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.	Rulemaking 20-07-013
NOT CONSOLIDATED	
Application of Southern California Edison Company (U 338-E) Regarding 2022 Risk Assessment Mitigation Phase.	Application 22-05-013
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SOUTHERN CALIFORNIA EDISON COMPANY'S (U 338-E) 2025 SAFETY PERFORMANCE METRICS REPORT

WILLIAM K. BRIGGS
RYAN JERMAN

Attorneys for
SOUTHERN CALIFORNIA EDISON COMPANY

2244 Walnut Grove Avenue
Post Office Box 800
Rosemead, California 91770
Telephone: (626) 302-4632
E-mail: ryan.jerman@sce.com

Dated: **April 1, 2026**

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SOUTHERN CALIFORNIA EDISON COMPANY'S (U 338-E) 2025 SAFETY PERFORMANCE METRICS REPORT

Pursuant to Ordering Paragraphs 1 and 2 of Decision 19-04-020 and Ordering Paragraph 9 of Decision 21-11-009,[1] Southern California Edison Company (SCE) respectfully

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[1] In compliance with D.21-11-009 at Ordering Paragraph 9 on page 145, this 2024 SPMR is being filed in and served on the "most recent or current Risk Assessment Mitigation Phase (RAMP) [A.22-05-013] and GRC proceeding [A.23-05-010]," and on the successor S-MAP proceeding, Rulemaking (R.) 20-07-013. SCE will also concurrently email the Safety Performance Metrics Report to RASA_Email@cpuc.ca.gov. *See* D.21-11-009 at Ordering Paragraph 9, p. 145.

submits its 2025 Safety Performance Metrics Report, attached as "Appendix A."

Respectfully submitted,

WILLIAM K. BRIGGS
RYAN JERMAN

/s/ Ryan Jerman
By: Ryan Jerman

Attorneys for
SOUTHERN CALIFORNIA EDISON COMPANY

2244 Walnut Grove Avenue
Post Office Box 800
Rosemead, California 91770
Telephone: (626) 302-4632
E-mail: ryan.jerman@sce.com

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Appendix A

Southern California Edison Company's 2025 Safety Performance Metrics Report

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April 1, 2026

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I.

INTRODUCTION

Southern California Edison Company (SCE) respectfully submits its 2025 Safety Performance Metrics Report (SPMR) in accordance with Decision (D.) 19-04-020[1] and D.21-11-009. SCE's 2025 SPMR is divided into two overarching chapters. Chapter 1 discusses SCE's Safety Performance Metrics (SPM or Metric) and use of SPM data; the relationship between SPMs and SCE's executive compensation, including bias controls; and SCE's progress toward meeting its safety goals.[2]

Chapter 2 explains the seventeen approved SPMs for SCE. For each SPM, SCE provides its historical data and, where applicable, bias controls and/or links to financial incentives.

Chapter 1 is organized as follows:

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

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1 D.19-04-020 requires that SCE annually file and serve its SPMR on March 31. However, March 31, 2026 is a State Holiday, so SCE is filing this report on April 1, consistent with California Public Utilities Commission (CPUC) Rule of Practice and Procedure 1.15.

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

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

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

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

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

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

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

A. SCE's Use of Safety Performance Metrics Data

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

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

a) Targeted Cause Evaluations and Corrective Actions Based on SIF and PSIF Trends (Metrics 15, 16, 17, and 18)

In 2025, SCE used both actual and potential SIF data to conduct cause evaluations and learning reviews. These evaluations directly informed corrective actions such as updates to training materials, reinforcement of work practices, and targeted communications addressing recurring risk drivers identified through safety performance metrics.

b) Expansion of the Industrial Sprains and Strains Management Program (Metrics 14; Metric 15)

In response to elevated DART injury trends driven by sprains and strains, SCE expanded its Industrial Sprains and Strains Management program in 2025. Building on earlier

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

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

deployment, SCE integrated Industrial Injury Prevention Specialists (IIPS) across all Transmission & Distribution and Generation field locations and extended coverage to Operational Services. Safety performance data informed where resources were deployed and which work groups required additional ergonomic and injury-prevention interventions.

c) Contractor Bid Qualification and Corrective Action Oversight: (Metrics 16 and 18)

In 2025, SCE continued to use contractor SIF Actual and SIF Potential data as a screening and oversight tool for high-risk contractor work. Safety performance trends informed bid qualification decisions, enhanced contractor oversight, and the use of corrective action plans or work stoppages where contractor safety performance indicated elevated risk.

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

a) High Energy Controls Assessment (HECA)– DART and SIFs (Metrics 14 and 15)

HECA is a proactive safety program focused on preventing serious injuries and fatalities by verifying that effective controls are in place for high energy hazards, those most likely to result in severe harm if contacted. Unlike traditional programs that broadly address general hazards, HECA targets life threatening risks in high hazard operations through structured, field-based observations conducted by trained observers using standardized checklists and methodologies to ensure consistency and high quality data. Expanded across all SCE high hazard organizations in 2024, the program applies to high hazard tasks and allows multiple assessments within a single job when multiple high energy hazards are present. HECA is supported by a standardized digital platform with real time data entry, dashboards, and annual evaluations that track engagement, observation quality, and trends, providing a leading indicator of safety performance and a critical component of SCE's serious injury and fatality mitigation strategy.

b) Risk Prioritization of Notification Backlogs (Metric 29)

SCE used (General Order) GO 95 corrective action completion metrics in 2025 to risk-rank outstanding notifications, prioritizing remediation in Tier 2 and Tier 3 High Fire Threat Districts. This ensured that limited resources were directed toward conditions presenting the greatest wildfire and public safety risk, consistent with RAMP risk severity principles.

c) Continued Deployment of Safety Management System (SMS) (Metrics 14 and 15)

In 2024, SCE launched its formal SMS risk management process. As part of the SMS risk management process, frontline employee input was gathered to identify high hazard safety risks. Risks are prioritized based on likelihood and consequence risk scores, incident data and leader input, and will be assessed in Risk Assessment Workshops where frontline employees and subject matter experts will develop new or improved mitigations. Project teams coordinate mitigations, then they are implemented through new or existing efforts, such as the Safety Work Plan or grassroots safety teams. In 2025, additional data inputs were integrated into the risk management process, and the SMS Management of Change process was implemented to support the effective deployment of mitigations and safety improvements. In 2026, SMS will introduce monitoring of mitigations through quality control checks to determine effectiveness of intended risk reduction. Additionally, all SMS processes will follow a "Plan, Do, Check, Adjust" cycle for ongoing review resulting in adjustments for continuous improvement..

B. Description of Executive Compensation Links and Bias Controls

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

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

During 2025, four SPMs were directly linked to SCE's incentive compensation plans, including those individuals in executive positions through SCE's goal measures. Specifically, Fire Ignitions, Employee SIF, Public SIF and GO 95 Corrective Actions contributed, in part, to determining whether SCE's corporate goals were met. This in turn impacted the amount of incentive compensation paid to personnel in executive positions pursuant to SCE's Executive Incentive Compensation (EIC) Plan.[7] As further described herein, SCE annually conducts audits of corporate goal metrics to prevent bias in metrics reporting.

1. Overview of Annual Incentive Awards Programs Applicable to Executives

For SCE employees holding director-level or higher positions, the annual incentive awards are paid under the EIC Plan and are based on the achievement of specific safety, operating, financial stability, and strategic objectives that benefit our customers and other stakeholders. Whether or not SCE meets those objectives directly impacts the level of incentives paid under the EIC Plan. For additional information on the EIC Plan, please refer to SCE's 2025 GRC testimony and 2025 Executive Compensation Structure Submission pursuant to Assembly Bill 1054.[8]

2. Developing SCE's Corporate Goals

The process for establishing SCE's 2025 corporate goals began in June 2024 when the Company's senior management conducted a strategic refresh of business priorities with the Board of Directors (Board). A supplemental review and refresh of the resulting Goal Framework was performed in July 2024 to validate goal categories and alignment with business priorities. Thereafter, the team developed success measures for goals within each category reflecting desired outcomes.

Criteria employed to develop success measures include the meaningfulness of the metric in representing the desired outcomes or performance levels, the maturity of the metric (e.g., the availability and quality of data, level of understanding of the drivers that influence the metric, and the

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

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

degree of influence the company has over those drivers), the likelihood of achievement due to various factors (e.g., budgetary and regulatory commitments, resource availability and/or constraints, and historical performance) and the potential for improvement over past years' performance.

Draft metrics and milestones were refined through a series of reviews by senior executives beginning in September 2024, by the Safety and Operations Committee in October and December 2024, and by the Compensation and Executive Personnel Committee (Compensation Committee) in December 2024 and February 2025, when it approved final metrics and milestones. The Compensation Committee is made up of independent Board members who have significant experience and qualifications in using incentive compensation to drive performance. No SCE officers or employees serve on the Compensation Committee.

In February 2026, the Compensation Committee assessed company performance against goals for 2025. The Compensation Committee duly considered both what was accomplished and the manner in which it was accomplished. The goals must be achieved while living SCE's values, which include safety. The Compensation Committee retains discretion to reduce or eliminate entirely annual incentive awards should circumstances warrant. The Compensation Committee has exercised this discretion in recent years to reduce or eliminate payouts when safety goals were not met.[9]

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

SCE's corporate goals for 2025 are shown in Table I-2. In 2025, SCE's corporate goal structure continued to include an overarching goals framework related to safety and compliance, consistent with prior years. Safety and compliance are foundational to SCE, and events such as employee fatalities or serious injuries to the public may result in meaningful deduction or full elimination of EIC awards, regardless of the performance of the other goal categories. The overarching goals framework can supersede all of the other goals for purposes of determining incentive payouts. The Compensation Committee has the discretion to determine whether the reduction or elimination tied to

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

that framework applies to all plan participants, all executives, or only specific officers. After year-end, the Compensation Committee assesses the performance on each individual success measures and determines the scoring of the success measures and overall.

SCE's 2025 goals and goal framework were largely consistent with those in 2024. The 2025 goals and goal framework added Targeted Undergrounding and replaced Diversity, Equity and Inclusion with a Workforce Development measure (focused on improving employee experience by connecting employees to companywide strategic goals) and modified the Operational Excellence goal to reflect 2025 priority areas of focus. Overall weighting for Safety and Resiliency (55%) and Performance and Operational Excellence (45%) goal categories remained unchanged from 2024. Table I-2 identifies the instances where SMAP Safety Performance Metrics are linked to a corporate goal in the third column.

Table I-2
SCE Company Goals Included in EIC for the 2025 Plan Year

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

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

[11] High-hazard occupations considered in-scope for the metrics are reviewed annually as work hazards may change through normal business operation and risk analysis.

Goal Category and Target Score for Goal Category	Representative Success Measures for Goal Category	SMAP Safety Performance Metrics Linked to Executive Compensation
	○ Quality conformance index	
	○ Capital Deployment: Execute grid, technology, electrification, and other improvements to deliver safe, reliable, clean, and affordable energy for customers. ○ Achieve CPUC and FERC jurisdictional capital improvement plan execution, consistent with appropriate regulatory direction	
Performance Management and Operational Excellence 45	○ Financial Stability: Achieve SCE core earnings target	
	○ Reliability: Improve reliability performance for repair outages ○ Achieve System Average Interruption Duration Index (SAIDI), Repair	
	○ Workforce Development: Attract and retain qualified talent to meet the needs of the organization and support an inclusive, achievement-oriented work environment ○ Improve employee experience through execution of Business Resource Group business plans	
	○ Clean Energy Transition: Advance electric technology adoption to enable emissions reductions across economic sectors ○ Advance SCE's clean energy pathway objectives – Transportation Electrification charging port installations	
	○ Customer Experience: Improve customer experience with targeted interactions ○ Achieve Billing and Payment and Outage Net Score Index	
	○ Operational Excellence: Execute continuous improvement efforts ○ Implement 2025 planned improvement actions	

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

As mentioned above, the Compensation Committee has exercised discretion frequently in recent years to reduce or eliminate payouts for not meeting safety goals. Table I-3 below summarizes SCE's annual incentive award deductions for senior vice presidents and above due to safety performance in the past five years.

Table I-3
Annual Incentive Award Deductions for Safety Performance

Year	Total Deduction for Executive Officers Due to Unmet Safety Goals, Wildfire Resiliency Goals and/or Overarching Goals Framework	Summary of Unmet Safety Goals, Wildfire Resiliency Goals, and/or Overarching Goals Framework
2025	59-point deduction for two SCE executive officers and 28-point deduction for three SCE executive officers[12]	N/A
2024	18-point deduction[13]	SIF rate, CPUC-reportable ignitions in HFRA, and Covered Conductor miles installed worse than threshold; Overhead Inspections/Remediations below target
2023	25-point deduction[14]	Employee fatality; two serious public injuries from power lines; below-target performance for employee SIF and DART and PSPS customer notifications
2022	12-point deduction[15]	Public injury from a downed power wire; SIF and DART rates worse than threshold
2021	5-point deduction[16]	Below-target performance for Wildfire Resiliency, Safety and Resiliency Capabilities, and Contractor Management
2020	13-point deduction[17]	Three contractor fatalities; third-party contractor seriously injured from contact with line with insufficient clearance; SIF rate worse than target
2019	14-point deduction[18]	Three contractor fatalities; transformer failure that seriously burned a member of the public; DART injury rate worse than target

[12] In light of the impact of wildfires on communities within SCE's service territory, the Compensation Committee decided to reduce the corporate modifier by 59 points for two SCE executive officers and by 28 points for three SCE executive officers. The Compensation Committee action was not a reflection of the performance of SCE or these executives. The Compensation Committee believes that SCE will be able to make a good faith showing that SCE's conduct with respect to its transmission facilities in the preliminary area of origin of the Eaton Fire was consistent with the actions of a reasonable utility.

[13] The 18-point deduction consisted of a total of 13 points in deductions to the Public Safety and Wildfire Resiliency goal and a 5-point deduction to the Employee Safety goal.

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

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

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

(*Continued*)

4. Bias Controls for the Reporting of the Corporate Goals

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

5. Individual and Group Performance Goals

In addition to company performance, annual incentive awards under the EIC also take into account individual performance. SCE non-represented employees, including executives, have individual performance goals and, in some circumstances, may also have group performance goals. Individual and group performance goals are specific to an employee or organizational unit's scope of work, and are intended to align with and support the company's overall corporate goals. Thus, while individual and group performance goals may include safety competencies, they are generally not specific to any of the SPMs outside those already linked to corporate goals.[19] Additionally, to the extent

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

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

[19] Based on SCE's review of all director level and above individual performance plans for 2025, SCE identified instances where a Safety Performance Metric outside those already linked to corporate goals was directly incorporated into an individual director level or higher performance goal. It should be noted that these goals are only one of various considerations in individual performance goals and their compensation.

that an individual or group performance goal intersects with one of the SPMs, success or lack of success on that goal would not necessarily impact compensation. For each individual, success on individual and group performance goals is typically determined holistically by the organizational unit's management (or, in the case of senior officers, by the Compensation Committee), which takes into account that individual's performance across all of their goals and benchmarking based on a comparison to the performance of that individual's peers within the organizational unit. Any impact on compensation (whether through an annual incentive award or a base salary increase) based on this assessment is subject to management discretion.[20] For executive officers, the compensation impact is decided by the Compensation Committee rather than by management.

