storage wells, including, but not limited to, pressure tests, casing inspection logs, temperature surveys, and noise surveys. However, Metric No. 12: Natural Gas Storage Baseline Inspections Performed is defined specifically to represent a suite of tests conducted on every storage well within an established assessment period, in compliance with federal and state regulations. These inspections started in 2016 and are managed through SoCalGas’s Storage Integrity Management Program (SIMP).

SIMP uses inspection technologies such as ultrasonic thickness and magnetic flux leakage inspection tools, along with risk management disciplines, to identify and mitigate potential storage well safety and/or integrity issues. SIMP is driven by federal PHMSA regulations,⁵⁶ which adopt requirements of API RP 1171, including provisions for well integrity

⁵⁶ 49 CFR § 192.12.

evaluation. California Geologic Energy Management Division (CalGEM) regulations⁵⁷ further define mechanical integrity testing of a well to include, at a minimum: a temperature and noise log, a casing wall thickness inspection, and pressure testing of the production casing.

SoCalGas completed its baseline inspections and initiated reassessments of existing storage wells in 2019 and 2020. Since 2022, baseline assessments have been conducted for newly drilled replacement wells, and reassessments have continued for existing wells. Regulations and research also continue to evolve regarding the recommended frequency of well reassessments, with CalGEM regulations currently requiring a 24-month inspection frequency on most wells and CalGEM authorizing extensions beyond 24 months on a well-by-well basis. In September 2024, CalGEM began approving one-time assessment interval extensions contingent upon SoCalGas meeting the following conditions: conducting Through-Tubing Logging (TTL) and a modified pressure test and/or Reassessment Standard Annual Pressure test (RA SAPT) approximately halfway through the approved interval. Per CalGEM’s guidance, “through-tubing logging can provide qualitative data about gas storage well condition when other data is limited, and as a supplemental tool to support alternative mechanical integrity testing (MIT) interval schedules.”⁵⁸ As a result of CalGEM’s requirement to conduct the TTL rigless assessments and the RA SAPT midway through the re-assessment interval, SoCalGas began including TTL and RA SAPT in the official metric counts for 2024. This modification falls under the original metric language, “The number scheduled will depend on any regulatory required inspections as well as any initiated by the utility.” On March 7, 2025, CalGEM decided to discontinue the TTL

⁵⁷ CalGEM, *Statutes & Regulations* (January 2022) at 245 (citing 14 CCR § 1726), available at <https://www.conservation.ca.gov/index/Documents/CALGEM-SR-1%20Web%20Copy.pdf>.

⁵⁸ Letter from Jeanette Hand, Underground Gas Storage Program Manager of CalGEM – Underground Gas Storage Program (June 19, 2024), Subject: Through-Tubing Logging Criteria, *available upon request*.

requirement as a condition for MIT extension approvals; however, the RA SAPT requirement remained in place.⁵⁹

SoCalGas is currently defining completed well assessment inspections, reassessment inspections, TTLs, and RA SAPTs based on CalGEM’s approval of logs and tests. The data provided is based on the best available information at the time this report is compiled, and SoCalGas reserves the right to supplement, amend, or correct this report.

Metric Performance:

SoCalGas’s inspection performance trend remained steady year over year, reflecting the Company’s efforts to complete baseline and reassessment inspections scheduled each year. CalGEM has approved well assessment interval extensions since 2022, reducing the number of assessments scheduled each year. Beginning in 2024, CalGEM began requiring rigless TTL and RA SPTs midway through the extended interval assessment period. CalGEM discontinued the TTL requirement in 2025; however, RA SAPTs remain required. Since these logs are considered regulatory-required alternative mechanical integrity testing to support the extended reassessment interval schedules, they are being counted as part of Metric 12. Even with changes to regulatory requirements, SoCalGas continued to achieve 100% of scheduled and targeted assessments.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.) – [Yes/No]

No.

⁵⁹ Letter from Jeanette Hand, Underground Gas Storage Program Manager of CalGEM – Underground Gas Storage Program (March 7, 2025), Subject: Discontinuation of Through-Tubing Logging Requirements, *available upon request*.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.) – [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

I. Metric No. 13: Gas Pipelines That Can Be Internally Inspected

Metric Name and Description per D.21-11-009: “Total miles and percent of system that can be internally inspected (“pigged”) relative to all transmission pipelines in the system.”

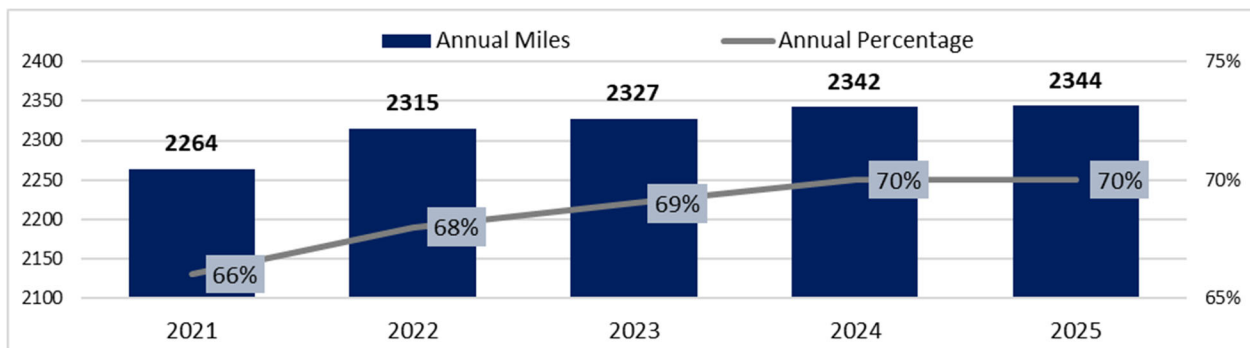
Risk(s): Catastrophic Damage Involving High-Pressure Pipeline Failure.

Category: Gas.

Units: Percentage and Miles.

Summary:

Summary Chart of Gas Pipelines That Can Be Internally Inspected Metric Data (Annual)



Metric Background:

As described above for Metric No. 6, Gas In-Line Inspection, SoCalGas’s TIMP is federally mandated to identify threats to transmission pipelines in HCAs or particular areas outside of HCAs (covered non-HCAs),⁶⁰ determine the risk posed by these threats, schedule prescribed assessments to evaluate these threats, collect information about the condition of the

⁶⁰ 49 CFR § 192, Subpart O and § 192.710.

pipelines, and take actions to minimize applicable threat and integrity concerns to reduce the risk of a pipeline failure. At a minimum of every seven years for HCAs and every ten years for covered non-HCAs as identified in 49 CFR § 192.710, transmission pipelines within the scope of the TIMP are assessed using ILI, Direct Assessment, Pressure Test, or other appropriate methods identified in 49 CFR §§ 192.710, 921 & 937 and remediated as needed.

This metric presents the number of miles and percentage of the gas system that can be internally inspected, otherwise known as ILI-capable or “piggable” miles. The data for this metric is compiled by identifying the number of miles of the SoCalGas transmission system that have been internally inspected in the past. Annual data for 2016 through 2025 are included in the accompanying Excel file (Attachment B).

As stated above for Metric No. 7, Gas In-Line Inspection Upgrade, SoCalGas prioritizes assessing pipelines using ILI. As of year-end 2025, approximately 70% of SoCalGas’s transmission pipeline system has been confirmed to accommodate ILI tools. SoCalGas continues to evaluate ILI retrofit opportunities through the TIMP threat and risk analysis process.

Metric Performance:

This metric has remained relatively constant since 2015 at 66%-70% because not all transmission pipelines can accommodate ILI tools, and, depending on the threats and risks associated with pipeline segments, not all transmission pipelines need to be assessed by ILI tools. SoCalGas may retrofit pipeline segments, depending on the factors discussed under Metric No. 7, and SoCalGas continues to evaluate these opportunities. Overall, SoCalGas’s total piggable miles continue to increase, reflecting the company’s commitment to enhancing integrity assessments and the safety of its gas transmission system through ILIs.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.) – [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.) – [Yes/No]

No.

Bias Controls – If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

J. Metric No. 14: Employee Days Away, Restricted and Transfer (DART) Rate

Metric Name and Description per D.21-11-009: “Employee Days Away, Restricted and Transfer (DART) Rate: 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.”

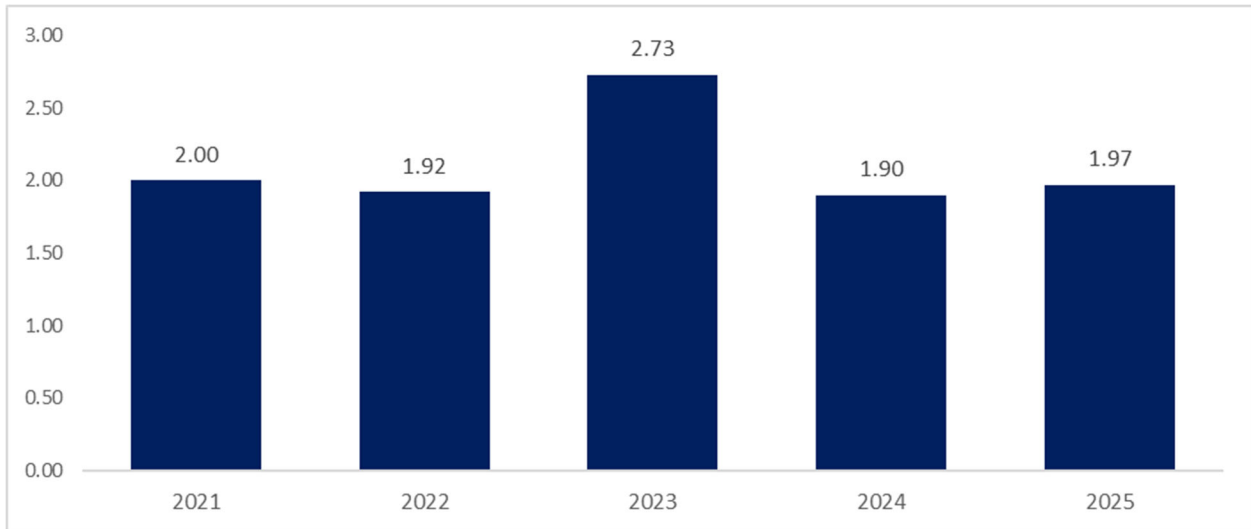
Risk(s): Employee Safety.

Category: Injuries.

Units: Number of DART Cases times 200,000 divided by employee hours worked.

Summary:

Summary Chart of Employee DART Rate Metric Data (Year-end)



Metric Background:

The DART rate is a key indicator of employee safety and is calculated based on the number of OSHA-recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer, and hours worked. The DART case rate is a lagging indicator of injury severity, reflecting the time employees are away from their normal duties due to an injury or illness. SoCalGas consistently assesses and implements initiatives to further reduce its DART case rate. The ongoing commitment through the Occupational Health Nurse Program with the 2024 enhancements, along with the partnership with Employee Care services, supports the safe and timely return of employees from restricted duties or absences due to occupational injuries. In addition, the Safety and Health team leads various programs to reduce office and field injuries and illnesses, including enhancements to our current job safety observation and coaching programs. These programs include The Winning 7, Enhanced Safety Observations, the Safety in Motion field and office ergonomics program, and other safety training on hazard recognition, all of which provide valuable insights for injury and illness prevention.

Metric Performance:

In 2025, SoCalGas experienced a slight increase in the DART case rate compared to 2024. Despite this uptick, the rate remains significantly lower than rates seen over the past decade. Since 2014, the overall trend has continued to show a decline in the DART case rate.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

Yes. SoCalGas’s 2025 Executive ICP and non-executive ICP include the following employee safety performance measures:

Lost Time Incident Rate (LTI)⁶¹ -LTI is expressed as “the number of OSHA recordable incident cases resulting in lost time per 100 employees.” This measure is calculated using the number of OSHA recordable incidents with lost time per 200,000 hours worked.⁶² As DART cases are defined as any OSHA incident with Days Away/Restricted/Transfer, this measurement includes LTIs. As stated in Section III, above, SoCalGas’s Executive and non-executive Incentive Compensation Plans are reviewed and updated on an annual basis. For purposes of this 2025 report submission, SoCalGas references the incentive compensation plans in place during 2025.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

Yes. As described above, performance related to SoCalGas’s LTI is included in SoCalGas’s 2025 Executive and non-executive ICP. This specific performance measure is weighted at 4% of the overall 61% safety weighting in the 2025 Executive ICP and at 4% of the overall 39% safety weighting in the 2025 non-executive ICP.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

Yes. SoCalGas’s LTI performance measures are linked to all SoCalGas director or above positions covered by either the 2025 Executive ICP or 2025 non-executive ICP.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

Sempra’s Audit Services department reviews SoCalGas’s annual Executive ICP and non-executive ICP results and calculations. Each safety-related performance metric is well defined in the approved annual ICP plan. The annual ICP plan further specifies how each metric is tracked.

⁶¹ Note: OSHA recordable incidents related to COVID-19 are to be excluded from this measurement and shall not impact the LTI rate for purposes of this goal.

⁶² DART includes LTI plus Days on Restricted Duty or Job Transfer.

SoCalGas’s ICP performance results are reviewed by the Sempra Audit Services department prior to SoCalGas Board approval.

K. Metric No. 15: Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)

Metric Name and Description per D.21-11-009: “Rate of Serious Injuries or Fatalities (SIF) Actual (Employee): 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.”

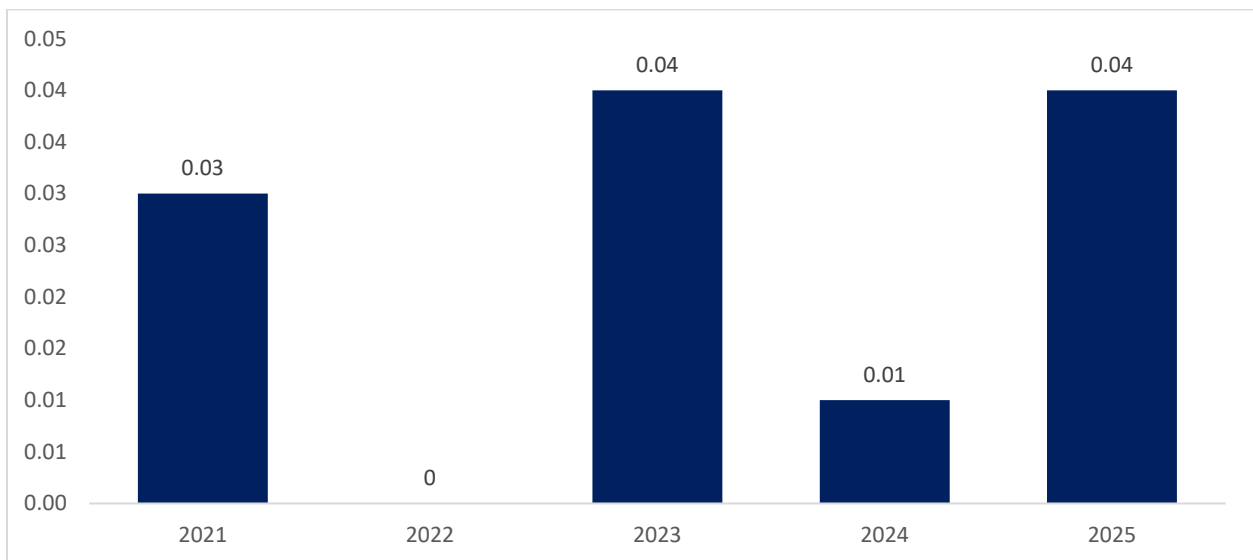
Risk(s): Employee Safety.

Category: Injuries.

Units: Number of SIF-Actual cases among employees x 200,000/employee hours worked.

Summary:

*Summary Chart of Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)
Metric Data (Year-end)*



Metric Background:

To determine the rate of Serious Injury and Fatality (SIF) Actual (Employee), SoCalGas uses the Cal/OSHA definition of “serious injury” defined in CCR, Title 8, § 330(h) to be consistent with the California reporting requirements. SoCalGas notes that the EEI Safety Classification and Learning (SCL) Model states specifically that “[c]reating a definition of serious injury and fatality (SIF) was outside the scope of this work. The SCL team deferred to the existing EEI SIF criteria (Appendix 8) and the basic definition that the event was life-threatening or life-altering.”⁶³ SoCalGas has determined that the Cal/OSHA criteria may include classification of an injury as serious that the EEI SIF criteria would not allow, and vice versa.

Metric Performance:

In 2025, the number of SIF incidents was higher compared to 2024. Ten years of monthly historical data are provided in the accompanying Excel file (Attachment B) for SoCalGas’s Employee Serious Injury and Fatality rate.

In 2025, to strengthen SIF prevention, SoCalGas enhanced its Hazard Recognition Program by providing training to all employees on effectively identifying energy sources and implementing controls to eliminate or mitigate known hazards. In addition, SoCalGas developed a comprehensive pre-job briefing program, Tailgate Safety Briefings (TSBs).. TSBs help align personnel involved at a work site and support the identification of hazards and implementation of controls prior to starting work or when conditions change.

SoCalGas also solidified its Stop-the-Job Program by establishing a standalone policy that promotes a culture of psychological safety. This policy empowers employees to speak up

⁶³ Edison Electric Institute, *Safety Classification and Learning (SCL) Model* (Revised September 2024) at 12, available at <https://www.eei.org/-/media/Project/EEI/Documents/Issues-and-Policy/Power-to-Prevent-SIF/eeiSCLmodel.pdf?la=en&hash=4E03097C0292F52CB4FA186D0D8CE11876032836>.

about potential hazards and to stop work whenever a hazardous condition or unsafe action is observed. The new policy outlines eight key steps to guide employees through the process: Stop Work, Notify, Evaluate, Correct, Communicate, Start When Safe, Document, and Follow-Up. Initiating a stop-work action begins the hazard-resolution process. If the unsafe condition cannot be resolved, work will remain suspended until an appropriate and safe resolution is achieved. SoCalGas emphasizes that no task is so critical that it justifies compromising the safety or health of any individual. A Stop-the-Job action is an essential tool to prevent incidents before they occur.

SoCalGas also integrated the Winning 7 Principles for Injury Prevention prior to the start of work, with a particular focus on single-unit operators. The Winning 7 outlines seven essential steps employees should complete before beginning work at any job site: Assess, Hydrate, Stretch, Eyes on Path, Continuously Monitor, Check PPE, and Take Micro Breaks. Consistent application of these steps helps employees more effectively identify worksite hazards and take appropriate actions to protect their personal safety.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

Yes. Serious Injuries are safety incidents with a likelihood to result in Lost Time. SoCalGas’s 2025 Executive ICP and non-executive ICP include the following employee safety performance measure:

Lost Time Incident Rate (LTI)⁶⁴ - LTI is expressed as “the number of OSHA Recordable Incident Cases resulting in Lost Time per 100 employees.” This measure is calculated using the number of OSHA recordable incidents with lost time per 200,000 hours worked. As DART cases are defined as any OSHA incident with Days Away/Restricted/Transfer, this measurement includes LTIs. As stated in Section III, above, SoCalGas’s Executive and non-executive Incentive Compensation Plans are reviewed and updated on an annual basis. For purposes of this 2025 report submission, SoCalGas references the incentive compensation plans in place during 2025.

⁶⁴ Note: OSHA recordable incidents related to COVID-19 are to be excluded from this measurement and shall not impact the LTI rate for purposes.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

Yes. As described above, performance related to SoCalGas’s LTI is included in SoCalGas’s 2025 Executive and non-executive ICP. This specific performance measure is weighted at 4% of the overall 61% safety weighting of the 2025 Executive ICP and 4% of the overall 39% safety weighting of the 2025 non-executive ICP.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

Yes. SoCalGas’s LTI performance measures are linked to all SoCalGas director or above positions covered by either the 2025 Executive ICP or 2025 non-executive ICP.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

Sempra’s Audit Services department reviews SoCalGas’s annual Executive ICP and non-executive ICP results and calculations. Each safety-related performance metric is well defined in the approved annual ICP plan. The annual ICP plan further specifies how each metric is tracked. SoCalGas’s ICP performance results are reviewed by the Sempra Audit Services department prior to SoCalGas Board approval.

L. Metric No. 16: Rate of SIF Actual (Contractor)

Metric Name and Description per D.21-11-009: “Rate of SIF Actual (Contractor): 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 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.”

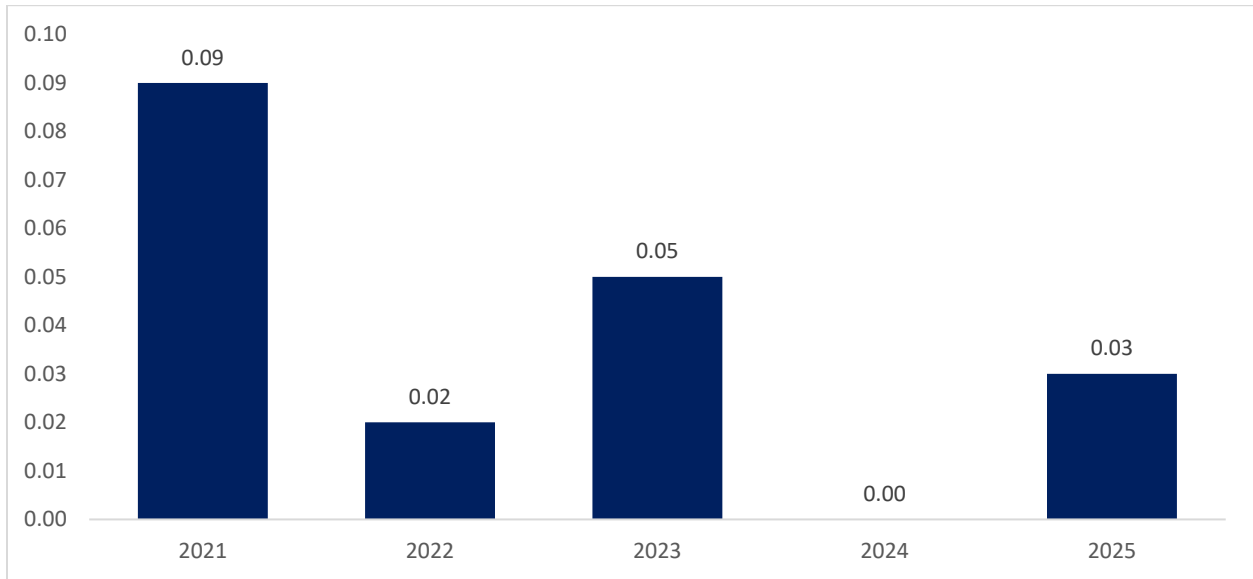
Risk(s): Contractor Safety.

Category: Injuries.

Units: Number of SIF-Actual cases among contractors x 200,000/contractor hours worked.