C. Interim Risk Mitigation Accountability Report Requirements

In D.14-12-025, the Commission determined that IOUs should include in their annual Safety Performance Metrics Reports some of the information originally envisioned as part of the Risk Mitigation Accountability Report (RMAR).[21] Specifically, the IOUs were directed to include an explanation of how the reported SPM data reflects progress against the safety goals in their respective RAMP and approved GRC applications, and a high-level summary of total estimated risk mitigation spending level as approved in the IOU's most recent GRC proceeding.

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

SCE is committed to delivering safe, reliable, affordable, and clean energy to its customers. Safety is our number one value, and part of implementing that value is making sure we empower employees with the knowledge, motivation, and means to make safe choices. SCE is also committed to collaborating with our contractors to strengthen safe work practices and educating the

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[20] The final component of compensation approved each year for director level and above positions is long-term incentive awards. Unlike with annual incentive awards, which are determined by looking back at the prior year's performance, long-term incentive awards are tied to Edison International's long-term stock performance and, in the case of performance shares, three-year performance metrics that are not directly linked to Safety Performance Metrics.

[21] The RMAR is one of the subjects of the risk-informed decision-making rulemaking at the Commission (R.20-07-013).

public to avoid hazards associated with our electrical grid. In some performance areas, SCE has seen a dramatic improvement in its safety results. However, SCE recognizes that it has more work ahead to ultimately achieve and maintain a fully mature safety culture, foster an injury-free workplace, and protect members of the public. In 2025, SCE saw year over year decreases in wires down, fire ignitions as well as employee and contractor serious injuries and fatalities (SIFs) safety performances. SCE provides a discussion on how we are addressing these metrics below in Sections II.

Table I-4
Percent Improvement/Decline in SCE's 2025 Metric Performance Compared to Historical Average

Metric Name	2025 Performance	Historical Average	Percent Improvement/Decline in SCE's 2025 Metric Performance Compared to Historical Average	Average Notes
1. T&D Overhead Wires Down	740	967	23.5%	5 Year Average (2020 - 2024)
2. T&D Overhead Wires Down - Major Event Days	1,712	1,926	11.1%	5 Year Average (2020 - 2024)
3. Electric Emergency Response *(Avg time)*	67.1	56.3	-19.2%	5 Year Average (2020 - 2024)
4. Fire Ignitions	117	140	16.1%	5 Year Average (2020 - 2024)
14. Employee Days Away, Restricted and Transfer (DART) Rate	1.59	1.24	-28.5%	5 Year Average (2020 - 2024)
15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)	0.05	0.10	46.2%	5 Year Average (2020 - 2024)
16. Rate of SIF Actual (Contractor)	0.130	0.137	4.8%	5 Year Average (2020 - 2024)
17. Rate of SIF Potential (Employee)	0.23	0.121	-87.2%	5 Year Average (2020 - 2024)
18. Rate of SIF Potential (Contractor)	0.228	0.309	26.3%	5 Year Average (2020 - 2024)
19. Contractor Days Away, Restricted Transfer (DART)	0.336	0.371	9.3%	5 Year Average (2020 - 2024)
20. Public Serious Injuries and Fatalities	16	10	-56.9%	5 Year Average (2020 - 2024)
21. Helicopter/ Flight Accident or Incident	N/A	N/A	N/A	N/A
25. Wires-Down not resulting in Automatic De-energization	N/A	N/A	N/A	Insufficient historical data
26. Missed Inspections and Patrols for Electric Circuits				
Distribution Detailed	6%	2%	-156.0%	5 Year Average (2020 - 2024)
Distribution Patrols	1%	3%	52.1%	5 Year Average (2020 - 2024)
Transmission Detailed	2%	1%	-49.2%	5 Year Average (2020 - 2024)
Transmission Patrols	0%	2%	100.0%	5 Year Average (2020 - 2024)

Metric Name	2025 Performance	Historical Average	Percent Improvement/Decline in SCE's 2025 Metric Performance Compared to Historical Average	Average Notes
27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	2.0%	N/A	N/A	Insufficient historical data
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)				
Distribution	90%	86%	-4.8%	5 Year Average (2020 - 2024)
Transmission	80%	79%	-2.0%	5 Year Average (2020 - 2024)
32. Overhead Conductor Safety Index				
Distribution	19.3	23.7	18.9%	5 Year Average (2020 - 2024)
Transmission	1.1	0.8	-46.2%	5 Year Average (2020 - 2024)

SCE used a form of most of the SPMs addressed in this report to develop our 2022 RAMP risk bowties. (These bowties addressed SCE's top safety risks as calculated pursuant to RAMP parameters.).[22] Table I-5 below indicates which 2022 RAMP risk(s) and which risk bowtie element(s) each metric is linked to. SCE will continue to assess the relevancy of these metrics in the preparation of our 2026 RAMP filing.

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

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

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

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

As directed in D.19-04-020, SCE is providing a high-level summary of the total estimated risk mitigation spending as approved in our most recent GRC.[23] The recorded and authorized RAMP O&M expenses from SCE's Test Year (TY) 2025 GRC Decision are shown below in Table I-6 by SCE's 2022 RAMP risks.[24]

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

[24] SCE is still finalizing our 2025 recorded and authorized values and the values in the tables below may change when we file our 2025 RSAR, which is due June 16, 2026.

Table I-6
RAMP O&M Spending by RAMP Risk ($000s)[25]

SCE 2022 RAMP Risk	2025 Recorded	2025 Authorized	Variance (Recorded - Authorized)	% Variance ((Rec. - Auth.)/Auth.)
Seismic	$1,131	$880	$251	29%
Contact with Energized Equipment	$3,796	$6,349	($2,553)	-40%
Cyber Attack	$32,381	$41,825	($9,444)	-23%
Employee Safety	$38,589	$42,003	($3,414)	-8%
Contractor Safety	$0.203	$0.546	($0.34)	-63%
Physical Security	$26,995	$25,436	$1,559	6%
Wildfire	$174,312	$263,784	($89,472)	-34%
Public Safety Power Shutoff (PSPS)	$23,027	$26,363	($3,336)	-13%
Grand Total	**$300,232**	**$406,642**	**($106,410)**	**-26%**

The recorded and authorized RAMP capital expenditures are shown below in Table I-7 by SCE's 2022 RAMP risks.

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

SCE 2022 RAMP Risk	2025 Recorded	2025 Authorized	Variance (Recorded - Authorized)	% Variance ((Rec. - Auth.)/Auth.)
Seismic	$19,323	$27,942	($8,619)	-31%
Contact with Energized Equipment	$164,781	$221,664	($56,882)	-26%
Cyber Attack	$132,996	$148,662	($15,666)	-11%
Hydro Asset Failure	$33,333	$8,997	$24,336	270%
Physical Security	$74,921	$71,901	$3,021	4%
Underground Equipment Failure	$70,149	$150,076	($79,926)	-53%
Wildfire	$973,507	$1,239,591	($266,084)	-21%
Public Safety Power Shutoff (PSPS)	$3,070	$2,948	$122	4%
Grand Total	**$1,464,810**	**$1,862,008**	**($397,198)**	**-21%**

Additional discussion of the spending variances for O&M expenses and capital expenditures will be provided in SCE's 2025 Risk Spending Accountability Report.

[25] The Contractor Safety RAMP Risk forecast included division overheads which SCE is still determining how to present this information in the context of authorized versus recorded. SCE will provide an update when we file our upcoming RSAR on June 19, 2026.

D. Overview of Approved Safety Performance Metrics

In accordance with D.21-11-009, SCE reports on the seventeen applicable SPMs[26] using the designated definitions and units and including data for the last ten years (2016-2025) where such data exists.[27] SCE provides additional context on each of these metrics as appropriate in Section II below.

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

[27] This data is included in Attachment A "SCE 2025 Safety Performance Metrics – Historical Data." SCE is also serving an Excel version of this attachment concurrently with this report.

II.

SCE SAFETY PERFORMANCE METRIC DATA

A. Metric 1: Transmission & Distribution (T&D) Overhead Wires Down [28]

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

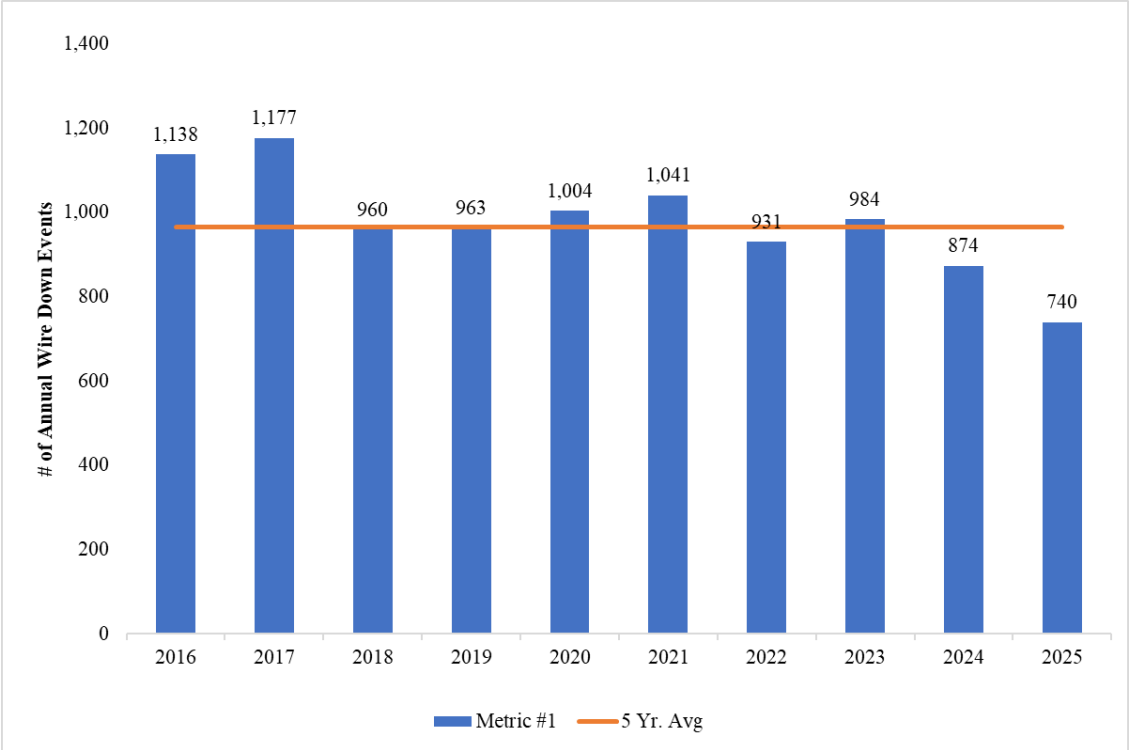
Metric Name	Risks	Category	Units	Metric Description
1. T&D Overhead Wires Down	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken, or remains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

1. Metric Data and Discussion

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

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

Figure II-1
Annual T&D Overhead Wires Down Metric Data[29]



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

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

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	93	86	110	127	97	82	76	73	108	76	81	129	**1,138**
2017	131	88	138	93	105	97	93	91	119	79	68	75	**1,177**
2018	67	93	102	100	74	127	57	72	75	56	53	84	**960**
2019	118	86	78	69	83	77	85	50	77	40	74	126	**963**
2020	66	89	98	84	92	119	78	105	57	58	101	57	**1,004**
2021	129	79	101	69	93	95	73	74	75	108	54	91	**1,041**
2022	65	86	75	78	85	76	78	87	75	65	90	71	**931**
2023	140	92	143	77	66	75	70	84	58	44	64	71	**984**
2024	57	124	108	55	50	53	86	73	76	70	65	57	**874**
2025	41	71	91	63	60	67	60	47	61	65	58	56	**740**
Avg by Month	**91**	**89**	**104**	**82**	**81**	**87**	**76**	**76**	**78**	**66**	**71**	**82**	**981**

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

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

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

3. Metric Specific Bias Controls Discussion

To populate wires down data for each driver, SCE uses our wires down database containing repair orders. SCE also reviews historical data to ensure all events were accurately characterized as wires down events and remove any potential duplicates.

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

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

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

1. Metric Data and Discussion

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

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

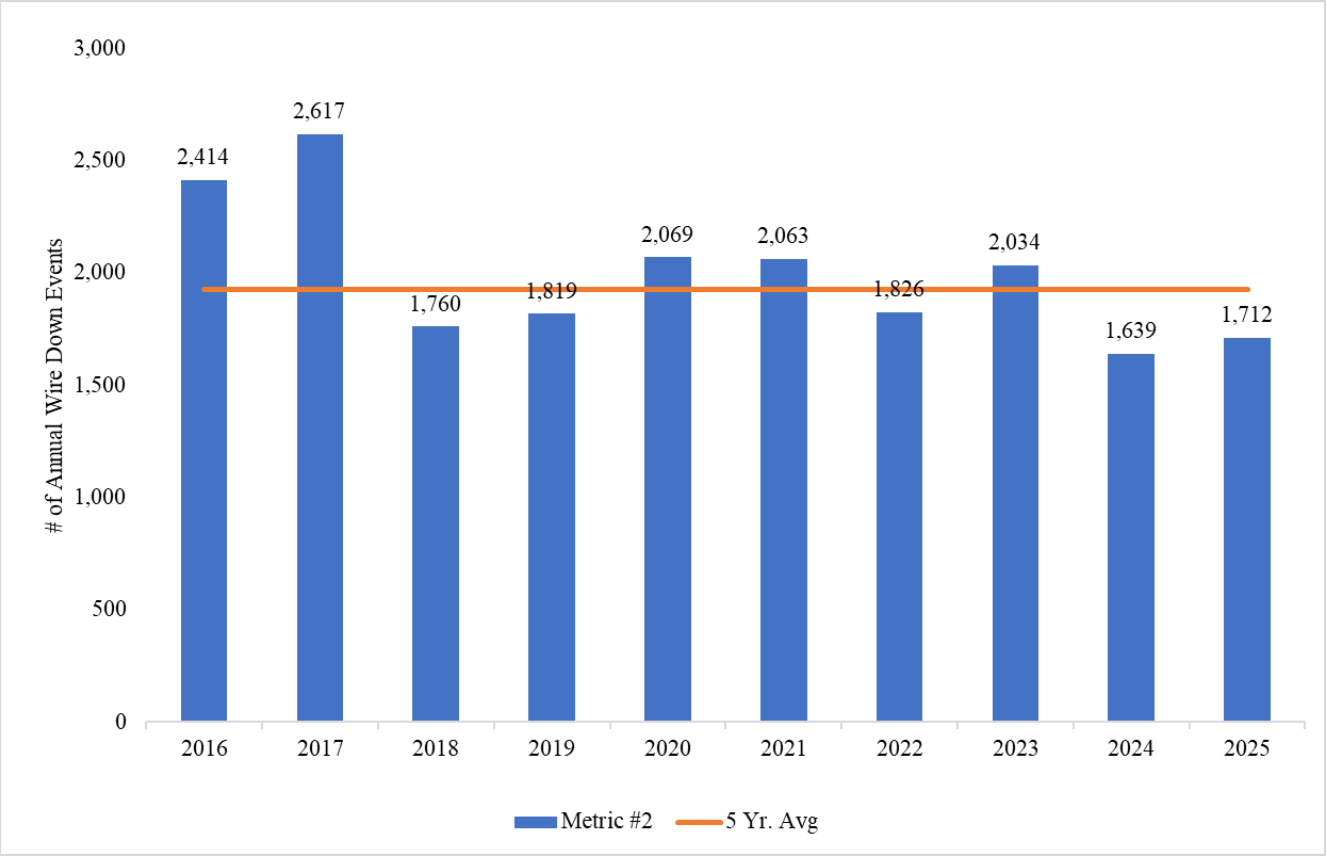


Table II-11
T&D Overhead Wires Down – Major Event Days – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	229	164	158	208	134	172	191	207	262	245	214	230	**2,414**
2017	413	222	261	232	208	230	152	231	245	171	88	164	**2,617**
2018	133	151	155	189	131	193	162	83	104	146	170	143	**1,760**
2019	207	251	135	131	115	110	121	90	127	128	176	228	**1,819**
2020	106	149	141	154	178	207	135	192	198	220	208	181	**2,069**
2021	311	145	173	128	163	197	178	113	115	166	125	249	**2,063**
2022	162	124	113	132	153	196	143	163	203	105	222	110	**1,826**
2023	251	286	339	123	107	117	134	240	111	90	127	109	**2,034**
2024	103	211	190	92	81	109	151	121	165	132	156	128	**1,639**
2025	357	125	146	100	120	120	108	118	94	125	116	183	**1,712**
Avg by Month	**205**	**178**	**179**	**150**	**137**	**165**	**152**	**157**	**168**	**154**	**161**	**171**	**1,977**