Summary:

Summary Chart of Rate of SIF Actual (Contractor) Metric Data (Year-end)



Metric Background:

SoCalGas has tracked Serious Injury and Fatality (SIF) rate for Class 1⁶⁵ contractors since 2018 and utilizes the Cal/OSHA definition of “serious injury” defined in CCR, Title 8, § 330(h). The Cal/OSHA definition is the one used by California employers for mandatory reporting of work-connected serious injuries to Cal/OSHA and is more conservative than the classification methodology espoused in the EEI criteria for “serious injury.” SoCalGas’s use of the Cal/OSHA definition is not only consistent with the California reporting requirements but also avoids the confusion that could arise if different criteria were applied to different reporting objectives.

⁶⁵ Class 2 Contractors do not fall within the enhanced SoCalGas Contractor Safety Program. Class 2 Contractors are defined as: a contractor engaged to perform any other work than work defined as Class 1. Examples of Class 2 Contractors include contractors engaged to perform administrative tasks or information technology (IT) work.

SoCalGas uses third-party administration tools to manage various aspects of its contractor safety program. For example, ISNetwork (ISN) is an online contractor and supplier management platform that offers data-driven products and services to help manage risk by collecting data across contractors' operations nationwide.⁶⁶ All Class 1 contractors are required to report SIF cases and hours worked related to SoCalGas projects in ISN.

Metric Performance:

In 2025, SoCalGas contractors reported one SIF case for all Class 1 Contractors, which serves as the basis for this metric. SoCalGas's comprehensive contractor safety program includes contractor pre-qualification, oversight, safety observations and inspections, post-job performance evaluation, and pre-work safety meetings. Together, these efforts all aim to reduce the risk of safety incidents involving Class 1 Contractors performing work on behalf of SoCalGas. These activities enhance the safety of SoCalGas construction projects from inception to completion.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

No.

⁶⁶ ISNetwork, available at: <https://www.isnetwork.com/>.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

M. Metric No. 17: Rate of SIF Potential (Employee)

Metric Name and Description per D.21-11-009: “Rate of SIF Potential (Employee): Metric 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.”

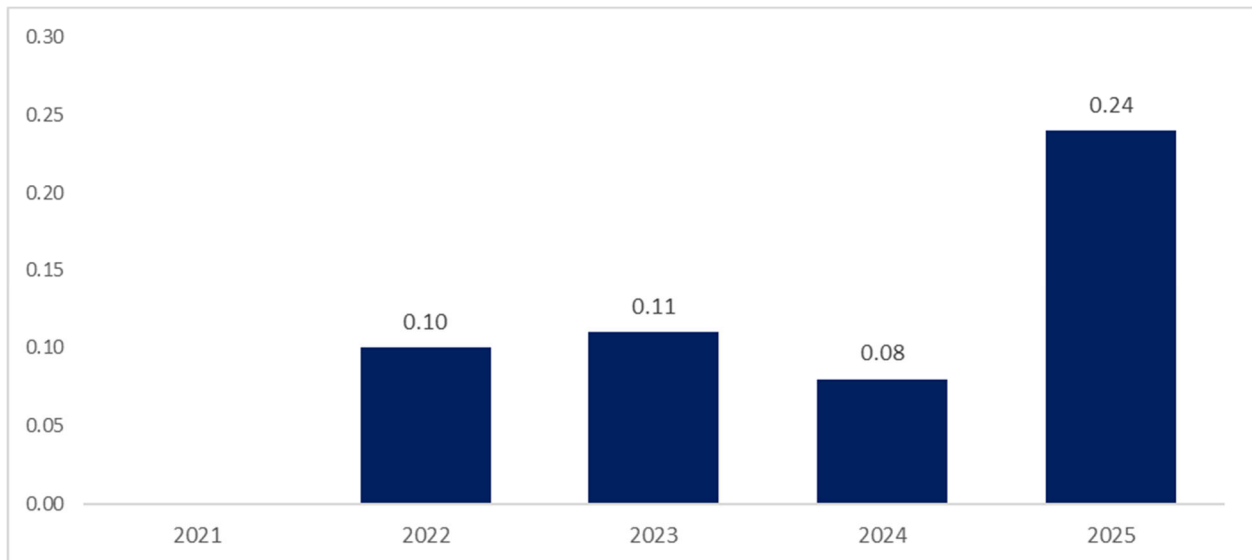
Risk(s): Employee Safety.

Category: Injuries.

Units: Number of SIF-Potential cases among employees x 200,000/employee hours worked.

Summary:

Summary Chart of Rate of SIF Potential (Employee) Metric Data (Annual)



Metric Background:

The Rate of Serious Injuries and Fatalities (SIF) Potential (Employee) metric was introduced in D.21-11-009 in 2021. SoCalGas had not tracked SIF Potential (Employee) data before 2022. In 2022, SoCalGas adopted the Edison Electric Institute (EEI) Safety Classification and Learning (SCL) Model to classify and track SIF Potential (Employee). This classification and tracking continued through 2025. This framework provides a valuable process to identify SIF Potential (Employee), turning them into opportunities to enhance the Company's ability to recognize and mitigate hazards. By analyzing SIF Potential, SoCalGas can determine if current safeguards need strengthening, offering valuable lessons for proactive corrective actions and continuous improvements.

A key lesson the Company learned from using this method is that it is an effective way to spot hazards before they become serious problems. The system helps the Company understand different levels of risk and shows which types of issues occur most often, not just within one team but across the company. When the Company shares what it learns, everyone benefits. It helps the Company develop stronger safety practices and take more effective corrective actions. In support of the Company's commitment to safety excellence and continuous improvement, it enhances its EEI framework by applying and sharing insights across the organization.

Metric Performance:

SoCalGas has seen an increase in SIF Potential (Employee) reporting in 2025 compared to 2024, based on the tracking that began in 2022. Despite this increase, the Company has maintained a consistently low level of SIF Potential (Employee) overall since the start of tracking.

The Company attributes this increased reporting to more employees now feeling

psychologically safe reporting incidents, leading to increased data and transparency. In addition, the Company has become better at identifying and classifying SIF Potential (Employee) events as the program matures and more data has become available. These improvements help the Company learn from events earlier, implement controls and strengthen safeguards, and proactively enhance its safety systems.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

N. Metric No. 18: Rate of SIF Potential (Contractor)

Metric Name and Description per D.21-11-009: “Rate of SIF Potential (Contractor): Metric 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.”⁶⁷ 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

⁶⁷ D.21-11-009, Appendix B at 8 (citation omitted). *See also* Edison Electric Institute, *Safety Classification and Learning (SCL) Model* (Revised September 2024), available at <https://www.eei.org/-/media/Project/EEI/Documents/Issues-and-Policy/Power-to-Prevent-SIF/eeiSCLmodel.pdf?la=en&hash=4E03097C0292F52CB4FA186D0D8CE11876032836>.

Potential SIF Rate (Contractor), all utilities shall provide information about key lessons learned from SIF Potential (Contractor) incidents.

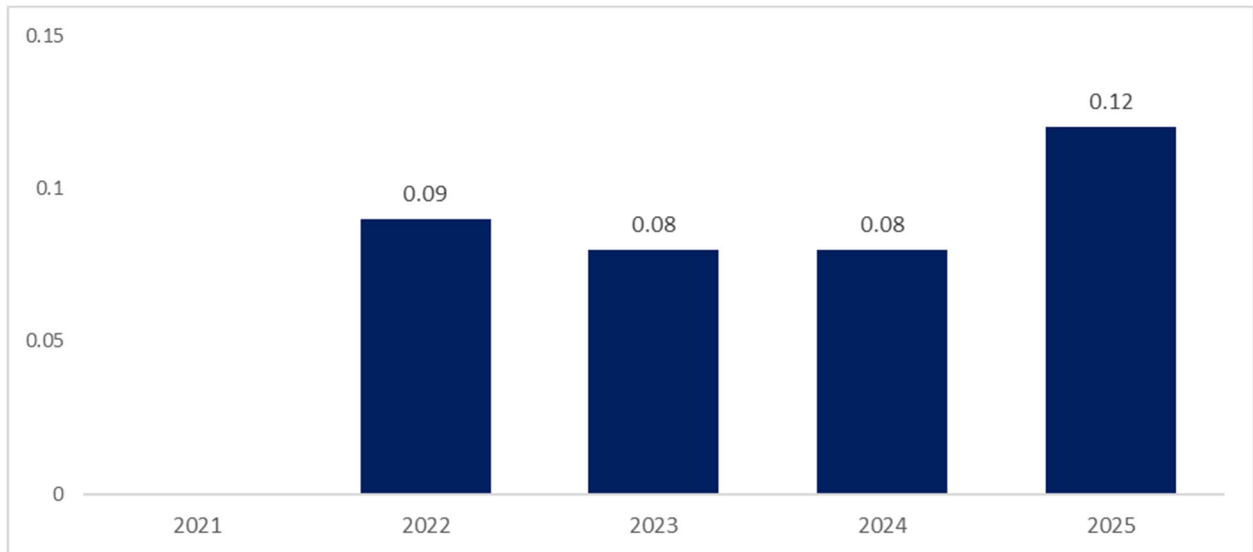
Risk(s): Contractor Safety.

Category: Injuries.

Units: Number of SIF-Potential cases among contractors x 200,000/contractor hours worked.

Summary:

Summary Chart of Rate of SIF Potential (Contractor) Metric Data (Annual)



Metric Background:

The Rate of SIF Potential (Contractor) Metric was adopted in D.21-11-009. SoCalGas had not tracked SIF potential data prior to 2022. In 2022, SoCalGas developed and implemented a framework to use the Edison Electric Institute (EEI) Safety Classification and Learning (SCL) Model, as required by this Metric, to track SIF Potential (Contractor). During the implementation of tracking this metric, SoCalGas retained a technical advisor, the principal author of the EEI Model, to support SoCalGas in developing a roadmap and training for the SIF Potential classification. SoCalGas shared the EEI SCL model with all Class 1 contractors for

awareness and understanding of classification. All Class 1 contractors are required to report SIF potential cases and hours worked related to SoCalGas projects in ISN.

Metric Performance:

In 2025, four SIF Potential (Contractor) cases were recorded on SoCalGas projects, an increase of one case from the 2024 report year. SoCalGas SIF Potential (Contractor) has been consistently low over the past three years during which the metric has been tracked. Lessons learned from SIF potential cases at SoCalGas projects are shared with all Class 1 contractors.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

O. Metric No. 19: Contractor Days Away, Restricted Transfer (DART)

Metric Name and Description per D.21-11-009: “Contractor Days Away, Restricted Transfer (DART) - 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.”

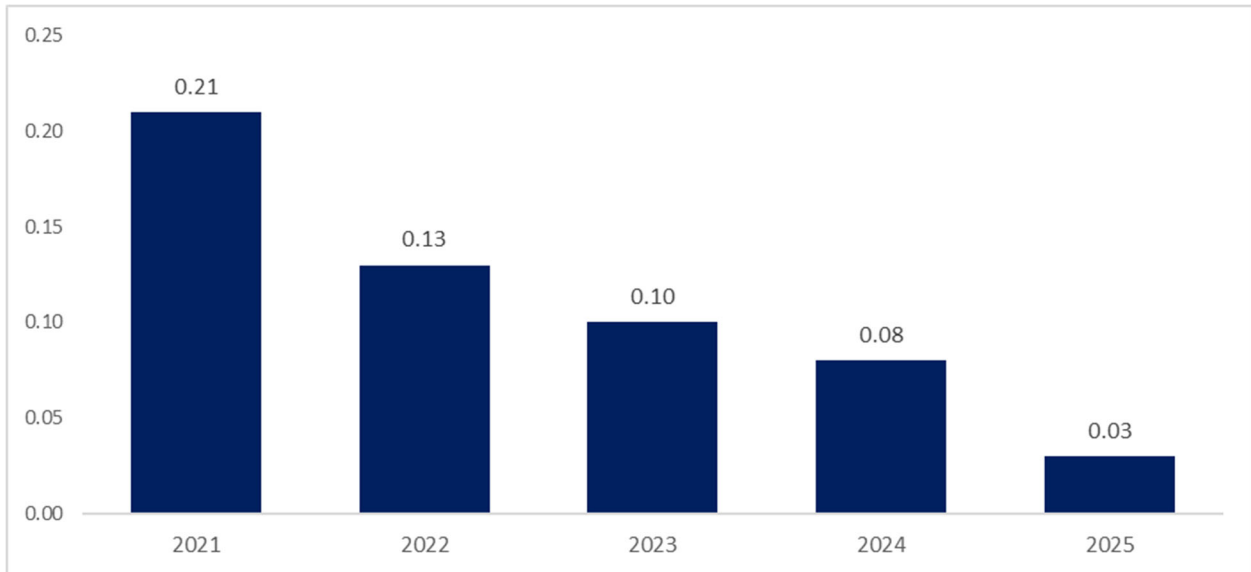
Risk(s): Contractor Safety.

Category: Injuries.

Units: OSHA DART Rate.

Summary:

Summary Chart of Contractor DART Rate Metric Data (Year-end)



Metric Background:

SoCalGas has tracked the DART Rate for Class 1 contractors since 2018. A DART Rate is calculated based on the number of OSHA-recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer, and hours worked. All Class 1 contractors are required to report DART cases and hours worked related to SoCalGas projects in ISN.

Metric Performance:

2025's DART rate decreased from 2024. SoCalGas contractor DART rate has consistently decreased every year since 2021. All Class 1 Contractors are included in this metric. As described above for Metric No. 16, Rate of SIF Actual (Contractor), SoCalGas's comprehensive contractor safety program includes contractor pre-qualification, oversight, safety observations and inspections, post-job performance evaluation, and pre-work safety meetings. Together, these efforts all aim to reduce the risk of safety incidents involving Class 1 Contractors performing work on behalf of SoCalGas. SoCalGas aims to reinforce its strong safety culture by

engaging with contractors in a variety of ways, including hosting an annual Contractor Safety Congress and three Quarterly Meetings with its Class 1 Contractors. Additionally, SoCalGas requires all its Class 1 Contractors to develop and implement a Stop-the-Job policy for SoCalGas projects. SoCalGas also encourages its contractors to report near misses, close calls, or good catch incidents so that everyone can learn from these incidents and prevent injuries and/or reduce/eliminate safety risks on the job and to the Company’s pipeline delivery system.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

P. Metric No. 20: Public Serious Injuries and Fatalities

Metric Name and Description per D.19-04-020: “Public 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.”

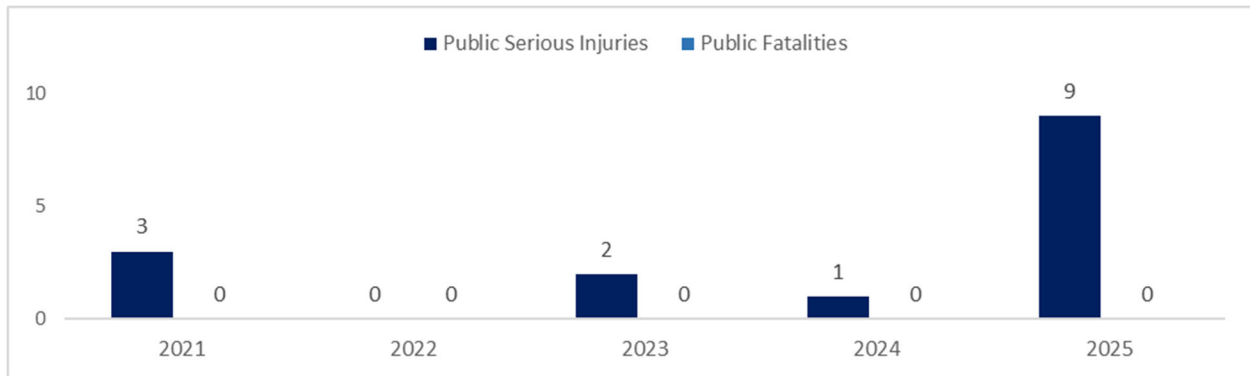
Risk(s): Public Safety.

Category: Injuries.

Units: Number of Serious Injuries and Fatalities.

Summary:

Summary Chart of Public Serious Injuries and Fatalities Metric Data (Annual)⁶⁸



Metric Background:

SoCalGas places significant emphasis on efforts that can help prevent Public Serious Injuries and Fatalities, defined as a fatality or personal injury requiring in-patient hospitalization involving utility facilities or equipment, including utility vehicles used during the course of business. For example, SoCalGas conducts public awareness efforts through outreach meetings to enhance the safety of its customers and the public. These efforts are designed to engage with the Company’s customers and the public to inform them about our shared safety responsibilities. When possible, meetings are held before the start of planned public projects to provide hands-on instruction to contractors performing the work. In some cases, meetings are held after damage has occurred to educate the public about what went wrong and how to avoid similar damage in the future. Communication with the public promotes safety on a wide array of topics, including, but not limited to, information about gas line locations and safe practices. Without adequate communication and education programs, the public may not know how to safely dig on their property, stay safe around Company facilities that may be damaged during an event, or identify

⁶⁸ The data is based on the date the event occurred.

or prevent a hazardous situation. Communication with the public also allows customers to detect potential safety issues in their homes. SoCalGas addresses safety concerns through public engagement and awareness, emergency response, safety programs and practices, and fosters a workplace that encourages continual open and informal discussions of safety-related issues.

Metric Performance:

SoCalGas includes public serious injuries and fatalities data for 2016 through 2025 in the accompanying Excel file, Attachment B. Per the metric description, reportable data includes “a fatality or personal injury requiring in-patient hospitalization involving utility facilities or equipment. Equipment includes utility vehicles used during the course of business.”

SoCalGas’s internal database captures historical data from 2015 onward. SoCalGas submitted a draft of its Public-SIF data to the Commission’s SPD staff on January 30, 2026, as directed by D.19-04-020.⁶⁹ On February 26, 2026, SPD informed SoCalGas that there were no changes to the Pub-SIF subcategories for the Public Serious Injuries and Fatalities metric.⁷⁰ D.19-04-020 states, “[f]or Metric 22,⁷¹ Public Serious Injuries and Fatalities, we do not require the IOUs to report ten-year historical data using the subcategories for IOU reporting on public serious injuries and fatalities discussed in this decision. The requirement to report subcategories for this metric applies prospectively and should be reported for the current and future years.”⁷²

Therefore, using the subcategories designated by SPD, SoCalGas’s 2025 Pub-SIF data can be

⁶⁹ The data included in this final report supersedes that included in the January 28 draft submission, as the draft data included injuries beyond those required to be reported here per the metric description.

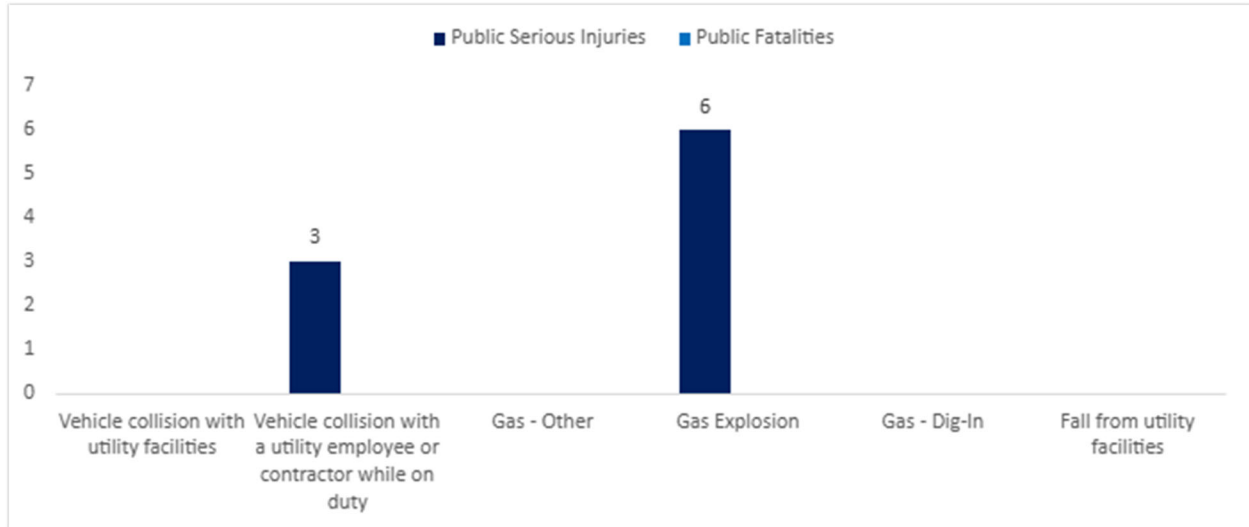
⁷⁰ E-mail from John Deng, SPD staff, to SoCalGas representative (February 26, 2026).

⁷¹ In D.19-04-020, the Public Serious Injuries and Fatalities metric was contained in Metric 22. The modifications contained in D.21-11-009 changed the number of this metric to Metric 20. *See* D.21-11-009, Appendix F at 15.

⁷² D.19-04-020 at 26, n.49.

categorized as follows, and should a Pub-SIF event occur in the future, the data would be depicted in the format below:

2025 Chart of Public Serious Injuries and Fatalities Subcategories



Overall, SoCalGas takes an integrated approach to safety and event learning that spans its operations, public education, emergency response, and workforce training. By fostering open and continual discussions around safety—both internally and externally—SoCalGas seeks to reduce serious public safety incidents and continuously improve public safety.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

Yes. SoCalGas’s 2025 Executive ICP and non-executive ICP include a “Customer, Public & Infrastructure Safety” performance goals category. The performance goals within the Customer, Public & Infrastructure Safety category include: A1 Gas Leak Order Response Time, Damage Prevention – Damages per USA Ticket Rate, Distribution Integrity Management Program (DIMP) – Vintage Integrity Program – Miles of Vintage Mains and Services Replaced, and Gas Transmission Safety – Number of Pipeline Valve Retrofit Projects.

As stated in Section III, above, SoCalGas’s Executive and non-executive Incentive Compensation Plans are reviewed and updated on an annual basis. For purposes of this 2025 report submission, SoCalGas references the incentive compensation plans in place during 2025.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

Yes. As described above, SoCalGas’s 2025 Executive Incentive Compensation Plan and non-executive Incentive Compensation Plan include a category of “Customer, Public & Infrastructure Safety” performance goals. The performance goals within this category are weighted at 24% of the 61% safety weighting for SoCalGas’s 2025 Executive ICP and 13% of the 39% safety weighting for SoCalGas’s 2025 non-executive ICP.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

Yes. The above-listed performance goals within the Customer, Public & Infrastructure Safety category are linked to all Executive (Director level or higher) positions covered by either the SoCalGas 2025 Executive ICP or 2025 non-executive ICP.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

Sempra’s Audit Services department reviews SoCalGas’s annual Executive ICP and non-executive ICP results and calculations. Each safety-related performance metric is well defined in the approved annual ICP plan. The annual ICP plan further specifies how each metric is tracked. SoCalGas’s ICP performance results are reviewed by the Sempra Energy Audit Services department prior to SoCalGas Board approval.