The key drivers of wire down events are shown below in Table II-12.[30]

Table II-12
Key Drivers of Wire Down Events

Cause Category	Sub-Cause Category	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Contact From Object	Veg. Contact	540	758	349	432	425	427	307	556	364	448
Contact From Object	Animal Contact	66	68	59	39	68	52	25	39	49	50
Contact From Object	Balloon Contact	117	129	137	103	108	112	97	58	67	58
Contact From Object	Vehicle Contact	423	362	345	301	389	415	382	396	429	429
Contact From Object	Other Contact from Object	1	0	1	2	1	0	15	27	30	59
Equipment/Facility Failure	Connector Damage or Failure	119	115	95	72	115	84	68	119	110	51
Equipment/Facility Failure	Conductor Failure	2	30	44	127	239	112	118	62	69	294
Equipment/Facility Failure	Splice Damage or Failure	28	25	27	30	31	28	15	20	30	20
Equipment/Facility Failure	Crossarm Damage or Failure	31	31	28	36	34	32	31	30	16	13
Equipment/Facility Failure	Lightning Arrestor Damage or Failure	0	2	0	2	1	1	1	1	1	0
Equipment/Facility Failure	Tap Damage or Failure	0	4	5	12	11	9	6	0	3	0
Equipment/Facility Failure	Other	147	170	143	127	252	359	333	210	155	88
Equipment/Facility Failure	Wire-to-Wire Contact / Contamination	0	1	2	1	7	4	1	5	15	30
Other	All Other	940	922	525	535	388	428	427	511	301	172
Totals		**2,414**	**2,617**	**1,760**	**1,819**	**2,069**	**2,063**	**1,826**	**2,034**	**1,639**	**1,712**

As indicated above in Table II-12, SCE has seen swings in wire down events from 2015 to 2025 in several sub-cause categories. As shown in Table II-11, SCE generally sees increased levels of wire down events in January to March, primarily due to higher levels of inclement weather (wind, rain, and snow). For example, in February 2025, SCE saw an increase in wire down events due to two atmospheric river events that brought extensive flooding and intense winds to our service territory. The rest of the calendar year shows a relatively flat trend with some increased levels of wires down from September to December, which is attributed, in part, to more severe wind conditions in those autumn months. Rainy and windy weather lead to an increase in vegetation related wire down events where trees and other vegetation can fall into SCE's lines causing wire down events.

SCE continuously enhances our collection of data on equipment failures and sub-driver causes to accurately determine risk drivers and help develop appropriate mitigations. As can be seen in Table II-12, contact from vegetation is one of the top three causes of wire down events since 2019. Through investigation, SCE determined that primary cables are not the main contributors to vegetation-related events; secondary cables and service drops are the main contributors. In 2025, SCE will continue

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

to focus on piloting preventative actions in areas where frequent secondary vegetation contact has occurred.

SCE has provided details on various programs we have to address wires down causes in previous SPMRs. For brevity, SCE does not repeat all the initiatives we undertake to address wire down events in this Report. Below are highlights of some key initiatives:[31]

- **Asset Failure and Mitigation Register:** The Asset Failure and Mitigation Register (AFMR) was established in 2021 to track key asset failures and associated mitigations. SCE investigates the asset failures associated with events such as ignitions, wires down, and Underground Equipment Failures (UEF). The investigation results are evaluated by engineers for trends based on the asset and failure types. This evolving process continues to undergo enhancements to help inform appropriate mitigation strategy development with input from a variety of perspectives such as asset engineers, data scientists, risk management, reliability, wildfire, and public safety. As asset failure mitigations are implemented, failure engineers continue to track failure trends to provide data-driven feedback on mitigation effectiveness through the AFMR process. The AFMR process has enabled SCE's ability to further analyze and evaluate leading causes/trends for wires down. As discussed in SCE's Data Availability and Quality report,[32] the SAFARI tool has been developed to centralize all field data for engineering review, using uniform formats for all failure event reviews. This process enhances analytics and provides quick, easy access to customizable field event reports, ensuring consistent capture and accessibility of necessary details for further analysis and reporting.
- **Overhead Conductor Program:** The Overhead Conductor Program (OCP) was first discussed in SCE's 2018 GRC to address public safety risks associated with wire

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

[32] *See* R.20-07-01, Southern California Edison Company's Submission Regarding Data Availability and Quality, Dec 6, 2024.

down events as well as provide reliability benefits. The scope and approach for OCP includes all wire sizes and utilizes covered conductor to address public safety and reliability risks. While installing new conductor, SCE also installs protective devices such as fuses. SCE also replaces poles, crossarms, insulator, splices and other overhead components as needed. Based on SCE's engineering standards, by deploying covered conductor SCE will also install other components (bird guards, connector covers) that further reduce the probability of asset failures and associated risks. SCE has continued this program, albeit at a reduced level, in recent years to decrease the frequency of wire down events.

- **Inspection Programs:** SCE has several inspection and remediation programs to address the degradation of equipment and structures related to wear and tear from normal operations and external factors such as weather or third party caused damage. These programs help mitigate in-service malfunction or failure which can lead to potential wires down and ignition events.
- **Vegetation Management:** SCE has several vegetation management initiatives focused on preventing wires down events and ignitions. Some of these initiatives are described below and additional initiatives are discussed in the next section regarding Fire Ignitions.
- **Hazard Tree Management Program (HTMP):** SCE's analysis of Tree-Caused Circuit Interruptions (TCCIs) data revealed that a significant number of faults and wire downs were caused by live trees "falling in" or branches and fronds from green trees "blowing in" to lines and equipment. These trees frequently are outside of the compliance clearance zone as they are visually healthy and meet clearance requirements, but still pose a fall-in risk, depending on condition of the tree and other site-specific factors. Branches or fronds getting dislodged from trees near electrical facilities also present a higher risk of blowing into the lines and equipment and causing faults that can potentially initiate an ignition. SCE initiated the HTMP which

entails detailed inspection and evaluation of trees that pose risks despite trimming and pruning, and appropriate mitigations up to removal of these trees.

- **Dead, Dying and Diseased Tree Removal:** The Dead, Dying and Diseased Tree Removal program (formerly called the Drought Relief Initiative) was established as a result of the epidemic of dead and dying trees brought on by climate change and years of drought conditions. Both GO 95 and Public Resources Code section 4293 address the mitigation of hazards posed by dead or significantly compromised trees. Under this program, SCE conducts patrols in HFRA to identify and remove dead, dying, or diseased trees affected by drought conditions and/or insect infestation. All trees within striking distance of SCE overhead facilities that are dead or expected to die within a year are removed.

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

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

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

3. Metric Specific Bias Controls Discussion

To populate wires down data for each driver, SCE uses our wires down database containing repair orders. SCE also reviews historical data to ensure all events were accurately characterized as wires down events and to remove any potential duplicates.

C. Metric 3: Electric Emergency Response

Table II-13
Electric Emergency Response

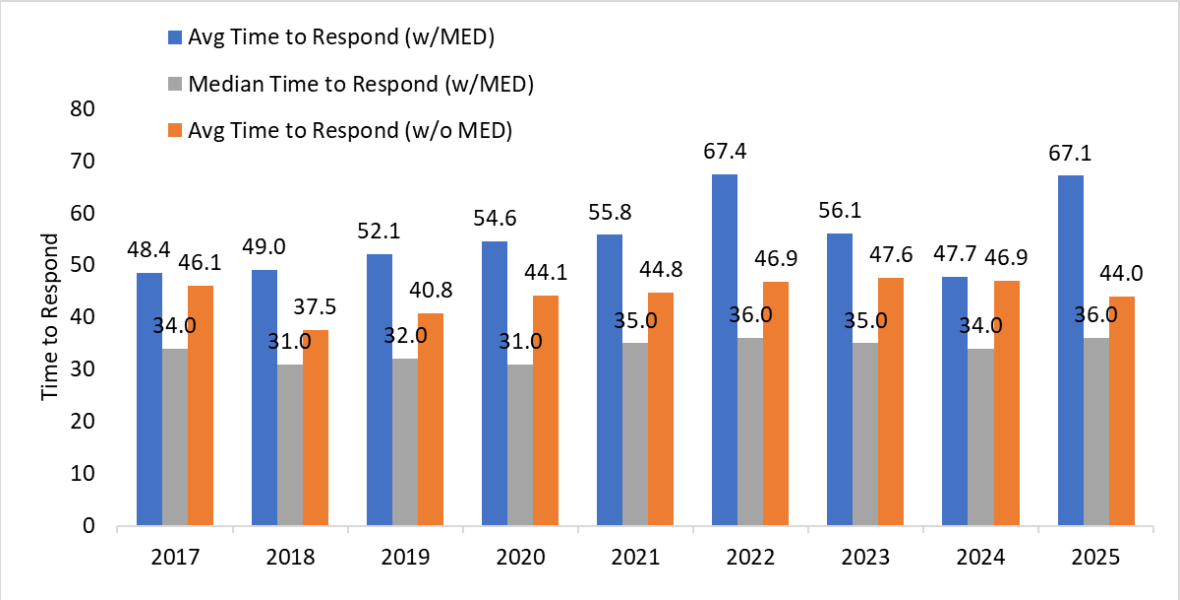
Metric Name	Risks	Category	Units	Metric Description
3. Electric Emergency Response	Wildfire Overhead Conductor Public Safety Worker Safety	Electric	The time in minutes that an electric crew person or a qualified first responder takes to respond after receiving a call which results in an emergency order.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

1. Metric Data and Discussion

The annual average and median data for Electric Emergency Response is presented below in Figure II-3.[33] The average time is provided for response time with and without Major Event Days (MED) response times.[34]

[33] Monthly and supplemental data is provided in Attachment A.
[34] The median response time did not materially change with or without including MED response times.

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



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

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

SCE works to ensure that we have appropriate 'first responder' field coverage. SCE staggers breaks for troublemen, ensures coverage of vacant shifts as necessary, and fills vacant billets. When the volume of 911 repair orders increases, such as during major storm events, SCE may utilize

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

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

In 2025, SCE introduced new dashboard tools and reports to improve accuracy and timeliness in response time awareness across internal organizations. We have continued to prioritize efforts for DOC personnel to enhance data collection on arrival and working times. Field organizations have also made ongoing efforts to review and improve arrival and working times. Despite these and other efforts, SCE saw a noticeable increase in response time in January 2025 on Major Event Days, which was largely due to the impact of wildfire events in early January.

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

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

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

3. Metric-Specific Bias Controls Discussion

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

D. Metric 4: Fire Ignitions

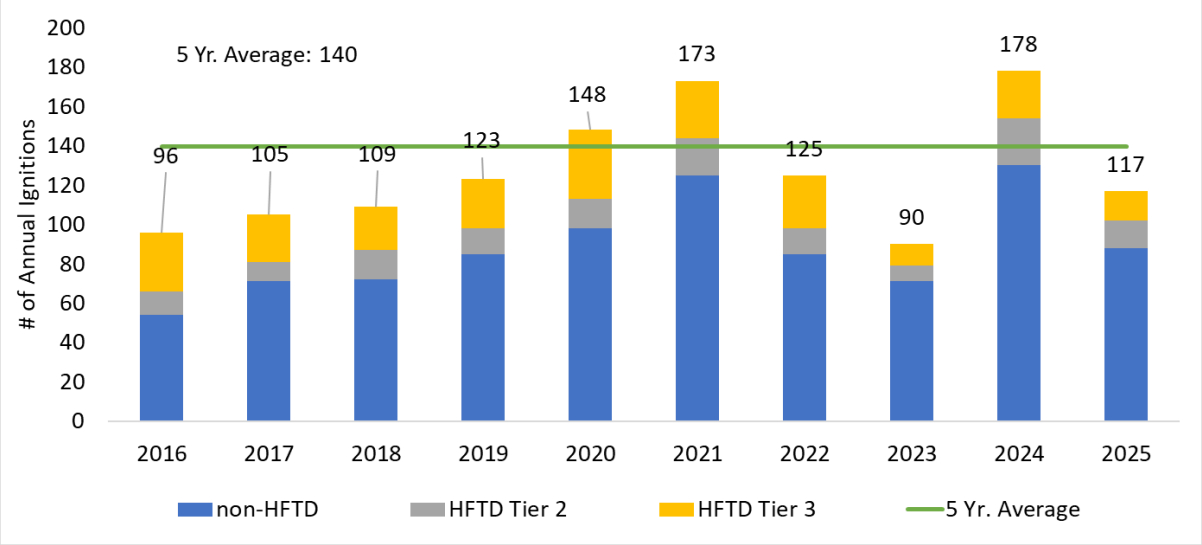
Table II-14
Fire Ignitions

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

1. Metric Data and Discussion

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

Figure II-4
Annual Fire Ignitions Metric Data by HFTD[35]



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

***Table II*-15**
Fire Ignitions – Historical Monthly Data[36]

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	4	10	3	14	8	16	6	4	9	11	5	6	**96**
2017	4	1	6	9	17	21	15	13	7	6	3	3	**105**
2018	4	6	2	14	8	18	11	13	6	16	6	5	**109**
2019	1	1	5	15	6	23	15	20	20	7	9	1	**123**
2020	4	4	8	4	12	42	16	20	8	11	12	7	**148**
2021	12	11	7	16	20	30	23	21	14	12	3	4	**173**
2022	9	9	9	10	18	21	12	12	11	5	8	1	**125**
2023	1	4	3	3	9	11	21	10	7	12	4	5	**90**
2024	0	5	8	9	21	26	29	23	26	10	12	9	**178**
2025	20	5	7	3	16	20	14	15	9	5	3	0	**117**
Average by Month	**6**	**6**	**6**	**10**	**14**	**23**	**16**	**15**	**12**	**10**	**7**	**4**	**126**

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

Annual variations in external conditions such as fuel levels, moisture, and wind have dramatic effects on wildfire risk that make year-over-year comparisons challenging. In other words, performance metrics that seek to understand overall wildfire risk reduction should consider at least a five-year time horizon and, even then, may be skewed by atypical years. For example, 2022 and 2023 featured unusually high levels of precipitation, which reduced the amount of dry vegetation fuel contributing to lower levels of wildfire risk. In contrast, 2024 was unusually dry, which led to unprecedented levels of wildfire risk as seen in extensive Public Safety Power Shutoff events throughout 2024. 2025 has seen a reduction in counts throughout the year due to early September rainfall that

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

continued to the end of the year. SCE captures and reports ignition events under the following drivers: contact from object (CFO), equipment facility failure (EFF), wire to wire contact, contamination, utility work/operations, vandalism/theft, other and unknown. As shown above in Figure II-4, the majority of ignitions are in non-HFTD where the potential consequences of an ignition are reduced compared to ignitions occurring in HFTD. The historical data for ignitions is shown below in Table II-16.