Q. Metric No. 21: Helicopter/Flight Accident or Incident

Metric Name and Description per D.19-04-020: “Helicopter/Flight Accident or Incident. Defined by Federal Aviation Regulations (FARs), reportable to FAA per 49-CFR-830.”

Risk(s): Aviation Safety; Helicopter Operations; Public Safety; Worker Safety; Employee Safety.

Category: Vehicle.

Units: Number of accidents or incidents (as defined in 49 CFR Section 830.5 “Immediate Notification”) per 100,000 flight hours.

Summary:

Summary Chart of Helicopter/Flight Accident or Incident (Annual)

Year	2021	2022	2023	2024	2025
Reportable Incidents	0	0	0	0	0

Metric Background:

SoCalGas’s Aviation Services Department (ASD) was formally established in January 2019 and is committed to upholding prudent safety practices and procedures for each aviation-related mission. ASD’s services include aerial methane mapping, aerial leak survey, pipeline patrol, aerial Light Detection And Ranging (LiDAR) and imagery, pole setting, Human External Cargo (HEC), and other construction-related activities in support of Gas Storage, Transmission, and Distribution operations with crewed and uncrewed aircraft (drones). Crewed operations are primarily flown with rotary-wing aircraft and include scheduled regulatory compliance leak surveys, pipeline patrols, bridge and span inspections, aerial imagery, LiDAR data collections, and other aerial assessments, plus occasional external slung-load and human-external cargo.

SoCalGas’s Aviation Operations Manual (AOM) was developed to create a standard approach and language for SoCalGas flight personnel and all contractors who may conduct operations on behalf of SoCalGas. It contains information and instructions, such as how flight operations are to be conducted and the priorities and approaches to those operations.⁷³ SoCalGas ASD’s unmanned flight operations are fully committed to continuing the same level of professional services, characteristic of manned operations. ASD’s mission for both its manned and un-manned flight operations is to coordinate safe and effective aviation services to internal Company departments and organizations requiring the use of aviation assets within the SoCalGas

⁷³ In 2025, SoCalGas operations were integrated into the SDG&E AOM, creating the SDG&E and SoCalGas AOM.

service territory. ASD carefully reviews subcontracted aviation asset service providers and verifies they meet SoCalGas ASD safety requirements for safe and professional aviation operations. When work in the SoCalGas service territory commences, ASD supports coordination and communication during planning and execution, in accordance with FAA and SoCalGas policies and regulations.

In addition, SoCalGas ASD is committed to a process of continual improvement in the safety and quality of our ground maintenance, flight, and support activities. This includes aviation-specific training practices and safety for operational personnel directly involved in flight operations or ground support activities, as well as periodic review of safety policies and objectives to verify that they remain relevant and appropriate. Other important initiatives for ASD include random on-site safety observations of helicopter/field personnel for third-party contractors hired by SoCalGas, briefings by all contracted service providers to pilots and ground support crew, and ongoing hazard identification to mitigate the risk created by increased numbers of drone and helicopter flights.

Federal Aviation Regulations (FARs) require reporting of accidents or incidents involving manned aircraft per 49-CFR-830. This data is incorporated in national aviation safety metrics compiled and reported by the Federal Aviation Administration (FAA). For reference, the national fatality rate for all helicopter operations (as of October 2023) was 0.73 deaths per 100,000 flight hours, with the FAA setting a 2025 goal of below 0.55 fatal accidents per 100,000 flight hours.

Metric Performance:

In 2025, SoCalGas flew 502.4 manned flight hours and 46.5 unmanned aerial vehicle (UAV) flight hours with no reportable incidents. From 2015 through 2025, SoCalGas has flown

a total of 5,618.4 manned hours and 503.5 UAV hours with zero FAA-reportable incidents as of December 31, 2025.⁷⁴

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

R. Metric No. 28: Gas Operation Corrective Actions Backlog

Metric Name and Description per D.21-11-009: “Gas Operation Corrective Actions Backlog: Total number of work orders generated to correct 49 CFR Part 192 non-compliances or Notices of Violation that exceeded the maximum allowable/allotted time frame to complete the work order in the past calendar year divided by the total number of closed or still-open non-compliance or Notices of Violation-related work orders in past calendar year, evaluated at the end of the year. Maximum allowable/allotted time is based on either applicable requirement in 49 CFR Part 192, or the utility’s internal standards. Separate metrics are provided for gas distribution and gas transmission.”

Risk(s): Gas Safety.

Category: Gas.

Units: Percentage of work orders past due for completion in the past calendar year.

⁷⁴ 10-year total flight hours based on available records prior to 2019.

Summary:

Summary Chart of Gas Operation Corrective Actions Backlog Metric Data (Annual)

Year	2021	2022	2023	2024	2025
Distribution	0	0	0	0	0
Transmission	0	0	0	0	0
Storage	0	0	0	0	0

Metric Background:

When SoCalGas becomes aware of an instance of non-compliance with Code of Federal Regulations, Title 49, or CPUC General Orders, the Company acts to investigate, rectify, and learn from the matter as expeditiously as possible. Instances of non-compliance, whether self-reported or identified by the CPUC, are brought back into compliance as quickly and safely as possible through field resolution, updates to internal gas standards, internal employee training, and/or the scheduling of corrective work orders. This metric measures overdue non-compliance corrective work orders (utilizing the timeframes outlined in 49 CFR Part 192 and SoCalGas’s internal standards) as a percentage of total non-compliance corrective work orders in a given calendar year. SoCalGas includes corrective actions resulting from various drivers, such as the Commission's Safety and Enforcement Division (SED) Notice of Probable Violations (NOPVs), SoCalGas Exception Self-Reports, and Gas Safety Citation Program. SoCalGas self-reports and provides such notifications in the calculation of this metric. The percentages are calculated using the corrective actions that did not meet the scheduled or required timeframes, relative to the total NOPV and self-reported corrections. The monthly percentages are calculated based on the months in which NOPVs or self-reports were submitted to the SED.

Metric Performance:

SoCalGas continued to monitor and track the completion of corrective actions within the scheduled and required timeframes through 2025, during which zero work orders were past due for completion.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

S. Metric No. 30: Gas Overpressure Events

Metric Name and Description per D.21-11-009: “Gas Overpressure Events: CPUC-reportable overpressure events are those that meet the conditions specified in GO 112-F, 122.2(d)(5), but reported on same frequency as the other SPMs. Separate metrics are provided for distribution and transmission systems. The metric measures both gas operational performance and the integrity of gas pipelines.”

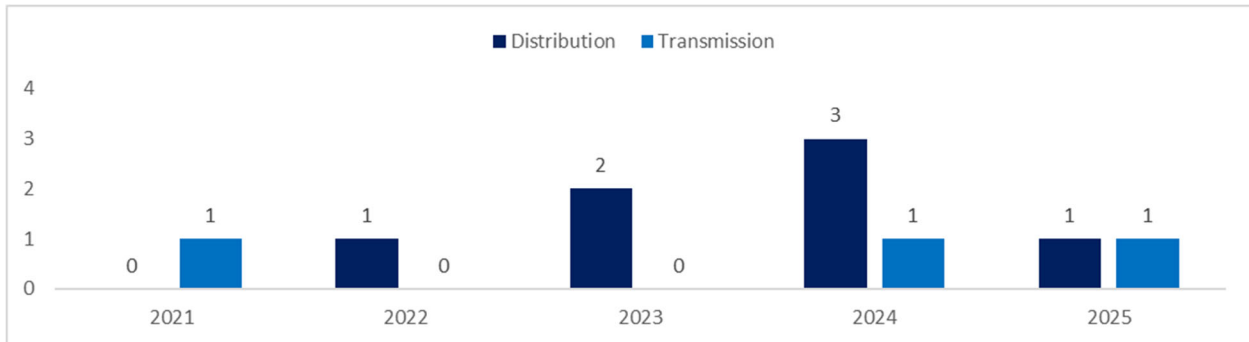
Risk(s): Gas Transmission and Distribution.

Category: Gas.

Units: Number of occurrences.

Summary:

Summary Chart of Gas Overpressure Events Metric Data (Annual)



Metric Background:

A key safety component for all pipelines is the establishment of a pipeline’s Maximum Allowable Operating Pressure (MAOP). MAOP is the highest pressure at which a piping system, or segment of a piping system, is qualified to operate safely, based on design and pressure testing. The MAOP of a pipe segment (also referred to as “Segment MAOP”) cannot be greater than its Design Level. The MAOP of a piping system is equal to the lowest MAOP of any segment of that system. Operating in excess of the MAOP can lead to equipment damage, leaks, and hazardous conditions.⁷⁵ Each piping component and segment of the gas transmission and distribution systems is designed and operated in accordance with this concept. The MAOP for a component or segment of piping is determined by its design and characteristics and verified by testing. The component with the lowest Segment MAOP limits the MAOP for an entire section of the gas system. Control systems are required to maintain pressure at or below MAOP, and secondary pressure relief or pressure limiting devices are installed to limit operating pressure

⁷⁵ In order to further mitigate incidents due to overpressure events, revisions to various company gas standards were made in 2022 to reflect new PHMSA Valve Rules and Regulations effective October 5, 2022 available at <https://www.federalregister.gov/documents/2022/04/08/2022-07133/pipeline-safety-requirement-of-valve-installation-and-minimum-rupture-detection-standards>.

in the event of a failure in the primary control system. These pressure control devices must be inspected and tested annually. SoCalGas Distribution Engineering and Gas Control provide real-time monitoring of the distribution and transmission systems, which offers an additional critical level of operational control to ensure that pipeline pressures remain within the established Maximum Allowable Operating Pressure limits.

A CPUC-reportable overpressure condition is any event where the failure of a pressure-relieving and limiting station, or any other unplanned event, results in pipeline system pressure exceeding its established MAOP plus the allowable buildup set forth in 49 CFR § 192.201.

If the system’s MAOP is:	The gas emergency incident is reportable when the system pressure is greater than:
60 psig or more	MAOP plus 10%, or a pressure that produces a hoop stress of 75% of SMYS, whichever is lower
12 psig or more, but less than 60	MAOP plus 6 psig
Less than 12 psig	MAOP plus 50%

The overpressure reporting criteria went into effect in 2015 when GO 112-F was published. However, regulations requiring external reporting of this data were not enacted until 2017. SoCalGas began tracking this data in 2017 to comply with the new reporting requirements.

Metric Performance:

In 2025, SoCalGas recorded two reportable overpressure conditions (one in gas distribution and one in gas transmission), compared with four in 2024. As discussed above, SoCalGas attributes this reduction to corrective actions taken to reduce the risk of an overpressure event.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

T. Metric No. 31: Gas In-Line Inspections Missed

Metric Name and Description per D.21-11-009: “Gas In-Line Inspections Missed: The number of gas pipeline in-line inspections that missed the required reassessment interval, according to the relevant intervals established pursuant to 49 CFR, Part 192.”

Risk(s): Catastrophic Damage Involving High-Pressure Pipeline Failure.

Category: Gas.

Units: Total number of missed inspections.

Summary:

Summary Chart of Gas In-Line Inspections Missed (Annual)

Year	2021	2022	2023	2024	2025
Gas In-Line Inspections Missed	0	0	0	0	0

Metric Background:

As discussed for Metric No. 6, Gas ILI, gas transmission operators are required to assess pipelines in HCAs at least every seven years and covered non-HCAs at least every ten years.⁷⁶

Transmission pipelines within the scope of the TIMP are assessed using ILI, Direct Assessment,

⁷⁶ 49 CFR §§ 192.710 and 192.939.

Pressure Test, or other appropriate methods identified in 49 CFR §§ 192.710, 921, and 937 and remediated as needed.