Table II-16
Fire Ignitions by Risk Event Category

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Contact From Object										
Animal	10	9	12	20	26	20	16	12	25	21
Balloons	11	20	30	15	19	22	15	8	12	11
CFO Other	6	5	0	6	3	6	0	1	10	9
Vegetation	13	16	15	14	13	21	14	11	19	11
Vehicle	7	6	13	10	7	11	14	7	25	13
Contact From Object Totals	*47*	*56*	*70*	*65*	*68*	*80*	*59*	*39*	*91*	*65*
Equipment/Facility Failure	40	31	28	36	59	70	55	41	68	35
Vandalism/Theft	0	0	1	6	6	7	3	6	7	8
Wire-Wire Contact	1	3	3	8	5	6	2	2	4	2
Other	2	3	0	7	8	9	4	2	4	4
Unknown	6	12	7	1	2	1	2	0	4	3
Totals	**96**	**105**	**109**	**123**	**148**	**173**	**125**	**90**	**178**	**117**

SCE continues to analyze the risk event drivers for possible new mitigations and existing mitigation improvements. Below, we describe several key programs that SCE is implementing to address fire ignitions.[37] Additional details on these and other SCE initiatives and work activities to minimize fire ignitions can be found in SCE's 2022 RAMP, SCE's 2026 - 2028 WMP and SCE's TY 2025 GRC application.

Wildfire Covered Conductor: The Wildfire Covered Conductor Program (WCCP) is a program for HFRA that focuses on replacing existing bare overhead conductor with covered conductor (CC) along with other associated components such as fire-resistant poles, composite crossarms, FR3 transformers, wildlife covers, surge arresters, polymer insulators and vibration dampers. SCE performs this work with appropriate urgency and risk-informed prioritization.

SCE also installs covered conductor in HFRA during post-fire restoration work (outside of the WCCP) and other non-WCCP programmatic work, e.g., through the OCP, where bare wires are

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

replaced with covered conductor as part of SCE's current engineering standards in HFRA. SCE has installed over 6,400 circuit miles of bare overhead distribution lines replaced since program inception in 2018. SCE is planning to install covered conductor on a significant amount of the remaining unhardened circuit miles in HFRA over the coming years. SCE has realized significant benefits from covered conductor deployment by reducing the potential for wildfire due to the contact of foreign objects such as vegetation with power lines, while also providing improvements in service reliability and fault performance. SCE may install covered conductor outside of HFRA, separate and apart from its HFRA covered conductor projects, in the 2026-2028 timeframe.

Undergrounding Overhead Conductor: Targeted Undergrounding (TUG) is a program to underground existing overhead power lines to significantly lessen wildfire and PSPS risk by markedly reducing the possibility for objects to contact energized conductor as well as greatly limiting the ignition-causing potential from equipment failures.[38] In addition to those drivers, fault conditions can weaken and sometimes cause electrical stresses on hardware and insulators, which could lead to energized wire down events or electrical arcing. Removing overhead lines and replacing them with underground wire significantly reduces this risk.

Undergrounding possesses the added benefit of eliminating the need for PSPS on the undergrounded circuit during extreme wind events. In contrast, deploying covered conductor significantly increases the windspeed threshold for de-energization during a risk event, but does not completely prevent de-energizations during extreme wind events. Accordingly, undergrounding is the preferred method to nearly eliminate risk in Severe Risk Areas. However, there are some locations, such as rocky areas, where it is not feasible to install underground circuits. In those locations, SCE would instead consider other mitigation measures, including covered conductor. SCE aims to convert at least 260 overhead circuit miles to underground lines in the next WMP period.

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[38] PSPS outage risk is eliminated for fully underground circuits, assuming there is no upstream overhead circuitry in HFRA. Isolatable circuit segments that are connected to upstream OH circuits can still experience PSPS outages if there is no way to reroute them to get power from another non-PSPS impacted circuit.

Shunting: SCE plans to proactively remediate splices by shunting them. Splices are installations that join two sections of conductor together, and they are susceptible to corrosion broken strands, and other issues. A shunt is a conductive path installed over the splice, which allows current to bypass the splice. Shunting adds redundancy to the splice by carrying both physical and electrical load.

Enhanced Design Standards: SCE plans to enhance its design standards to address ignition drivers on the transmission system. For instance, Enhanced System Design (ESD) is a cost-effective, long-term hardening pilot that SCE intends to implement on 66kV structures in Severe Risk Areas to mitigate the risk of ignitions on subtransmission lines. In 2024, SCE updated engineering standards to ensure traditional pole replacement programs incorporate ESD design, preventing future rework. The updated engineering standards for 66kV will use 115kV design criteria and incorporate steel structures like Tubular Steel Pole (TSP) or Light Weight Steel (LWS) where feasible. These revised standards will help reduce wildfire risks by ensuring sufficient cross-arm spacing per 115kV design criteria while utilizing more resilient TSP or LWS structures to reduce potential issues resulting from contact from object, which has been the main cause of 66kV ignition events since 2019. Transmission ESD would reduce the probability of ignition associated with most sub-drivers of ignitions on the sub-transmission system, especially Contact from Foreign Object (CFO) and Equipment Failure (EFF).

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

High Impedance Relays: SCE's traditional feeder protection elements are based on overcurrent, meaning the protection elements rely on fault magnitude to trigger the relay to operate. In a

high impedance (Hi-Z) event, however, the fault magnitude is small to non-existent. A Hi-Z scheme may detect arcing faults that may not be detectable by the conventional overcurrent-based schemes. The Hi-Z algorithm can be installed on any solidly grounded distribution system. Once installed, the Hi-Z settings are only able to detect high impedance conditions downstream of the field devices where the settings are installed. SCE is evaluating and validating Hi-Z efficiency for detecting events in the field. SCE has configured Hi-Z relays to produce alarms during the pilot to understand how these operations may affect customer outages, and field testing continues to gain further knowledge on operational considerations, such as accounting for the impacts of circuit switching on Hi-Z Relay alarms.

Protective Relays (Fast Curves): Fast Curves provide an additional layer of protection that detects faults and operates faster than traditional relay protection to de-energize the fault circuit or circuit section to reduce the fault energy and reduce ignition risk. When enabled during fire weather threats, Fast Curves continuously monitor the circuit or circuit section for sudden increases in line current indicating an electrical fault and take action to deenergize the station CB or RAR to reduce the fault energy. Additional settings have been deployed in 2025 to address wildfire risk through faster trip to further reduce the fault energy and therefore additional risk.

Rapid Earth Fault Current Limiter (REFCL): The Rapid Earth Fault Current Limiter (REFCL) initiative is a program that deploys technology that detects ground faults as small as a half ampere on one phase of a three-phase powerline. This technology almost instantly reduces the voltage on the faulted conductor while boosting the voltage on the two remaining phases. This allows SCE to maintain service for customers while extinguishing arcs.

SCE is utilizing its REFCL program in HFRA to reduce the energy released from ground faults to mitigate the risk of an ignition. SCE utilizes two approaches to implement REFCL technology: Ground Fault Neutralizer and Grounding Conversions. Ignitions caused by single phase to ground faults can be mitigated by using the Ground Fault Neutralizer, which reduces fault energy by a factor of a thousand or more compared to typical utility designs. A Ground Fault Neutralizer can detect and act upon ground faults as small as a half ampere, making it substantially more sensitive than traditional protection. The Ground Fault Neutralizer is likely to be the preferred REFCL design for large

substations. Large systems produce greater fault currents, which benefit more from the additional equipment used in a Ground Fault Neutralizer project.

Distribution Open Phase Detection: A Distribution Open Phase Detection (DOPD) scheme aims to detect one or more open phase (broken conductor) conditions on the distribution system. The scheme focuses on reducing ignition risk associated with wire-down incidents for both bare and covered conductor systems, by allowing the protection system to isolate a separated conductor before the wire contacts the ground. In 2021, SCE continued monitoring the performance of existing units with DOPD logic and identified two successful open phase events. In 2025, SCE plans to continue monitoring the performance of existing units, perform lab testing on algorithms and capture learnings in an assessment report.

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

Vegetation Management: SCE has several vegetation management initiatives that work to prevent wire down events and potential ignitions, including but not limited to Routine Line Clearing; the Hazard Tree Management Program (HTMP); Dead, Dying and Diseased Tree Removal; and Structure Brushing. Within SCE’s Structure Brushing Program, SCE removes vegetation around selected poles and towers to create 10-foot radial clearings (when attainable) consistent with Public Resources Code (PRC) § 4292. Fast growing vegetation at the base of poles and structures can provide the fuel to convert a spark from equipment failure into a fire and also risks fire propagation, especially during dry and windy conditions.

Situational Awareness: SCE will maintain and enhance SCE’s extensive network of weather stations, HD cameras, and associated meteorological functions to provide situational awareness to SCE and to external parties such as fire suppression agencies. These technologies will allow SCE as well as fire agencies to quickly respond to events and reduce the impact of ignitions.

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

As noted above in Section I.B.3, CPUC reportable ignitions in HFRA was integrated as part of SCE's 2025 Corporate Goals. For a further discussion of how SCE determined which metrics are linked to executive compensation, please refer to Section I.B.

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

3. Metric-Specific Bias Controls Discussion

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

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

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

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

1. Metric Data and Discussion

The annual data for Employee DART Rate is presented below in Figure II-5. Employee DART rate is a metric SCE has tracked over the 10-year period. The Employee DART rate increased slightly in 2025 from 2024 to above both the historical 10 and 5-year averages. Proactive Industrial Sprains and Strains Management efforts may have contributed to increased reporting and DART cases. Increased reporting would be consistent with program maturity models and experience from other organizations that implemented similar programs.

The key risk drivers impacting employee safety identified in SCE's 2022 RAMP are briefly discussed below in Section II.F along with a description of additional SCE worker safety initiatives. While these drivers were developed to address serious injuries and fatalities, they are also generally applicable to lower-level DART injuries as well.

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

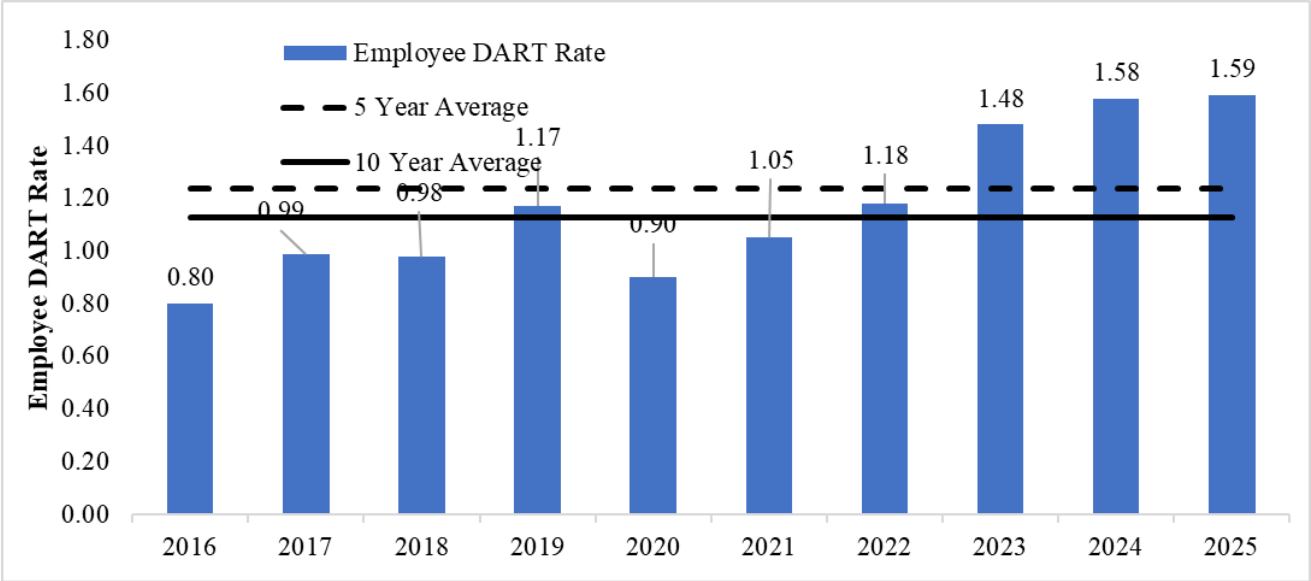

Table II-18
Employee Days Away, Restricted and Transfer (DART) Rate – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	0.71	0.89	0.81	0.48	0.68	0.65	0.52	1.33	0.88	1.26	0.66	0.66	**0.80**
2017	1.10	0.84	0.99	0.83	1.23	1.33	1.16	1.78	0.79	0.91	0.43	0.32	**0.99**
2018	0.77	1.06	0.65	0.59	1.30	0.58	0.88	1.22	1.25	1.65	0.61	1.10	**0.98**
2019	0.82	1.49	1.77	0.73	1.89	0.87	1.37	1.23	1.32	0.98	0.94	0.51	**1.17**
2020	1.55	0.87	1.28	0.49	0.78	0.25	0.93	1.21	1.28	0.87	0.40	0.93	**0.90**
2021	0.84	0.85	0.57	1.40	0.86	1.32	0.66	0.99	1.87	1.56	0.95	0.73	**1.05**
2022	0.80	0.51	1.30	1.35	1.73	1.76	1.53	1.30	1.10	1.20	0.53	0.88	**1.18**
2023	1.20	1.83	1.88	1.97	1.27	1.28	0.93	2.05	1.35	1.65	1.57	0.52	**1.48**
2024	1.02	0.79	1.87	1.49	1.57	1.99	2.02	1.78	1.84	1.57	2.07	0.91	**1.58**
2025	1.22	1.73	1.34	1.40	1.73	1.73	1.94	1.71	1.71	1.90	1.25	1.37	**1.59**
Avg by Month	**1.01**	**1.09**	**1.25**	**1.08**	**1.31**	**1.17**	**1.21**	**1.47**	**1.35**	**1.36**	**0.95**	**0.80**	**1.18**

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

regulatory requirements. SCE's Employee and Contractor Safety partners with SCE OUs in monitoring field safety programs and activities specific to the work in their area of responsibility. The work focuses on programs specifically designed for field employees in T&D, Generation, and Operational Services to ensure that the Accident Prevention Manual, safety programs, policies, incident reporting, and close calls are being followed and maintained. The programs described below help reduce all injuries.

Industrial Sprains and Strains Management

To mitigate OSHA and DART injuries, SCE initiated a comprehensive Industrial Sprains and Strains Management approach in 2023. The Industrial Athlete Program involved deploying Industrial Injury Prevention Specialists (IIPS) to specific T&D field locations to provide early signs and symptoms intervention for potential injuries, injury prevention exercise guidance as well as health and body mechanics education. In 2024, we further extended this effort by deploying IIPS across all T&D and Generation field locations. In 2025, SCE continued to expand the program by integrating Operational Services Organization field locations. In 2026, we will focus on integrating IT field employees into the program and improving utilization of IIPS service by all participating organizations.

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

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

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

3. Metric Specific Bias Controls Discussion

The OSHA Recordkeeping regulation (29 CFR 1904) requires preparing and maintaining records of serious occupational injuries and illnesses using the OSHA 300 log. SCE's OSHA recordkeeper performs these regulated activities, through which injuries and illnesses are classified as Non-Lost-Time, Lost-Time, Restricted Duty and Transfer injuries. All submitted injury/illness incidents

related to SCE employees are reviewed daily, along with associated medical reports and Workers Compensation claim work status changes. Edison Safety and OU leadership are notified of DART classifications and have the opportunity to review and appeal a classification.

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

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

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

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

1. Metric Data and Discussion

The annual data for Employee SIF rate is presented below in Figure II-6 and II-7. In 2025, SCE adopted the updated EEI Serious Injury and Fatality (SIF) definition effective January 1, 2025 to align with the EEI Safety Classification and Learning (SCL) Model and to improve consistency, focus, and learning across the industry. SCE provides the annual Metric under both definitions (the previous and the updated EEI definitions) in Figures II-6 and II-7, below. Both figures show the 2025 Metric is lower than in 2024 and lower than the 5-year average.

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

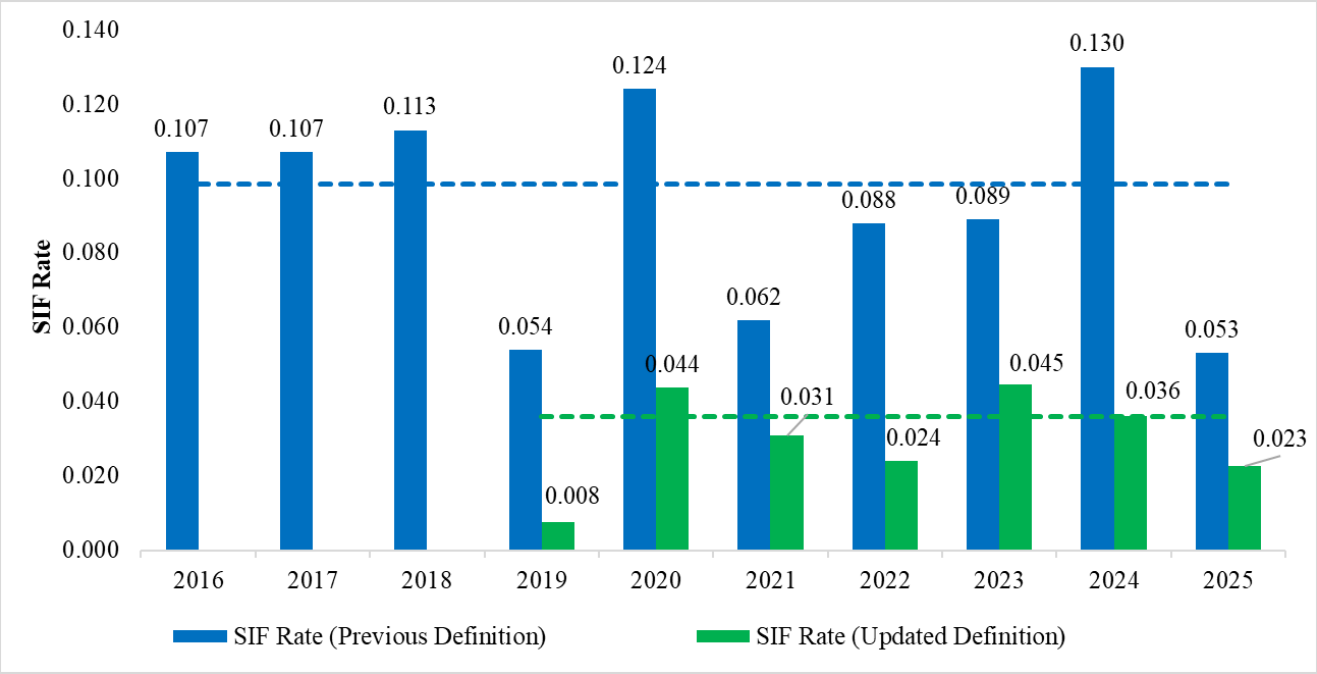

Table II-20
Rate of Serious Injuries or Fatalities (SIF) Actual (Employee) –Updated Definition[39]

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2019	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.088	0.000	0.000	0.000	0.000	**0.008**
2020	0.000	0.000	0.085	0.000	0.000	0.083	0.085	0.086	0.171	0.000	0.000	0.000	**0.044**
2021	0.188	0.000	0.081	0.000	0.095	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.031**
2022	0.100	0.102	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.093	0.000	0.000	**0.024**
2023	0.185	0.289	0.000	0.000	0.000	0.085	0.000	0.000	0.000	0.000	0.000	0.000	**0.045**
2024	0.000	0.000	0.000	0.083	0.000	0.090	0.000	0.162	0.000	0.079	0.000	0.000	**0.036**
2025	0.000	0.000	0.000	0.088	0.000	0.091	0.088	0.000	0.000	0.000	0.000	0.000	**0.023**
Avg by Month	**0.064**	**0.055**	**0.025**	**0.025**	**0.013**	**0.051**	**0.026**	**0.049**	**0.026**	**0.024**	**0.000**	**0.000**	**0.030**

As discussed earlier in this Report, safety is our highest value at SCE. We have in place numerous safety programs and initiatives designed to maintain and improve worker safety. SCE's ongoing vision is to strengthen our culture, eliminate serious injuries and fatalities, and reduce all injuries. Edison Safety provides guidance, governance, and oversight of the company's safety programs

[39] SCE provides the monthly Employee SIF Rate (Updated Definition in Attachment A - SCE 2025 Safety Performance Metrics – Historical Data) for both the previous and updated EEI definitions.

and activities focused on employee and contractor safety to accomplish the common goal of creating an injury-free workplace. This includes developing and managing programs to meet requirements outlined by governing regulatory agencies including the Occupational Safety and Health Administration (OSHA) and the California Division of Occupational Safety and Health (Cal/OSHA), learning from safety incident evaluations, tracking and analyzing the company's safety data and records, managing and implementing SCE's Safety Culture Transformation, as well as managing other employees (field and office) and requiring contractors to have safety programs and standards.

SCE identified four main SIF drivers (People, Process, Equipment and Other) with various sub-drivers in the 2022 RAMP report. These drivers and sub-drivers are listed below in Table II-21.[40] The People driver includes incidents that were caused by human factors, including lack of hazard awareness and unintentional human error or conditions. In the Process driver, a standard or process either does not exist to address safety hazards or the current standard/process is inadequate and needs improvement. The Equipment driver is defined as a failure in equipment design that leads to an incident, or equipment design that creates an error trap for individuals and leads to an incident. Examples include a vehicle engine manufacturer design failure that causes a fire, a pinch point created due to equipment or system design, or error traps such as distraction or confusing displays or controls. The Other driver includes incidents beyond SCE's control, such as a vehicle incident caused by a member of the public. The Equipment and Other drivers do not have sub-drivers.

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

Table II-21
Employee Safety Risk Drivers

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

Below, SCE describes some of the initiatives and programs that SCE has in place to reduce the risk of serious injuries or fatalities to our employees. This should not be considered an exhaustive list.

Safety Management System: SCE's Safety Management System (SMS) organizes and enhances the way SCE manages safety, ensuring programs and efforts are working together. SCE is currently working to align our SMS with the ANSI Z10.0-2019 standard. SMS relies on worker and leader engagement to proactively identify, assess, and mitigate worker safety risks, with a primary focus on serious injuries and fatalities, using the repeatable "Plan, Do, Check, Adjust" model. This method

enables a deliberate and focused strategy to maintain progress in mitigating high hazard risks. SMS provides a consistent framework that aims to increase leadership accountability, create standardization, improve risk management and prevent safety incidents before they occur.

In 2024, SCE launched its formal SMS risk management process. As part of the SMS risk management process, frontline employee input was gathered to identify high hazard safety risks. Risks are prioritized based on likelihood and consequence risk scores, incident data and leader input, and will be assessed in Risk Assessment Workshops where frontline employees and subject matter experts will develop new or improved mitigations. Project teams coordinate mitigations, then they are implemented through new or existing efforts, such as the Safety Work Plan or grassroots safety teams. In 2025, additional data inputs were integrated into the risk management process, and the SMS Management of Change process was implemented to support the effective deployment of mitigations and safety improvements. In 2026, SMS will introduce monitoring of mitigations through quality control checks to determine effectiveness of intended risk reduction. Additionally, all SMS processes will follow a "Plan, Do, Check, Adjust" cycle for ongoing review resulting in adjustments for continuous improvement.

Safety Observations: The Safety Observations Program is an enterprise-wide initiative designed to strengthen safety culture and reduce risk through proactive engagement. At its core, the program encourages employees at all levels to conduct observations that focus on recognizing positive safety practices and identifying at-risk conditions before they lead to incidents. Unlike inspections or audits, safety observations are conversational and collaborative engagements, fostering open communication about safety and reinforcing the principle that everyone plays a role in keeping each other safe. The program enables observers to take immediate action when possible and submit observations even if issues are resolved on the spot, ensuring organizational learning and trend analysis.

The program operates through a standardized platform, offering mobile and desktop applications for real-time data entry and offline forms for remote work environments. Leaders can access dashboards to monitor participation, trending behaviors, and actions across operating units. Annual evaluations measure effectiveness by tracking engagement levels, observation quality, and job-specific trends. The Safety Observations Program is a critical component of SCE's safety strategy,

driving cultural maturity by embedding accountability, proactive risk mitigation, and positive reinforcement into everyday work practices.

High Energy Controls Assessment (HECA): HECA is a safety program designed to prevent serious injuries and fatalities by ensuring that effective controls are in place for high-energy hazards (hazards that are most likely to cause a serious injury or fatality if an employee contacts the energy). Unlike traditional programs that broadly address general hazards, HECA represents a strategic shift toward a proactive, tactical approach focused on life-threatening risks in high-hazard operations. The program verifies that each high-energy hazard has an effective corresponding control, providing a monitoring indicator of safety performance that goes beyond traditional lagging measures like incident rates. Trained observers conduct structured, field-based engagements using standardized checklists and methodologies, emphasizing consistency, calibration, and systematic data collection. Expanded to all SCE's high hazard organizations in 2024, HECA applies these assessments to high-hazard (tasks or work that consistently involves high-energy hazards) tasks across high-hazard operational units, allowing multiple HECAs within a single job when several tasks involve high-energy hazards. By concentrating on the most critical high-energy risks, engaging directly in the field, and standardizing processes, HECA delivers a metric to monitor safety performance in real time.

The program operates through a standardized platform, offering mobile and desktop applications for real-time data entry and offline forms for remote work environments. Leaders can access dashboards to monitor participation, trending behaviors, and actions across operating units. Annual evaluations measure effectiveness by tracking engagement levels, observation quality, and job-specific trends. The HECA Program is a critical component of SCE's safety strategy, driving serious injury and fatality mitigation.

Safety Work Plan: The Safety Work Plan (SWP) drives a structured portfolio of safety improvement workstreams focused on four core objectives—leader safety ownership and accountability, reduction of high-hazard risk, advancement of technology/tools/training to reduce SIF risk, and consistent application of the Safety Management System (SMS). SMS translates safety culture assessment insights and SMS risk management inputs (including extensive frontline engagement) into

prioritized initiatives with defined objectives, timeframes, milestones, and success measures. Since 2024, the SWP has implemented 30+ workstreams including safety culture training for leaders and employees in high hazard roles, expanding standard operating procedures for high-risk activities, deployment of enabling technologies (e.g., mobile devices for field employees and Starlink for remote lone workers) and training, and implementing SMS Management of Change. SCE's SWP is sponsored by senior executives and governed through SCE's formal safety governance structure up to and including our CEO, COO and Board of Directors. Each workstream is led by accountable champions who are senior leaders in operations, responsible leads with subject matter depth and project managers. The SWP is also managed by a PMO which provides organizational change management and safety culture expertise, coordination and integration to ensure disciplined execution.

SCE continued to strengthen leader safety ownership and accountability by formalizing and reinforcing clear expectations for leaders through its Safety Work Plan (SWP) governance framework. Building on prior enhancements, safety leadership in 2025 was reinforced through targeted coaching of field leaders in Distribution and Transmission, which supported stronger cross organizational collaboration, consistent leadership engagement in the field, and disciplined action planning aligned to high hazard risk reduction priorities.

In parallel, SCE implemented a leadership expectations framework designed to drive consistent leader behaviors and decision making in operational environments. This framework was reinforced through integration into leaders' Performance Development Plans (PDPs), with specific expectations related to field presence, safety observations, risk management practices, PPE adherence, and housekeeping standards. These actions strengthened accountability by embedding safety leadership behaviors into formal performance management processes rather than treating them as discretionary activities.

To further institutionalize these gains, SCE advanced a structured leadership development approach, including Safety Culture Training (Switch and Engage 2.0) and the application of Human and Organizational Performance (HOP) principles, shifting leadership focus from individual error to the design of resilient systems. Together, these actions established a more consistent and

sustainable framework for developing and promoting safety leaders, strengthening the leadership pipeline for current and future operational roles.

In 2025, the SWP prioritized reducing high hazard risks associated with lifting and rigging wood poles by reinforcing standard operating procedures to ensure consistent use of safe field techniques. SCE also implemented annual Induction & Grounding training across Distribution, Transmission, and Substation Construction & Maintenance, supported by ongoing annual compliance-based computer training.

To advance safety tools and training that reduce high hazard risk reduction, SCE enhanced connectivity for remote and lone workers by deploying Starlink devices in high risk, low connectivity areas, improving real time communication, operational effectiveness, and worker safety. In addition, SCE implemented an Electronic Tailboard to augment existing paper processes, enabling integrated, mobile access to risk mitigation resources—including job hazard analyses, the Accident Prevention Manual, and Craft Communications—to strengthen high energy hazard recognition and the consistent application of mitigating controls.

In addition to the Electronic Tailboard and lifting and rigging wood poles, SCE standardized work practices for employees and contractors by discontinuing the use of 15 kV and 25 kV 200-amp dead-break elbows and transitioned to load-break elbows to reduce underground arc-flash risk and align with industry standards. In addition, SCE advanced development of a standardized safe-driver program for groundmen and new linemen, implemented a tiered Management of Change process to standardize updates to standards, and completed development of a new engineering standard to formalize induction and updates to construction and design standards.