The number of gas pipeline ILIs that missed a reassessment interval is a metric that is managed under the TIMP. SoCalGas provides annual data for the years 2016 through 2025 in the accompanying Excel file (Attachment B).

Metric Performance:

SoCalGas continues to manage inspection intervals in accordance with federal regulations and has timely performed scheduled in-line inspections through 2025.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to the Determination of Individual or Group Performance Goals? (Ordering Paragraph 6A.)– [Yes/No]

No.

Is Metric Linked to Executive (Director Level or Higher) Positions? (Ordering Paragraph 6B.)– [Yes/No]

No.

Bias Controls: If any of the above are answered “yes,” provide a description of bias controls in place for this specific metric.

N/A

Attachment B

[Native/Excel file of 10 years of monthly historical data, where available, for all applicable metrics.]

2025 SAFETY PERFORMANCE METRICS

METRIC 5

GAS DIG-INS

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016	3.46	4.23	3.54	4.09	4.14	4.52	4.16	4.44	4.03	4.61	4.04	3.53	3.91
2	2017	2.26	2.65	3.24	3.43	3.16	4.32	4.02	3.87	4.33	4.10	3.91	3.48	3.66
3	2018	3.27	3.06	2.89	4.13	3.74	3.74	3.39	3.59	3.86	4.01	3.87	3.41	3.82
4	2019	3.10	2.43	2.76	2.29	2.57	2.66	2.96	2.89	2.47	2.17	2.12	2.27	3.00
5	2020	2.27	2.44	2.09	2.21	3.05	2.64	2.69	2.83	2.56	2.89	2.93	2.71	2.71
6	2021	2.42	2.42	1.85	2.13	2.26	2.23	2.24	2.12	2.32	2.43	2.20	2.30	2.23
7	2022	2.59	2.08	1.72	2.09	2.37	2.42	2.17	2.63	2.67	2.00	1.87	1.74	2.21
8	2023	1.45	1.68	1.41	1.71	2.07	1.91	2.54	2.65	2.53	2.34	2.10	2.04	2.03
9	2024	1.94	1.60	1.68	2.03	1.92	2.03	2.33	2.62	2.18	2.56	2.15	2.00	2.09
10	2025	1.94	1.66	1.72	1.74	1.96	1.94	2.24	2.20	2.62	2.45	2.10	1.72	2.01

Metric Description	The number of 3rd party gas dig-ins per 1,000 Underground Service Alert (USA) tags/tickets for gas. A gas dig-in refers to any damage (impact or exposure) that results in a repair or replacement of underground gas facility as a result of an excavation. Excludes fiber and electric tickets. A 3rd party dig-in is damage caused by someone other than the utility or a utility contractor.
Units	The number of 3rd party gas dig-ins per 1,000 USA tags/tickets

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 6

GAS IN-LINE INSPECTION

Miles Inspected

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Miles Inspected	Annual Percentage
1	2016													333	10%
2	2017													177	5%
3	2018													330	10%
4	2019													633	19%
5	2020													442	13%
6	2021													421	12%
7	2022													228	7%
8	2023													327	10%
9	2024													341	10%
10	2025													463	14%

Metric Description	Total miles of transmission pipelines inspected annually by inline inspection (ILI) and percentage of transmission pipelines inspected annually by inline inspections.
Units	Total number of miles of inspections performed and percentage inspected by ILI.

2025 SAFETY PERFORMANCE METRICS REPORT
METRIC 7
GAS IN-LINE INSPECTION UPGRADE
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual Miles
1	2016													54.93
2	2017													1.24
3	2018													10.72
4	2019													5.26
5	2020													1.43
6	2021													11.90
7	2022													8.00
8	2023													5.00
9	2024													15.50
10	2025													5.53

Metric Description	Miles of gas transmission lines upgraded annually to permit inline inspections.
Units	Miles

2025 SAFETY PERFORMANCE METRICS REPORT
METRIC 8
SHUT-IN THE GAS MEDIAN TIME - MAINS
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016													
2	2017	720.00	554.15	406.00	360.00	416.00	297.00	253.00	364.00	332.00	480.00	427.50	577.50	422.00
3	2018	434.50	389.50	355.00	344.00	360.00	300.00	428.00	410.00	395.00	431.00	432.00	588.35	402.00
4	2019	541.00	568.00	465.00	479.00	456.00	467.50	390.00	383.50	365.00	407.50	533.00	493.50	456.00
5	2020	490.00	322.00	348.50	387.50	340.00	345.00	339.50	339.50	418.00	347.50	394.00	414.50	373.00
6	2021	420.00	373.00	354.00	371.50	361.00	387.50	300.00	355.98	347.00	390.00	421.00	540.00	376.00
7	2022	435.50	376.49	301.00	359.50	309.64	399.00	418.00	393.78	344.00	394.06	423.35	444.43	388.59
8	2023	458.50	368.00	367.00	418.00	381.00	360.00	334.00	385.00	411.00	382.00	434.00	447.00	401.00
9	2024	603.73	635.80	863.19	616.43	646.05	482.54	476.77	696.20	546.28	762.15	618.66	724.08	441.00
10	2025	488.50	409.33	420.00	420.19	430.31	401.89	413.00	342.00	416.00	504.63	527.50	565.00	443.21

Metric Description	Median time to shut-in gas when an uncontrolled or unplanned gas release occurs on a main. The data used to determine the median time shall be provided in increments as defined in GO 112-F, Section 123.2 (c) as supplemental information, not as a metric.
Units	Time in minutes required to stop the flow of gas for Distribution Mains

The table below is presented as supplemental information as noted in the metric description for Metric #8: "Median time to shut-in gas when an uncontrolled or unplanned gas release occurs on a main. **The data used to determine the median time shall be provided in increments as defined in GO 112-F, Section 123.2 (c) as supplemental information, not as a metric.**"

		Response time 5 minutes or less	Response time more than 5, but less than 10 minutes	Response time more than 10, but less than 15 minutes	Response time more than 15, but less than 20 minutes	Response time more than 20, but less than 25 minutes	Response time more than 25, but less than 30 minutes	Response time more than 30, but less than 35 minutes	Response time more than 35, but less than 40 minutes	Response time more than 40, but less than 45 minutes	Response time more than 45, but not more than 60 minutes	Response time more than 60 minutes
2016	Main											
2017	Main	1	0	1	4	0	1	6	4	4	34	1187
2018	Main	2	2	0	2	3	7	4	3	6	34	1244
2019	Main	4	1	1	0	0	2	6	0	6	17	1422
2020	Main	2	0	2	2	3	2	7	5	6	29	1539
2021	Main	5	0	2	1	2	2	5	3	0	33	1350
2022	Main	1	0	1	1	3	4	5	1	8	20	1545
2023	Main	3	5	7	8	5	5	4	3	3	26	1569
2024	Main	3	5	3	1	2	7	0	5	6	17	1722
2025	Main	2	3	2	2	2	3	4	3	2	17	1340

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 9

SHUT-IN THE GAS MEDIAN TIME - SERVICES

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016													
2	2017	240.00	272.57	150.00	161.00	144.00	123.00	125.00	151.00	138.00	155.50	140.00	154.00	153.00
3	2018	165.00	151.00	147.00	150.00	142.00	148.00	147.50	160.50	160.00	152.00	222.50	245.00	161.00
4	2019	209.24	241.00	203.00	173.00	186.50	156.00	157.00	168.00	168.59	163.00	183.50	176.00	179.00
5	2020	215.00	164.50	171.00	184.50	157.00	150.00	165.00	149.00	168.00	173.00	195.00	194.00	171.00
6	2021	172.00	150.00	184.00	149.00	150.00	159.00	166.00	150.00	166.00	180.00	170.00	194.00	164.00
7	2022	185.50	148.00	160.56	154.00	156.50	148.00	159.00	150.00	156.00	168.00	214.50	216.00	165.00
8	2023	219.00	161.50	182.00	190.00	173.00	158.00	146.00	155.00	153.50	170.00	195.00	207.00	173.00
9	2024	364.95	410.36	329.20	305.55	405.23	252.44	243.45	333.86	283.91	306.35	389.94	341.00	194.30
10	2025	200.00	203.00	195.00	167.00	153.66	177.00	168.00	159.00	137.50	172.00	203.00	246.00	177.00

Metric Description	Median time to shut-in gas when an uncontrolled or unplanned gas release occurs on a service. The data used to determine the median time shall be provided in increments as defined in GO 112-F, Section 123.2 (c) as supplemental information, not as a metric.
Units	Monthly: Time in minutes required to stop the flow of gas for Distribution Services Annual: Average (median) response time in minutes

The table below is presented as supplemental information as noted in the metric description for Metric #9: "Median time to shut-in gas when an uncontrolled or unplanned gas release occurs on a service. **The data used to determine the median time shall be provided in increments as defined in GO 112-F, Section 123.2 (c) as supplemental information, not as a metric.**"

		Response time 5 minutes or less	Response time more than 5, but less than 10 minutes	Response time more than 10, but less than 15 minutes	Response time more than 15, but less than 20 minutes	Response time more than 20, but less than 25 minutes	Response time more than 25, but less than 30 minutes	Response time more than 30, but less than 35 minutes	Response time more than 35, but less than 40 minutes	Response time more than 40, but less than 45 minutes	Response time more than 45, but not more than 60 minutes	Response time more than 60 minutes
2016	Services											
2017	Services	25	8	11	31	41	58	85	79	94	405	4936
2018	Services	9	11	15	18	23	43	72	66	79	393	5311
2019	Services	16	8	10	14	20	30	35	43	41	247	5053
2020	Services	19	4	7	16	18	18	50	56	58	244	5079
2021	Services	6	5	4	21	17	22	34	34	36	233	4610
2022	Services	0	5	5	11	22	25	46	47	49	229	4844
2023	Services	5	10	9	15	24	24	41	48	57	175	5012
2024	Services	4	11	10	17	20	36	32	32	55	176	4864
2025	Services	0	8	8	11	19	13	32	34	43	215	4250

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 10

CROSS BORE INTRUSIONS

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	1.11	1.15	2.44	0.54	0.94	1.48	0.61	0.77	1.02	1.68	0.73	1.11	1.10
2	2017	1.34	0.82	0.62	0.83	0.87	1.63	1.84	1.05	1.09	0.84	1.50	1.21	1.12
3	2018	0.00	2.61	3.05	1.49	0.34	1.27	0.46	0.20	1.15	1.30	0.87	1.46	1.18
4	2019	2.37	1.37	1.33	1.25	1.35	0.25	0.62	0.55	1.23	1.23	1.23	1.23	1.08
5	2020	0.33	0.60	0.31	0.98	0.51	0.70	0.68	0.17	0.69	0.61	0.83	0.53	0.57
6	2021	1.20	0.42	0.57	0.32	0.13	0.39	0.31	0.49	1.47	1.20	0.59	1.22	0.73
7	2022	1.47	0.67	0.33	0.72	0.81	1.46	0.20	1.17	0.58	0.55	0.41	0.14	0.70
8	2023	0.49	0.37	0.68	0.40	0.67	1.34	1.35	1.45	0.60	0.92	0.74	0.37	0.79
9	2024	1.21	0.29	0.92	0.81	0.88	1.64	1.03	1.25	1.14	1.16	0.24	3.2	1.03
10	2025	0.65	0.17	0.65	0.70	0.15	0.92	0.29	0.75	1.18	0.88	1.16	0.72	0.63

Metric Description	Cross bore intrusions found per 1,000 inspections.
Units	Number of cross bore intrusions per 1,000 inspections.