Cause Evaluations: SCE has established a Corrective Action Program with the goal of reducing safety incidents by developing a cause evaluation process that carefully focuses on identifying organizational and programmatic causes. Key stakeholders partner to evaluate incidents. SCE takes a tiered approach to conducting cause evaluations by adjusting the level of analysis to align with the severity of the incident. A systematic process is then used to identify the cause(s), so that effective

corrective actions can be put in place with reasonable promptness in order to reduce the likelihood of the safety incidents re-occurring.

Safety incidents are reported in Safety Incident Management System (EHSync and Enablon) and classified using the EEI Safety Classification and Learning Model, assessing severity based on energy levels, control effectiveness, worker proximity, and injury severity.

A cause evaluation type is then assigned that is commensurate with the severity of the safety incident. Root Cause Evaluations address fatalities, while Apparent Cause Evaluations are conducted for serious injuries and close calls. Standard Cause Evaluations deal with serious injuries without high energy and for some injuries that result in days away or restricted duty for the injured employee. There is also an option to identify and capture direct causes and corrective actions for minor injuries through existing evaluation processes within organizations.

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

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

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

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

3. Metric Specific Bias Controls Discussion

In addition to the controls discussed in Section I.B, an SCE Incident Screener reviews incident details and medical reports daily to identify Employee SIF in accordance with the EEI SIF definition. Classifications are overseen by Edison Safety management. The SCE Incident Screener may contact EEI when clarification is needed on the SIF criteria. The Edison Safety management team and OU leadership discuss each Employee SIF incident at monthly executive safety meetings to assess ways to minimize risk, prevent potential recurrence of serious injuries or fatalities, and validate accurate reporting of the incidents.

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

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

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

Table II-22
Rate of SIF Actual (Contractor)

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

1. Metric Data and Discussion

The annual data for Contractor SIF rate is presented below in Figure II-6 and II-7. In 2025, SCE adopted the updated EEI Serious Injury and Fatality (SIF) definition effective January 1, 2025 to align with the EEI Safety Classification and Learning (SCL) Model and to improve consistency, focus, and learning across the industry. SCE provides the annual Metric under both definitions (the previous and the updated EEI definitions) in Figures II-6 and II-7, below. Both figures show the 2025 Metric is lower than in 2024 and lower than the 5-year average.

Figure II-7
Rate of SIF Actual (Contractor)[41]

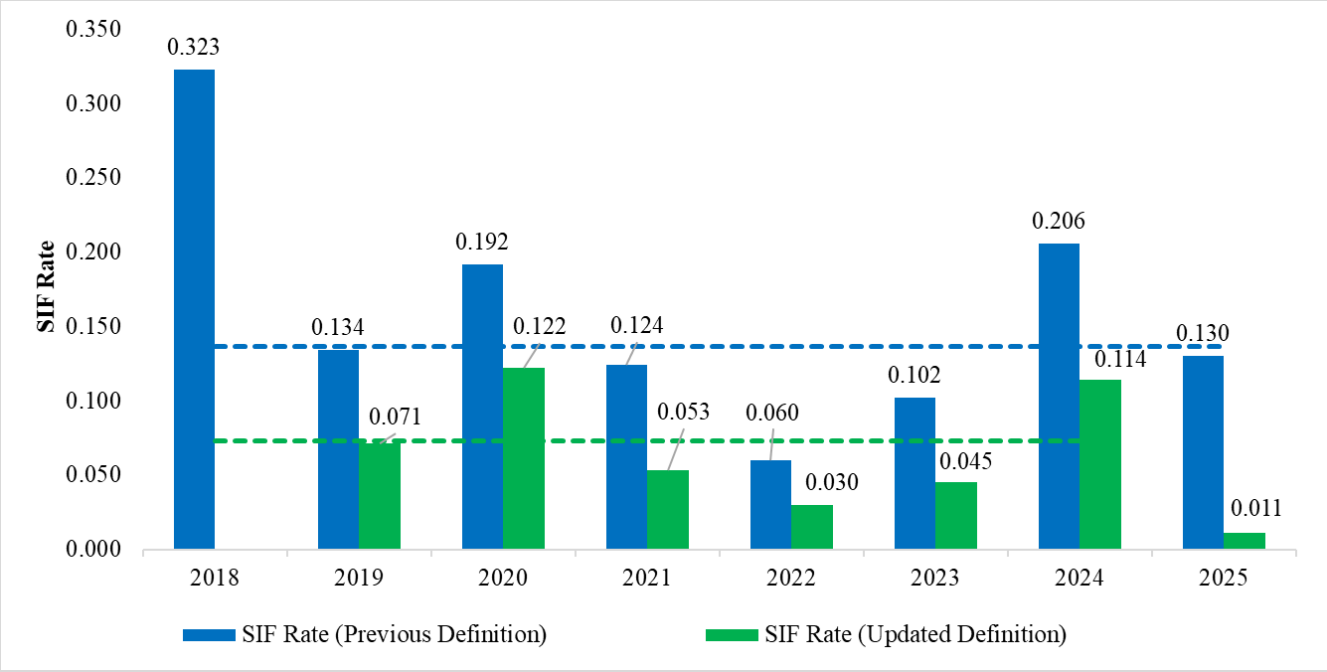

Table II-23
Rate of SIF Actual (Contractor) – Updated Definition

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2019	0.167	0.000	0.000	0.118	0.000	0.104	0.107	0.095	0.094	0.087	0.088	0.000	**0.071**
2020	0.109	0.115	0.000	0.247	0.105	0.000	0.436	0.000	0.107	0.164	0.000	0.204	**0.122**
2021	0.121	0.000	0.000	0.000	0.106	0.000	0.000	0.098	0.103	0.000	0.207	0.000	**0.053**
2022	0.000	0.000	0.000	0.118	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.263	**0.030**
2023	0.000	0.145	0.000	0.000	0.141	0.000	0.000	0.000	0.133	0.121	0.000	0.000	**0.045**
2024	0.000	0.000	0.138	0.146	0.139	0.000	0.148	0.386	0.000	0.000	0.258	0.150	**0.114**
2025	0.000	0.000	0.136	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.011**
Avg by Month	**0.056**	**0.038**	**0.034**	**0.087**	**0.069**	**0.017**	**0.106**	**0.081**	**0.065**	**0.057**	**0.082**	**0.088**	**0.065**

SCE contractors perform a variety of high-risk work, including Transmission and Distribution Line Construction, Vegetation Management, Hazardous Tree Removal, Crane Operations, Traffic Control, Helicopter Operations, Drone Operations, Trenching, Drilling, Substation Operation

41 SCE provides the monthly Contractor SIF Rate (Updated Definition in Attachment A - SCE 2025 Safety Performance Metrics – Historical Data) for both the previous and updated EEI definitions.

and Maintenance, Power Generation Maintenance, heavy equipment operation, Environmental Monitoring, and Material Transport.

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

Table II-24
Contractor Safety Risk Drivers

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

As discussed in SCE's 2022 RAMP and shown below in Table II-25, there are three main controls used to reduce contractor safety incidents. SCE's Contractor Safety Management Program aims to improve safety oversight of contractors, ensuring their leadership communicates SCE's requirements to their workforce and manages safety risks. SCE addresses contractor safety through three main categories: (1) Pre-Qualification and On-Boarding, (2) Oversight, Performance Management, and Culture Development, and (3) Incident Management and Learning.

The program components are listed below in Table II-25 and include safety pre-qualification of all contractors/subcontractors that conduct high-risk work, oversight of contractor work planning process, field monitoring, incident analyses, safety performance improvement processes for individual contractors, and efforts to influence the development of strong safety cultures amongst our contractors.

Table II-25
SCE Contractor Safety Programs

Pre-Qualification and On-Boarding	• 3rd party (ISN Qualification) • Conditional Contractor Plans • RFP Development • Contractor Orientation (CHOC HASP) • Badging and Training Qualification
Oversight, Performance Management and Culture Development	• SCE Field Observations • Critical Observable Actions (COA) utilization • Contractor Safety Quality Assurance Reviews (CSQARs) • Scorecards • Performance Dashboards and Monthly reporting • Compliance Management • Control Stages • Safety Culture Training • Communications • Safety Forums • Contractor Safety Advocate • California Peer Utility Benchmarking Forums
Incident Management and Learning	• Incident Evaluations • Management Review Committees • Common Cause Evaluations • Corrective Action Plan Management • Incident Review Teams • Incident Communications

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

Contractor Safety Culture: SCE's safety culture extends to our contractors, especially contractors who perform higher-risk work (Tier 1 Contractors). In 2025, SCE continued working with 21 contractors selected in 2024 to undergo a Contractor Safety Quality Assurance Review (CSQAR) to complete a safety culture assessment of their organization to evaluate safety culture maturity, understand where opportunities exist, and implement steps to strengthen the program's effectiveness.

Contractor Bid Qualification: SCE has a dedicated Safety Advisor to support Procurement for high-risk work RFPs, completing 150+ contract awards in 2025. This partnership

ensures that all bidding contractors understand and demonstrate safety oversight requirements for SCE jobsites.

Contractor Field Monitoring: SCE analyzes contractor safety performance data to identify trends, implement targeted approaches in areas of opportunity and set objectives for contractor safety performance. SCE conducted a total of 14,952observations in 2025 which included crew recognition, identification of Opportunity for Improvement, and have also included immediate work stoppages due to at-risk behaviors or site conditions.

Communications to Contractors: SCE regularly communicates with our contractor workforce to raise awareness about safety. Some examples include weekly incident reports, significant safety event communications, safety performance scorecards, construction method publications, and tool and equipment recalls, as well as in-person contractor safety forums. SCE also publishes Operational Experience (OE) reports to share cause analysis findings and corrective actions for both contractor and SCE employee incidents. These OEs are then shared with contractors as part of SCE's weekly contractor communications.

Contractor Incident Evaluation Reports: In the event of an injury, SCE's response may range from requiring the contractor to develop its own corrective action to reducing or terminating the contract based on the contractor's safety performance. SCE requires incident evaluation reports to be submitted for all incident severities and requires contractors to outline mitigation measures to prevent similar incidents from recurring.

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

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

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

3. Metric Specific Bias Controls Discussion

An SCE Incident Screener reviews contractor-submitted incident reports, including medical status information, daily to identify Contractor SIF in accordance with the EEI SIF definition. SCE maintains two independent contractor safety incident reporting systems; EHSync based on SAP and an internally developed reporting system. These two systems are reconciled for accuracy. As of September 1st, 2025, we transitioned solely into Enablon, our new internal incident management system. Classifications are overseen by Edison Safety management. The SCE Incident Screener may contact EEI when clarification is needed on the SIF criteria. SCE leadership discusses each Contractor SIF incident at monthly executive safety meetings to assess ways to minimize risk, prevent potential recurrence of serious injuries or fatalities, and validate accurate reporting of the incidents.

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

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

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

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

1. Metric Data and Discussion

The annual Potential Serious Injury and Fatality (PSIF) rate data is presented below in Figure II-8. In 2025, SCE saw an increase in the PSIF rate compared to a historical average. However, PSIF should be considered to be a bi-directional indicator. That is, movement in two opposite directions could each be viewed as desirable. For example, a PSIF increase can be explained as a positive indication that workers have a greater willingness to report potential SIFs. In that instance, learning can occur, and mitigations can then be appropriately implemented to reduce further occurrence of PSIF. On the other hand, an increase in PSIFs could mean that workers are increasingly being placed in harm's way and are more likely to experience a serious injury.

Figure II-8
Rate of SIF Potential (Employee)

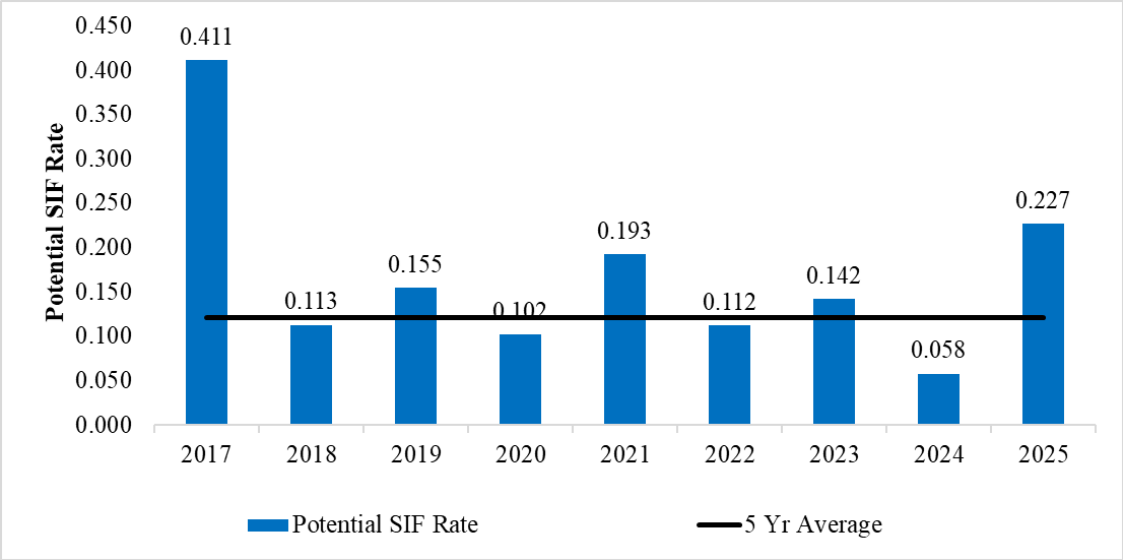

Table II-27
Rate of SIF Potential (Employee)

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	0.300	0.314	0.452	0.415	0.379	0.285	0.739	0.801	0.198	0.455	0.216	0.324	**0.411**
2018	0.000	0.106	0.186	0.098	0.186	0.097	0.098	0.175	0.000	0.174	0.204	0.000	**0.113**
2019	0.000	0.398	0.093	0.092	0.180	0.097	0.091	0.175	0.188	0.082	0.419	0.102	**0.155**
2020	0.000	0.097	0.256	0.000	0.000	0.083	0.085	0.259	0.171	0.000	0.201	0.093	**0.102**
2021	0.094	0.094	0.081	0.611	0.095	0.000	0.000	0.360	0.187	0.368	0.210	0.208	**0.193**
2022	0.100	0.000	0.000	0.000	0.096	0.093	0.204	0.000	0.184	0.278	0.213	0.219	**0.112**
2023	0.000	0.000	0.164	0.281	0.169	0.000	0.373	0.158	0.360	0.082	0.098	0.000	**0.142**
2024	0.170	0.000	0.000	0.000	0.000	0.000	0.000	0.081	0.088	0.157	0.000	0.203	**0.058**
2025	0.162	0.096	0.178	0.088	0.273	0.364	0.177	0.361	0.449	0.331	0.113	0.098	**0.227**
Avg. by Month	**0.092**	**0.119**	**0.155**	**0.172**	**0.150**	**0.111**	**0.186**	**0.259**	**0.206**	**0.208**	**0.186**	**0.137**	**0.166**

The Rate of PSIF (employee) has the same drivers as the actual Rate of SIF (Metric 15). SCE takes every safety incident seriously, whether it is relatively minor (such as a slip or fall resulting in a DART-level incident) or more serious (such as a switching incident with a flash, resulting in third-degree burns). Further, SCE treats SIF Potential cases in the same manner as actual SIF cases because in many instances, a PSIF could have resulted in an actual SIF to an employee. While the consequences of

actual SIF and PSIF cases may be different, the circumstances are often very similar. Cause evaluations are performed on select actual and potential SIFs to identify and implement corrective actions to reduce the risk of future, similar incidents. Both actual and potential SIF incidents inform SCE's SIF Risk Register, and when SCE makes efforts to address drivers of incidents, SCE examines PSIF incidents with the same degree of seriousness as actual SIF incidents. By identifying PSIF cases, SCE is able to learn from and address a greater variety of situations.