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 11

GAS EMERGENCY RESPONSE TIME

2016-2025

MEDIAN MINUTES

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Median
1	2016													
2	2017	21	21	21	21	21	20	20	20	20	20	20	20	21.0
3	2018	20	20	20	20	20	20	20	20	21	20	21	20	20.0
4	2019	20	21	20	18	19	19	19	19	20	20	20	20	20.0
5	2020	20	20	19	19	19	19	20	20	21	20	20	20	20.0
6	2021	20	20	20	20	20	20	20	20	20	20	20	20	20.0
7	2022	21	20	20	20	20	20	20	20	20	21	20	20	20.0
8	2023	20	20	19	19	19	19	19	19	19	19	19	20	19.00
9	2024	20	20	20	19	19	20	20	22	21	20	20	19	20.00
10	2025	20	19	19	18	19	19	19	19	19	19	19	19	19.00

METRIC 11

GAS EMERGENCY RESPONSE TIME

2016-2025

AVERAGES

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Average	Median
1	2016														
2	2017	129.2	79.8	141.4	86.5	66.3	85.2	66.7	58.0	48.5	75.8	47.2	76.3	81.61	21.00
3	2018	51.1	52.3	39.2	44.7	112.2	56.4	32.2	82.0	49.5	43.4	29.7	56.7	53.01	20.00
4	2019	43.5	30.9	101.6	27.2	24.2	31.2	53.1	163.8	25.5	25.9	31.2	29.5	47.36	20.00
5	2020	84.5	30.1	23.5	31.9	85.6	27.1	37.3	25.3	36.9	29.9	25.3	24.3	38.44	20.00
6	2021	28.7	23.4	24.6	23.7	23.6	25.3	25.3	24.5	24.8	26.4	24.4	76.2	31.20	20.00
7	2022	25.4	23.4	25.8	26.3	26.2	23.8	25.9	24.5	24.6	26.0	29.5	25.8	25.78	20.00
8	2023	21.5	21.6	23.8	21.6	20.1	21.6	25.4	20.1	20.6	25.0	21.1	23.2	22.10	19.00
9	2024	27.6	24.4	23.4	23.3	23.2	25.8	49.0	31.0	26.2	29.1	25.1	23.8	26.91	20.00
10	2025	23.6	23.1	21.7	23.9	24.3	21.4	22.0	23.2	22.0	24.6	23.1	24.0	23.38	19.00

Metric Description	Average time and median time in minutes to respond on-site to a gas-related emergency notification from the time of notification to the time a gas service 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, Section 123.2 (c) as supplemental information, not as a metric.
Units	The time in minutes that a Gas Service Representative or a qualified first responder takes to respond after receiving a call which results in an emergency order.

Reporting Date: 01/01/2020 - 12/31/2020

Operating Periods and Units			Hazardous Leak Response Count	Response time 5 minutes or less	Response time more than 5, but less than 10 minutes	Response time more than 10, but less than 15 minutes	Response time more than 15, but less than 20 minutes	Response time more than 20, but less than 25 minutes	Response time more than 25, but less than 30 minutes	Response time more than 30, but less than 35 minutes	Response time more than 35, but less than 40 minutes	Response time more than 40, but less than 45 minutes	Response time more than 45, but not more than 60 minutes	Response time more than 60 minutes
Business Hours (M-F 0800-1700)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	28464	1384	1754	5425	7002	5607	3772	1109	605	377	470	959
	SOUTHEAST	1st Operator's Responder On Scene	25541	1861	1392	4687	6276	5301	3317	799	427	253	379	849
After Business Hours (M-F 1701-0759)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	9407	191	431	1437	1998	1821	1398	753	556	313	263	246
	SOUTHEAST	1st Operator's Responder On Scene	7849	307	244	981	1574	1551	1211	679	429	291	229	353
Weekends/Holidays														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	10404	246	462	1290	2062	1859	1576	812	514	350	477	756
	SOUTHEAST	1st Operator's Responder On Scene	8575	150	294	1111	1736	1767	1407	644	447	321	295	403

Reporting Date: 01/01/2021 - 12/31/2021

Operating Periods and Units			Hazardous Leak Response Count	Response time 5 minutes or less	Response time more than 5, but less than 10 minutes	Response time more than 10, but less than 15 minutes	Response time more than 15, but less than 20 minutes	Response time more than 20, but less than 25 minutes	Response time more than 25, but less than 30 minutes	Response time more than 30, but less than 35 minutes	Response time more than 35, but less than 40 minutes	Response time more than 40, but less than 45 minutes	Response time more than 45, but not more than 60 minutes	Response time more than 60 minutes
Business Hours (M-F 0800-1700)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	27637	724	1534	5162	7129	5972	3924	1094	537	391	551	619
	SOUTHEAST	1st Operator's Responder On Scene	22821	1102	1291	4146	5987	4899	3297	685	394	209	282	529
After Business Hours (M-F 1701-0759)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	9246	96	342	1265	1908	1919	1481	830	547	307	248	303
	SOUTHEAST	1st Operator's Responder On Scene	7314	156	258	936	1457	1502	1188	684	398	271	191	273
Weekends/Holidays														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	9686	108	360	1232	1817	1933	1633	801	520	346	385	551
	SOUTHEAST	1st Operator's Responder On Scene	7717	76	255	904	1662	1640	1347	633	369	291	232	308

Reporting Date: 01/01/2022 - 12/31/2022

Operating Periods and Units			Hazardous Leak Response Count	Response time 5 minutes or less	Response time more than 5, but less than 10 minutes	Response time more than 10, but less than 15 minutes	Response time more than 15, but less than 20 minutes	Response time more than 20, but less than 25 minutes	Response time more than 25, but less than 30 minutes	Response time more than 30, but less than 35 minutes	Response time more than 35, but less than 40 minutes	Response time more than 40, but less than 45 minutes	Response time more than 45, but not more than 60 minutes	Response time more than 60 minutes
Business Hours (M-F 0800-1700)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	26803	846	1670	5014	6674	5360	3892	1045	593	364	527	818
	SOUTHEAST	1st Operator's Responder On Scene	22847	1027	1279	4169	5701	4879	3426	754	384	215	306	707
After Business Hours (M-F 1701-0759)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	8975	84	346	1162	1830	1824	1367	849	576	294	290	353
	SOUTHEAST	1st Operator's Responder On Scene	7031	75	245	793	1307	1475	1209	675	408	288	202	354
Weekends/Holidays														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	9582	75	353	1264	1849	1866	1682	774	507	388	369	455
	SOUTHEAST	1st Operator's Responder On Scene	7592	70	252	890	1503	1594	1344	583	431	314	245	366

1. Metric data provided for historical years have not been impacted by the reclassification of data efforts in 2023

			Reporting Date: 01/01/2024 - 12/31/2024											
Operating Periods and Units			Hazardous Leak Response Count	Response time 5 minutes or less	Response time more than 5, but less than 10 minutes	Response time more than 10, but less than 15 minutes	Response time more than 15, but less than 20 minutes	Response time more than 20, but less than 25 minutes	Response time more than 25, but less than 30 minutes	Response time more than 30, but less than 35 minutes	Response time more than 35, but less than 40 minutes	Response time more than 40, but less than 45 minutes	Response time more than 45, but not more than 60 minutes	Response time more than 60 minutes
Business Hours (M-F 0800-1700)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	26710	1322	1647	5109	6576	5450	3565	997	531	318	454	741
		Leak/Damage Rendered Non-Hazardous		11	58	222	900	1469	2159	2486	2568	2290	5358	9189
	SOUTHEAST	1st Operator's Responder On Scene	22806	1282	1295	4307	5775	4705	3105	761	363	234	331	648
		Leak/Damage Rendered Non-Hazardous		7	40	169	586	1217	1822	2169	2208	2104	4542	7942
After Business Hours (M-F 1701-0759)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	9080	98	344	1203	1746	1835	1466	866	521	359	286	356
		Leak/Damage Rendered Non-Hazardous		4	23	70	200	488	701	811	882	929	2108	2864
	SOUTHEAST	1st Operator's Responder On Scene	7463	100	235	837	1415	1506	1318	722	468	344	222	296
		Leak/Damage Rendered Non-Hazardous		4	10	28	121	311	520	693	779	774	1862	2361
Weekends/Holidays														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	9147	55	344	1226	1864	1878	1561	743	496	325	311	344
		Leak/Damage Rendered Non-Hazardous		5	9	54	202	450	707	906	976	944	2168	2726
	SOUTHEAST	1st Operator's Responder On Scene	7914	40	229	924	1523	1642	1430	663	432	345	251	435
		Leak/Damage Rendered Non-Hazardous		4	6	31	131	393	557	740	818	833	1959	2442

Reporting Date: 01/01/2025 - 12/31/2025

Operating Periods and Units			Hazardous Leak Response Count	Response time 5 minutes or less	Response time more than 5, but less than 10 minutes	Response time more than 10, but less than 15 minutes	Response time more than 15, but less than 20 minutes	Response time more than 20, but less than 25 minutes	Response time more than 25, but less than 30 minutes	Response time more than 30, but less than 35 minutes	Response time more than 35, but less than 40 minutes	Response time more than 40, but less than 45 minutes	Response time more than 45, but not more than 60 minutes	Response time more than 60 minutes
Business Hours (M-F 0800-1700)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	25867	1000	2170	5871	6576	4891	2960	807	351	245	332	664
		Leak/Damage Rendered Non-Hazardous		6	48	283	862	1628	2162	2449	2425	2354	5172	8478
	SOUTHEAST	1st Operator's Responder On Scene	22123	1046	1799	4882	5689	4246	2614	522	288	196	271	570
		Leak/Damage Rendered Non-Hazardous		4	21	212	634	1274	1869	2111	2203	2137	4370	7288
After Business Hours (M-F 1701-0759)														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	9060	95	492	1423	1858	1691	1349	812	464	297	273	306
		Leak/Damage Rendered Non-Hazardous		2	14	90	260	494	738	838	871	853	2104	2796
	SOUTHEAST	1st Operator's Responder On Scene	7148	61	298	990	1491	1423	1139	643	384	314	190	215
		Leak/Damage Rendered Non-Hazardous		2	6	58	129	372	555	731	740	673	1713	2169
Weekends/Holidays														
SoCalGas	NORTHWEST	1st Operator's Responder On Scene	9324	70	450	1357	1973	1868	1456	697	475	285	269	424
		Leak/Damage Rendered Non-Hazardous		1	14	60	236	451	763	900	966	951	2133	2849
	SOUTHEAST	1st Operator's Responder On Scene	7856	40	318	974	1588	1616	1280	642	438	318	260	382
		Leak/Damage Rendered Non-Hazardous		4	7	56	148	356	562	755	811	785	1875	2497

2025 SAFETY PERFORMANCE METRICS REPORT
METRIC 12
NATURAL GAS STORAGE BASELINE INSPECTIONS PERFORMED
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Well Baseline Inspections	EOY % Progress to Goal ^p
1	2016														104%
2	2017														79%
3	2018														51%
4	2019														45%
5	2020														106%
6	2021														100%
7	2022														100%
8	2023	0	0	2	3	6	3	5	5	3	5	2	1	35	100%
9	2024	0	0	1	4	1	0	0	1	3	2	0	1	13	100%
10	2025	0	1	6	5	2	5	1	2	3	6	3	6	40	100%

Metric Description	Metric tracks the progress of completing baseline and reassessment inspections that were expected to be completed within a given year. It reports the number of storage well periodic baseline assessments completed as a percentage of the number scheduled to be completed in the period. The number scheduled will depend on any regulatory required inspections as well as any initiated by the utility.
Units	Number of Assessments completed/Number scheduled or targeted.