In 2025, SCE experienced 30 PSIF employee incidents. Approximately half of the incidents were categorized as involving an "Electrical Flash"[42] incident (with a few other non-flash incidents recorded as electrical contact). The following information outlines common trends in these flash incidents as similar or common causes validated through formal cause evaluation analyses:

- Metering tasks and related functions
- Mishandling of the panel cover or equipment lid
- Deteriorated electrical tape/insulation
- Inadvertent contact with tools/equipment/components

As a result of these in-depth evaluations, several actions and initiatives were developed with operational units. Key actions include the following:

- Reinforcement of requirements related to covering and protecting exposed conductor ends (including the option to de-energize) as well as confirming/verifying the status of lines prior to performing work
- The development and communication of Heads-up bulletins, including a focus on secondary connector failure underneath insulating tape
- Review of manufacturer's operating requirements associated with the operation and strain on bucket truck jib lifts.

[42] Electrical flash incidents refers to a situation involving an electrical flashover or an arc flash event, which can occur during the operation of electrical equipment. A flash incident is characterized by the sudden discharge of electrical energy, which can be dangerous and may lead to an injury.

While many of the flash incidents involved workers performing specific tasks associated with electrical meters and panels, SCE conducted a special learning team to better understand the context and risk associated with secondary flashes. This learning team process included in-depth workshop discussions with frontline workers and leaders, including Field Service Representatives and Meter Technicians. Participants were empowered to share their own perspectives on identifying risks and helping to build defenses in the work process and environment. Some of the key actions built by the team and championed by leadership included:

- Updating training materials to specifically capture things such as the option to operate main breakers
- Engaging Metering Operations and Planning leadership teams to regularly share operational goals and enhance coordination
- Increasing alignment with Human Resources testing to redesign testing requirements with job-specific requirements
    - Strengthening training engagement with leadership participation, including options for supervisors to participate in foundational training

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

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

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

3. Metric Specific Bias Controls Discussion

In addition to the earlier discussion provided in Section I.B, an SCE Incident Screener reviews incident details and medical reports (as applicable) daily to identify Employee Potential SIF in

accordance with the EEI Safety Classification and Learning (SCL) model. Classifications are overseen by Edison Safety management. The SCE Incident Screener may contact EEI when clarification is needed on the SCL Model criteria. The Edison Safety management team and OU leadership discuss actual and potential SIF incidents at monthly executive safety meetings to assess ways to minimize risk, prevent potential recurrence of serious injuries or fatalities, and validate accurate reporting of the incidents. After year-end data is closed, Potential SIF counts are reviewed in aggregate to ensure accurate reporting. Timekeeping data is extracted to enable the calculation of Potential SIF rates.

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

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

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

1. Metric Data and Discussion

The annual Contractor rate of SIF Potential metric data is presented below in Figure II-8. In 2025, SCE saw a decrease in SIF Potential counts and rates, and the rate remains below the historical average.

Figure II-9
Rate of SIF Potential (Contractor)

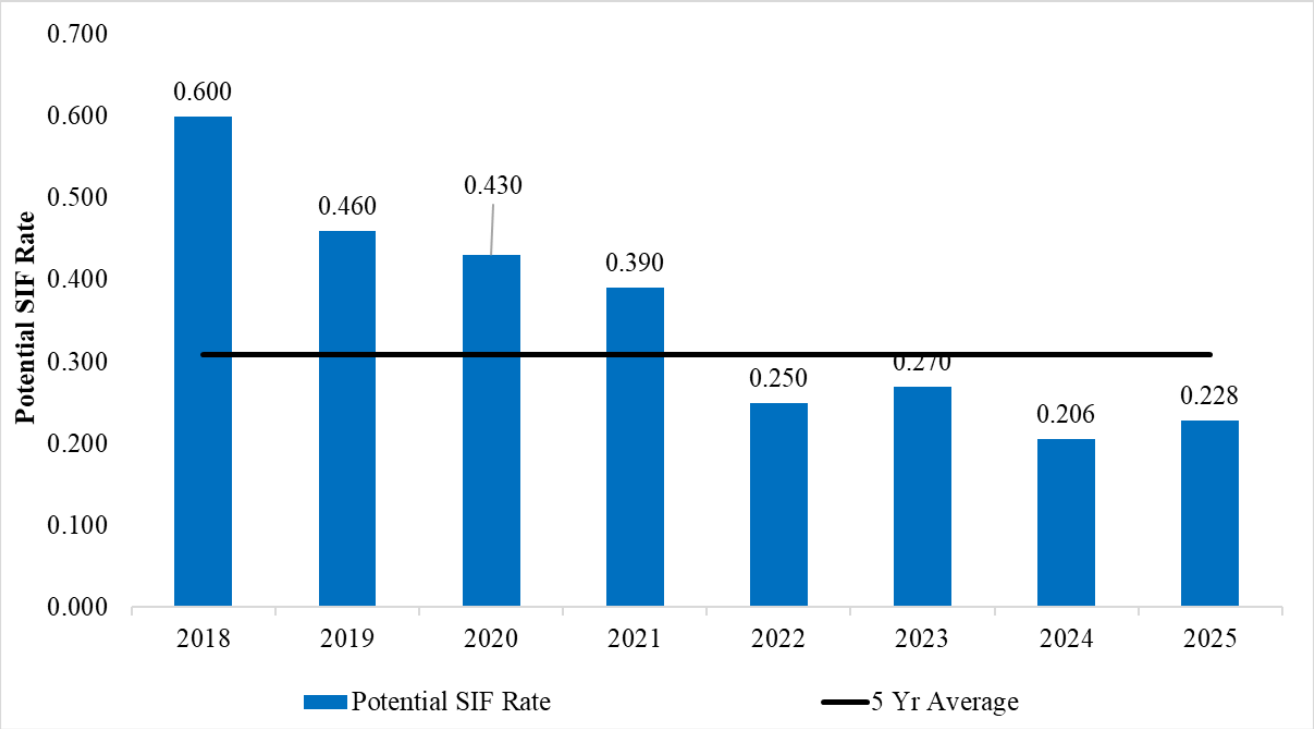

Table II-29
Rate of SIF Potential (Contractor)

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	1.040	0.710	1.050	0.420	1.040	0.570	0.150	0.430	0.510	0.380	0.420	0.710	**0.600**
2019	0.330	0.420	0.330	0.590	0.330	1.150	0.860	0.190	0.470	0.610	0.090	0.210	**0.460**
2020	0.540	0.580	0.450	0.370	0.110	0.740	0.220	0.430	0.530	0.250	0.640	0.310	**0.430**
2021	0.490	0.600	0.340	0.710	0.210	0.420	0.450	0.200	0.520	0.270	0.520	0.000	**0.390**
2022	0.440	0.230	0.560	0.240	0.120	0.370	0.240	0.370	0.240	0.120	0.000	0.000	**0.250**
2023	0.150	0.290	0.260	0.000	0.280	0.140	0.150	0.130	0.670	0.480	0.430	0.150	**0.270**
2024	0.152	0.327	0.276	0.000	0.139	0.139	0.148	0.386	0.124	0.322	0.129	0.300	**0.206**
2025	0.123	0.138	0.678	0.406	0.135	0.133	0.000	0.357	0.000	0.223	0.145	0.422	**0.228**
Avg. by Month	**0.403**	**0.410**	**0.494**	**0.357**	**0.278**	**0.487**	**0.299**	**0.305**	**0.388**	**0.334**	**0.312**	**0.241**	**0.358**

The rate of PSIF (contractor) has the same drivers as the contractor SIF actual rate. SCE treats PSIF incidents in the same manner as actual SIF incidents because in many cases, a PSIF could have resulted in an actual SIF given a change in conditions. While the consequences of actual SIF and

PSIF incidents may have been different, the circumstances are often similar. Cause Evaluations are performed by contractor companies on select actual and potential SIFs to identify and implement corrective actions to reduce the risk of future, similar incidents. All contractor incidents (both actual SIF and PSIF), must be reviewed and accepted by the SCE Management Review Committee (MRC).

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

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

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

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

3. Metric Specific Bias Controls Discussion

An SCE Incident Screener reviews contractor-submitted incident details and medical reports daily to classify all reported contractor incidents in accordance with the EEI SIF definition. Additionally, a screening result can be challenged for additional review by Edison Safety or the responsible OU if any details of the incident do not appear to be in line with the screening result. SCE also maintains an independent contractor safety incident reporting system, EHSync. As of September 1, 2025, SCE transitioned to solely using Enablon, a new internal incident management system that documents each contractor safety incident. Dual tracking is performed by Contractor Safety and Edison Safety to reconcile SCE's internal incident management system entries with contractor Safety Excel data. Discrepancies are reviewed and addressed monthly. Classifications are overseen by Edison Safety

management. The SCE Incident Screener may contact EEI when clarification is needed on the EEI-PSIF criteria. The Edison Safety management team and OU leadership discuss all Contractor PSIF incidents at monthly executive safety meetings to assess ways to minimize risk, prevent potential recurrence of serious injuries or fatalities, and validate accurate reporting of the incidents.

All incidents classified as PSIF are required to undergo a Management Review Committee (MRC) process. As part of this process, each contractor must submit cause analysis documentation and proposed corrective actions for review and approval by SCE subject matter experts (SMEs).

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

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

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

1. Metric Data and Discussion:

The annual Contractor DART rate metric data is presented below in Figure II-10. In 2025, SCE saw a decrease in Contractor DART rate, which remains below the historical average. The key risk drivers impacting Contractor safety as identified in SCE's 2022 RAMP are discussed above in Section II.G along with a description of SCE's Contractor safety activities. While these drivers were developed to address serious injuries and fatalities, they are also generally applicable to lower lever injuries as well. In addition, the work activities described in Section II.G would also apply to this metric and are not repeated here.

Figure II-10
Contractor DART Rate

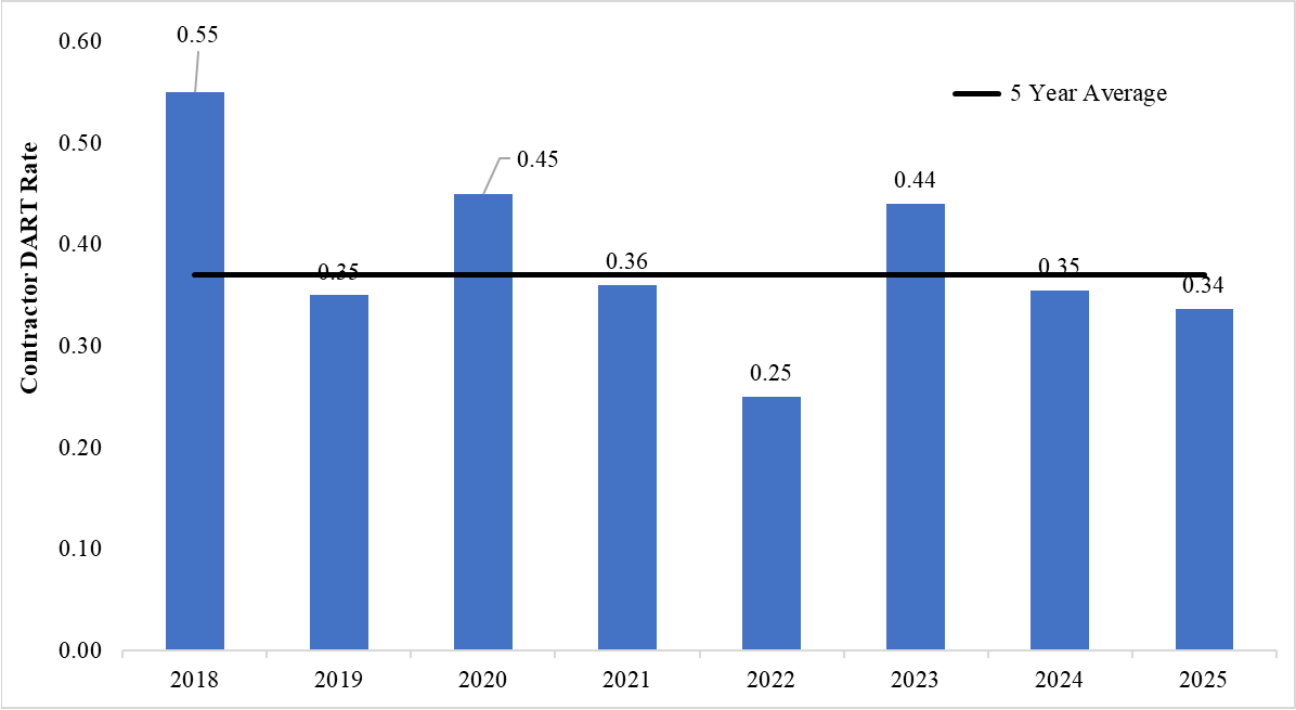

Table II-31
Contractor DART Rate

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	0.170	0.180	0.450	0.700	0.590	0.990	1.030	1.300	0.130	0.250	0.210	0.710	**0.550**
2019	0.500	0.420	0.330	0.240	0.330	0.520	0.210	0.380	0.470	0.260	0.260	0.310	**0.350**
2020	0.220	0.460	0.450	0.860	0.420	0.420	0.870	0.430	0.000	0.410	0.270	0.610	**0.450**
2021	0.360	0.120	0.220	0.000	0.420	0.420	0.330	0.590	0.720	0.270	0.520	0.340	**0.360**
2022	0.110	0.230	0.110	0.590	0.240	0.250	0.120	0.250	0.120	0.350	0.140	0.530	**0.250**
2023	0.730	0.290	0.650	0.250	0.560	0.000	0.590	0.130	1.070	0.480	0.140	0.440	**0.440**
2024	0.152	0.490	0.552	0.439	0.557	0.418	0.148	0.386	0.249	0.322	0.387	0.150	**0.355**
2025	0.370	0.550	0.271	0.541	0.404	0.133	0.266	0.119	0.245	0.223	0.578	0.422	**0.336**
Avg by Month	**0.319**	**0.341**	**0.371**	**0.435**	**0.433**	**0.396**	**0.441**	**0.435**	**0.373**	**0.322**	**0.312**	**0.434**	**0.383**

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

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

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

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

SCE verifies Tier-1 high hazard contractor submitted DARTs from ISNetworld's "Site Tracker" data with Contractor Incident Reports for improved quality control of contractor safety performance data.