2025 SAFETY PERFORMANCE METRICS REPORT
METRIC 13
GAS SYSTEM INTERNAL INSPECTION STATUS
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual Miles	Annual Percentage
1	2016													2293	66%
2	2017													2294	67%
3	2018													2289	67%
4	2019													2259	67%
5	2020													2253	67%
6	2021													2264	66%
7	2022													2315	68%
8	2023													2327	69%
9	2024													2342	70%
10	2025													2344	70%

Metric Description	Total miles and percent of system that can be internally inspected ("pigged") relative to all transmission pipelines in the system.
Units	Percentage and Miles

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 14

EMPLOYEE DART RATE

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016	3.29	2.74	1.94	1.68	1.9	2.8	3.56	2.86	1.55	2.02	1.72	1.71	2.29
2	2017	3.67	2.07	2.3	3.7	1.68	1.19	2.79	1.46	1.39	2.19	2.55	2.54	2.25
3	2018	1.39	1.62	1.89	2.91	1.85	1.97	2.66	3.03	1.17	2.1	1.74	1.09	2.00
4	2019	2.27	1.08	2.6	2.3	2.92	2.48	3.83	3.47	3.38	3.04	2.41	1.69	2.64
5	2020	3.09	1.99	2.77	1.45	3.46	3.52	2.41	2.17	2.89	2.1	1.69	1.52	2.41
6	2021	2.35	1.37	0.4	0.15	0.63	0.67	0.61	0.61	0.49	0.15	0.46	1.51	2.00
7	2022	1.05	0.76	0.42	0.92	2.02	1.7	1.48	2.21	2.04	1.22	1.87	1.28	1.92
8	2023	2.16	1.97	2.91	3.07	2.11	3.73	3.45	2.85	2.58	2.40	3.03	2.44	2.73
9	2024	1.62	2.15	2.30	1.47	1.22	3.17	1.48	1.72	3.31	2.02	1.64	0.50	1.90
10	2025	1.56	2.90	2.02	2.42	2.08	1.01	2.20	1.15	2.64	2.25	1.63	1.32	1.97

Metric Description	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.
Units	DART Cases times 200,000 divided by employee hours worked.

2025 SAFETY PERFORMANCE METRICS REPORT
METRIC 15
Rate of EMPLOYEE SIF Actual using CAL OSHA Model
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
2	2017	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.19	0.03
3	2018	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	2019	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.00	0.00	0.03
5	2020	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	2021	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.03
7	2022	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8	2023	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.16	0.00	0.00	0.00	0.04
9	2024	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.01
10	2025	0.16	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.04

Metric Description	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 6409.1 of the California Labor Code.
Units	Number of SIF-Actual cases among employees x200,000 / employee hours worked.

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 16

Rate of CONTRACTOR SIF Actual using CAL OSHA Model

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016													
2	2017													
3	2018	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.05
4	2019	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.04
5	2020	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.36	0.00	0.34	0.00	0.09
6	2021	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.44	0.00	0.28	0.09
7	2022	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
8	2023	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
9	2024	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	2025	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03

Metric Description	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 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.
Units	Number of SIF-Actual cases among contractors x 200,000/contractor hours worked.

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 17

EMPLOYEE - RATE OF SIF POTENTIAL

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016													
2	2017													
3	2018													
4	2019													
5	2020													
6	2021													
7	2022	0.00	0.00	0.16	0.00	0.00	0.00	0.17	0.16	0.11	0.47	0.18	0.00	0.10
8	2023	0.00	0.14	0.14	0.00	0.13	0.15	0.16	0.14	0.00	0.00	0.34	0.16	0.11
9	2024	0.00	0.29	0.00	0.15	0.00	0.17	0.00	0.14	0.17	0.00	0.00	0.00	0.08
10	2025	0.16	0.48	0.31	0.60	0.00	0.34	0.16	0.16	0.00	0.28	0.36	0.00	0.24

Metric Description	Rate of SIF Potential (Employee): Metric 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.
Units	Number of SIF Potential cases among employees x 200,000/employee hours worked.

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 18

CONTRACTOR - RATE OF SIF POTENTIAL

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016													
2	2017													
3	2018													
4	2019													
5	2020													
6	2021													
7	2022			0.00	0.00	0.00	0.00	0.00	0.25	0.52	0.00	0.00	0.32	0.09
8	2023	0.37	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.08
9	2024	0.00	0.00	0.33	0.32	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.08
10	2025	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.33	0.00	0.32	0.00	0.40	0.12

Metric Description	Rate of SIF Potential (contractor) is calculated using the formula: Number of SIF Potential cases among contractor x200,000 / 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 and Classification 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 Potential SIF (contractor) incidents.
Units	Number of SIF-Potential cases among contractors X 200,000 / contractor hours worked.

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 19

CONTRACTOR - DART CASE RATE

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016													
2	2017													
3	2018	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
4	2019	0.98	0.00	0.00	0.73	0.38	0.00	0.29	0.00	0.48	0.00	0.00	0.00	0.23
5	2020	0.00	0.00	0.37	0.39	0.00	0.32	0.35	0.00	0.36	0.00	0.34	0.00	0.18
6	2021	0.00	0.00	0.48	0.26	0.00	0.49	0.24	0.23	0.00	0.44	0.00	0.28	0.21
7	2022	0.00	0.00	0.50	0.27	0.51	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.13
8	2023	0.37	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.28	0.26	0.00	0.00	0.10
9	2024	0.00	0.00	0.33	0.00	0.32	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.08
10	2025	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03

Metric Description	Contractor Days Away, Restricted Transfer (DART) - 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.
Units	OSHA DART Rate

2025 SAFETY PERFORMANCE METRICS REPORT

PUBLIC SIF

2016-2025

A) Serious Injuries

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Public Serious Injuries
1	2016	1	0	0	0	0	0	0	0	0	0	0	0	1
2	2017	1	1	0	2	0	0	0	0	0	0	0	0	4
3	2018	1	1	0	0	0	0	0	0	0	0	3	0	5
4	2019	0	0	0	0	0	0	1	0	0	0	0	0	1
5	2020	0	0	1	0	0	0	0	0	0	0	0	0	1
6	2021	0	0	0	0	0	2	1	0	0	0	0	0	3
7	2022	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2023	0	0	0	0	0	0	1	0	0	1	0	0	2
9	2024	0	0	0	0	0	0	0	0	0	1	0	0	1
10	2025	0	0	0	0	0	0	0	0	0	2	7	0	9

METRIC 20

PUBLIC SIF

2016-2025

B) Fatalities

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Public Fatalities
1	2016	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2017	0	0	0	0	0	0	0	0	0	0	0	1	1
3	2018	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2019	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2020	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2021	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2022	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2023	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2024	0	0	0	0	0	0	0	0	0	0	0	0	0
10	2025	0	0	0	0	0	0	0	0	0	0	0	0	0

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

**METRIC 20
PUBLIC SIF
2016-2025
C) Totals**

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016	1	0	0	0	0	0	0	0	0	0	0	0	1
2	2017	1	1	0	2	0	0	0	0	0	0	0	1	5
3	2018	1	1	0	0	0	0	0	0	0	0	3	0	5
4	2019	0	0	0	0	0	0	1	0	0	0	0	0	1
5	2020	0	0	1	0	0	0	0	0	0	0	0	0	1
6	2021	0	0	0	0	0	2	1	0	0	0	0	0	3
7	2022	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2023	0	0	0	0	0	0	1	0	0	1	0	0	2
9	2024	0	0	0	0	0	0	0	0	0	1	0	0	1
10	2025	0	0	0	0	0	0	0	0	0	2	7	0	9

2025 SAFETY PERFORMANCE METRICS REPORT
METRIC 21
HELICOPTER/FLIGHT ACCIDENT OR INCIDENT
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2017	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2018	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2019	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2020	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2021	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2022	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2023	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2024	0	0	0	0	0	0	0	0	0	0	0	0	0
10	2025	0	0	0	0	0	0	0	0	0	0	0	0	0

Metric Description	Defined by Federal Aviation Regulations (FARs), reportable to Federation Aviation Administration per 49-Code of Federal Regulations (CFR)-830.
Units	Number of accidents or incidents (as defined in 49 CFR Section 830.5 "Immediate Notification") per 100,000 flight hours.

2025 SAFETY PERFORMANCE METRICS REPORT
METRIC 28
GAS OPERATION CORRECTIVE ACTIONS BACKLOG
2016-2025
GAS DISTRIBUTION

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December
1	2016	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	2017	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3	2018	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4	2019	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5	2020	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6	2021	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	2022	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	2023	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	2024	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	2025	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Metric Description	Gas Distribution: Total number of work orders generated to correct 49 CFR Part 192 non-compliances or Notices of Violation that exceeded the maximum allowable/allotted time frame to complete the work order in the past calendar year divided by the total number of closed or still-open non-compliance or Notices of Violation-related work orders in past calendar year, evaluated at the end of the year. Maximum allowable/allotted time is based on either applicable requirement in 49 CFR Part 192, or the utility's internal standards. Separate metrics are provided for gas distribution and gas transmission.
Units	Percentage of work orders past due for completion in the past calendar year.

METRIC 28
GAS OPERATION CORRECTIVE ACTIONS BACKLOG
2016-2025
GAS TRANSMISSION & STORAGE (DOT)

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December
1	2016	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	2017	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3	2018	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4	2019	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5	2020	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6	2021	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	2022	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	2023	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	2024	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	2025	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Metric Description	Gas Transmission: Total number of work orders generated to correct 49 CFR Part 192 non-compliances or Notices of Violation that exceeded the maximum allowable/allotted time frame to complete the work order in the past calendar year divided by the total number of closed or still-open non-compliance or Notices of Violation-related work orders in past calendar year, evaluated at the end of the year. Maximum allowable/allotted time is based on either applicable requirement in 49 CFR Part 192, or the utility's internal standards. Separate metrics are provided for gas distribution and gas transmission.
Units	Percentage of work orders past due for completion in the past calendar year.

2025 SAFETY PERFORMANCE METRICS REPORT
METRIC 30
GAS DISTRIBUTION OVERPRESSURE EVENTS
2016-2025
Number of OP Events

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Distribution
1	2016													
2	2017	0	0	0	1	2	0	0	0	2	0	0	1	6
3	2018	0	0	0	0	1	0	1	0	0	0	0	0	2
4	2019	1	0	0	1	0	0	0	0	0	0	1	0	3
5	2020	0	0	0	0	0	0	0	1	0	0	0	0	1
6	2021	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2022	0	0	0	0	0	1	0	0	0	0	0	0	1
8	2023	0	0	0	1	0	0	0	0	0	0	0	1	2
9	2024	2	0	0	0	1	0	0	0	0	0	0	0	3
10	2025	0	0	0	0	0	0	1	0	0	0	0	0	1

Metric Description	CPUC-reportable overpressure events are those that met the conditions specified in GO 112-F, Section 122.2(d)(5), but reported on same frequency as the other SPMs. Separate metrics are provided for distribution and transmission systems. The metric measures both gas operational performance and the integrity of gas pipelines.
Units	Number of occurrences.

2025 SAFETY PERFORMANCE METRICS REPORT

METRIC 31

GAS IN-LINE INSPECTIONS MISSED

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	Annual
1	2016	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2017	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2018	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2019	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2020	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2021	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2022	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2023	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2024	0	0	0	0	0	0	0	0	0	0	0	0	0
10	2025	0	0	0	0	0	0	0	0	0	0	0	0	0

Metric Description	The number of gas pipeline in-line inspections that missed the required reassessment interval, according to the relevant intervals established pursuant to 49 CFR, Part 192.
Units	Number of Missed Inspections