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

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

K. Metric 20 - Public Serious Injuries and Fatalities

1. Metric Data and Discussion:

Pursuant to Ordering Paragraph 3 of D.19-04-020, SCE provided SPD staff with its data on Public Serious Injuries and Fatalities sixty days prior to the due date for this report.[43] In Table II-32 below, SCE provides the public serious injury and fatality data in the categories and subcategories provided by SPD.

Table II-32
Public Serious Injury and Fatality – 2025 Data by Category

#	Injury Type	Incident Type	Sub-category	Infrastructure Involved
1	Fatality	Overhead electric contact	Contact with intact overhead conductors	Distribution
2	Injury	Overhead electric contact	Contact with energized riser cable due to theft/vandalism	Distribution
3	Fatality	Overhead electric contact	Contact with energized fallen overhead conductors caused by falling trees/branches	Distribution
4	Injury	Underground electric contact	Theft/vandalism	Distribution
5	Injury	Overhead electric contact	Contact with intact overhead conductors	Distribution
6	Injury	Overhead electric contact	Contact with intact overhead conductors	Distribution

Central to SCE's mission of delivering safe, reliable, affordable, and clean power is a desire to protect the public. The causes of public safety incidents vary and may include - outages, dig ins, vehicle accidents, and trespassing with the intent to vandalize. SCE has identified several key public safety risks:

- Contact with Energized Equipment
    - Wire Down
    - Overhead Intact Contact (e.g., tree trimmer)
    - Underground Intact Contact Below Grade (e.g., dig ins)
    - Underground Intact Contact Above Grade (e.g., riser, padmounted equipment)

[43] SCE provided this information to CPUC staff on January 31, 2025.

- Underground Equipment Failure
- Aircraft Collision with Overhead Lines
- SCE Vehicle Operations (e.g., 3rd party incidents)
- 3rd Party Vehicle Hit SCE Equipment (e.g., vehicle hit poles)
- Idle Facilities
- Wildfire

SCE provides additional discussion on what we are doing to address some of these key public safety risks below, which should not be taken to be exhaustive.

SCE continues to focus on public safety, striving for zero serious injuries or fatalities to members of the public. In 2025, there were four reported Serious Injuries and two Fatalities (SIFs), of which two injuries were associated with vandalism and theft. While intentional behavior is beyond SCE's control, there is a continued effort to identify leading indicators for insights to inform potential mitigation opportunities. Coupled with maintaining existing outreach activities, we remain committed to the safety of our customers and the public.

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

Design and construction standards. In 2025, SCE continued efforts to update design and construction standards and improve processes to potentially improve public safety outcomes. SCE also made substantial progress in proactively de-energizing distribution infrastructure not serving load to minimize the risk of public contact with energized equipment, and also to mitigate wildfire risk.

Inspection, maintenance, and infrastructure replacement programs. SCE's longstanding maintenance and inspection programs and infrastructure replacement programs help to

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

Controls and mitigations. Through high consequence/high probability of failure modeling, SCE helps ensure that our public safety mitigation strategy focuses on the highest risk of adverse public safety outcomes. As our root cause process matures and additional data supports change, models will be updated to reflect the knowledge gained through those activities, further reducing the risk of serious injury or fatality to a member of the public.

SCE has additional public safety controls and mitigations in place. The PSPS program allows for strategic, proactive shutoff ahead of a threshold-defined wind event to mitigate the potential of wildfires. Close monitoring of weather stations and high-definition cameras also support incident management and prevention. As explained in more detail in SCE's PSPS Post Event reports and Post Season reports, prior to making a proactive shutoff decision, the wildfire risk reduction is weighed against the risk introduced by the shutoff activity itself, which leaves affected SCE customers and members of the public without power, sometimes for an extended period of time.

Expanded claims investigations. Expanded Claims Investigations (ECI) are cause evaluations that are undertaken for a subset of public safety events. Through the ECIs, opportunities to incorporate improved strategies and remedial actions are identified for potential implementation. These proactive mitigations are varied in nature, and can include standards updates, media messaging, and others, which are intended to reduce the likelihood of similar events occurring in the future.

Focused analysis of close call events. SCE continues to ingest both internal and external data sources to understand the universe of close call information (potential SIFs). Through a better understanding of close call events and their frequencies over defined time periods, we may be able to

identify mitigations that reduce the likelihood of a serious injury or fatality. SCE tracks unique details across all SIFs and majority of potential SIFs to evaluate when leading indicators are trending in a manner that allows us to either leverage existing mitigation strategies or are leading us to develop new mitigation strategies. Further development of close call data may help generate insights and leading indicators that can be addressed more proactively to reduce the risk of serious harm to the public.

Public outreach. SCE's public outreach programs continue to drive toward addressing the most frequently observed and highest consequence events such as unintentional contact with intact energized equipment. The primary messaging changes as a direct result of the incidents observed over time. These messages provide education and essential information to the public through several channels, including billboards, radio spots, mailers, geo-fencing, and television campaigns – all in multiple languages. These communication programs are developed and maintained by SCE's Corporate Communications department in collaboration with SCE's Public Safety department. Topics cover such dangers as working in close proximity to overhead wires ('at risk workers'), contact with downed wires, releasing metallic balloons, and the 'Call Before You Dig' 811 program. SCE outlines the desired steps to staying safe, including staying a safe distance of 100 feet away from any downed wires, contacting 9-1-1, and then SCE to report potential hazards. The external mailer program is managed through a continued partnership with the Culver Company, which provides targeted mailings, including focused messaging for construction activities such as excavations like dig-ins. Educational seminars on electrical hazards are presented to communities, schools, and first responders.

SCE remains vigilant about the safety and reliability of our infrastructure. Business Resiliency and Physical Security monitor for threats to the electrical grid, and advanced planning units prepare for potential impacts from both national activities (*e.g.,* elections) and major local events (*e.g.,* World Cup). We remain highly vigilant, working with local authorities regarding any suspicious activity and actively participating in the national dialogue around recent events. Current practices remain in place such as fixed and mobile surveillance cameras, intrusion sensing technology, perimeter lighting upgrades and high security, anti-cut/anti-climb fencing, and more. These additions support the overall goal of reducing risk to the public while constructing and operating the grid safely.

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

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

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

3. Metric Specific Bias Controls Discussion

As stated in Section I.B, Public SIF is part of SCE's foundational corporate goals. SCE's Claims Department continues to investigate and may reclassify certain Public SIF incidents as necessary to ensure the incident meets the reportable definition as additional information is gathered.

L. Metric 21: Helicopter / Flight Accident or Incident

Table II-33
Helicopter / Flight Accident or Incident

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

1. Metric Data and Discussion:

The annual data for Helicopter/Flight Accident or Incident is presented below in Table II-34. SCE's actions supporting aviation safety with our employees and contractors and the general public are as follows:

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

As indicated below in Table II-34, SCE did not have any incidents that met the metric definition in 2025.

Table II-34
Annual Historical Data for Helicopter / Flight Accident or Incident Metric

Year	# of accidents or incidents	Total Flight Hours	# of accidents or incidents per 100,000 flight hours
2016	0	2,567	0.0
2017	0	3,764	0.0
2018	1	4,131	24.2
2019	0	6,238	0.0
2020	0	6,072	0.0
2021	1	6,988	14.3
2022	0	8,343	0.0
2023	0	6,626	0.0
2024	0	9,421	0.0
2025	0	10,386	0.0
2016 - 2025 Totals	**2**	**65,473**	**3.1**

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

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

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

3. Metric Specific Bias Controls Discussion

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

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

Table II-35
Wires-Down not resulting in Automatic De-energization

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

1. Metric Data and Discussion

The annual monthly historical data for distribution and transmission is shown below in Table II-36.

Table II-36
Wires-Down not resulting in Automatic De-energization Data – Historical Monthly Data[44]

Distribution Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2020	9.2%	4.6%	9.4%	14.3%	15.1%	16.9%	16.9%	24.1%	16.5%	23.8%	26.5%	16.7%	**17.0%**
2021	16.0%	23.6%	13.3%	17.6%	16.5%	11.4%	25.0%	21.5%	24.4%	20.5%	22.5%	16.7%	**19.0%**
2022	33.3%	44.0%	40.0%	44.4%	47.6%	48.8%	40.3%	34.9%	36.6%	35.7%	41.9%	46.0%	**41.1%**
2023	52%	42%	47%	35%	26%	33%	49%	45%	42%	41%	45%	52%	**44%**
2024	50%	45%	38%	27%	50%	44%	45%	43%	39%	52%	38%	37%	**42.2%**
2025	25%	27%	33%	32%	31%	25%	28%	24%	27%	29%	27%	36%	**29%**

Transmission Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2017	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2018	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2019	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	100%	0%	**9%**
2020	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	50%	0%	**17%**
2021	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	**8%**
2022	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%	0%	0%	**43%**
2023	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2024	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2025	0%	0%	0%	100%	0%	50%	0%	50%	100%	0%	0%	0%	**36%**

[44] For safety reasons, field personnel generally treat wire down events as energized if energization is unknown. For 2020 and 2021, the distribution percentages above represent the information reported as actually being

(*Continued*)

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

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

As noted in previous SPMR's SCE has continued to advance our data collection capabilities around energized wire down events. In 2025, the % of wire down events not automatically de-energized was obtained by conducting engineering reviews of the primary wire down events that occurred. Events were individually reviewed to determine if the primary wire down was or was not automatically de-energized by circuit protection devices (such as circuit breakers, fuses, reclosers, etc.). To assist in determining this, at the beginning of 2024, SCE's Repair Order forms were modified to include mandatory fields that must be completed by our crews in response to a primary wire down event. In 2025, SCE implemented a process change that emphasized verifying the data collected from these forms by our engineers for accuracy through communicating with field personnel, examining meter data, and reviewing interruption log sheets that detail historical automated protection device information.

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energized while 2022 and 2023 data represents the actual number of wires down events not resulting in automatic de-energization which may include false positives.

SCE has and will continue to perform work to help ensure that we minimize all wire down events and the amount of energized wire down events. SCE extensively discussed the efforts we undertake to minimize wire down events in Section II.B.1 and Section II.D.1. SCE also outlines our efforts around educating the public of the dangers of a wire down in Section II.K.1. We also discuss the measures we take to reduce our 911 response time (which can include wire down events) in Section II.C.1.

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

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

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

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

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

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

3. Metric Specific Bias Controls Discussion

In 2025, the % of wire down events not automatically de-energized were obtained through detailed individual reviews of the primary wire down events that occurred. Events were individually reviewed to determine if the primary wire down event was or was not automatically de-energized by circuit protection devices (circuit breakers, fuses, reclosers, etc.). To assist in determining this, at the beginning of 2024, SCE's Repair Order forms were modified to include mandatory fields that must be completed by our crews in response to a primary wire down event. In 2025, SCE implemented a process change that emphasized verifying the data collected from these forms by our engineers for accuracy through communication with field personnel, the examination of meter data, and the review of interruption log sheets that detail historical automated protection device information.

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

Table II-37
Missed Inspections and Patrols for Electric Circuits

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

1. Metric Data and Discussion

The annual historical data for distribution and transmission inspections is shown below in Table II-38.

Table II-38
Annual Missed Inspections and Patrols for Electric Circuits Data

Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Annual Average
Distribution Detailed	1.0%	1.0%	1.0%	1.0%	2.0%	2.0%	3.7%	3.4%	1.4%	0.8%	**2.5%**
Distribution Patrols	2.0%	2.0%	2.0%	1.0%	2.0%	0.0%	3.1%	4.0%	5.0%	6.4%	**2.8%**
Transmission Detailed			12.0%	12.0%	2.0%	3.0%	0.3%	0.6%	0.8%	1.4%	**1.3%**
Transmission Patrols	0.3%	0.1%	7.0%	9.0%	3.0%	2.0%	0.1%	1.3%	1.9%	2.0%	**1.7%**

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

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

Distribution Inspections:

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

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

- Limited Inspection: A limited inspection is when a full detailed inspection of the critical distribution assets of a structure - such as from the communication level up - can be safely taken but some environmental condition prevents the inspector from viewing some non-critical aspect of the distribution equipment. Limited Inspections are not included in Table II-38 as they are included in our count of Completed Inspections in our WMP Evidence File and GO 165 Annual Report.
- Access Exception: The inspector is unable to view the critical aspects of the distribution equipment.
- Obstruction Exception: The inspector is unable to view the critical aspects of the distribution equipment because their view is obstructed.

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

- A priority 1 discrepancy is an immediate public safety/system reliability hazard that is required to be temporarily or permanently remediated within 72 hours. If a temporary repair is made, a permanent repair must be made within 21 days, otherwise, the priority rating is reclassified to priority 2 for the permanent repair.
- A priority 2 discrepancy is one that is required to be addressed within six months to three years, depending on the high-fire tier designation of the asset. If the asset is located within high-fire tier 3, and the discrepancy poses an ignition risk, then it will be required to be addressed within six months. If the asset is located within high-fire tier 2, and the discrepancy poses an ignition risk, then it will be required to be addressed within twelve months. Non high-fire findings are required to be addressed within three years; and
- A priority 3 discrepancy is addressed as opportunity maintenance that is performed when other work is done on or near that particular asset. As a result of an update to

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

Transmission Inspections:

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

- A priority 1 discrepancy is an immediate public safety/system reliability hazard that is required to be temporarily or permanently remediated within 72 hours. If a temporary repair is made, a permanent repair must be made within 21 days, otherwise, the priority rating is reclassified to priority 2 for the permanent repair.
- A priority 2 discrepancy is one that is required to be addressed within six months to three years, depending on the high-fire tier designation of the asset. If the asset is located within high-fire tier 3, and the discrepancy poses an ignition risk, then it will be required to be addressed within six months. If the asset is located within high-fire tier 2, and the discrepancy poses an ignition risk, then it will be required to be

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

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

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

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

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

3. Metric Specific Bias Controls Discussion

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

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

Table II-39
Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)

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

1. Metric Data and Discussion

The monthly Overhead Conductor Size metric data is presented below in Table II-40.[45]

Table II-40
Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD) Data – Historical Monthly Data[46]

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2021	N/A	N/A	N/A	N/A	N/A	4.7%	4.6%	4.5%	4.5%	4.4%	4.4%	4.3%	**4.3%**
2022	4.3%	4.2%	4.2%	4.1%	4.1%	4.5%	4.0%	4.0%	3.9%	3.9%	3.8%	3.8%	**3.8%**
2023	3.8%	3.7%	3.7%	3.6%	3.6%	3.5%	3.5%	3.4%	3.4%	-	-	3.2%	**3.2%**
2024	3.2%	3.2%	-	3.0%	3.0%	-	2.8%	2.8%	2.7%	2.7%	2.6%	2.5%	**2.5%**
2025	2.5%	2.5%	2.4%	2.4%	2.4%	2.4%	2.3%	2.2%	2.2%	2.2%	2.1%	2.0%	**2.0%**

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

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

46 SCE inadvertently missed the collection of this data in March and June of 2024. Since this data cannot be pulled after the fact, SCE does not have data for these months.

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

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

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

3. Metric Specific Bias Controls Discussion

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

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

Table II-41
GO-95 Corrective Actions (Tiers 2 and 3, HFTD)

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

1. Metric Data and Discussion

The annual GO 95 Corrective Actions data is presented below in Figure II-11 and monthly data is presented in Table II-42.

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

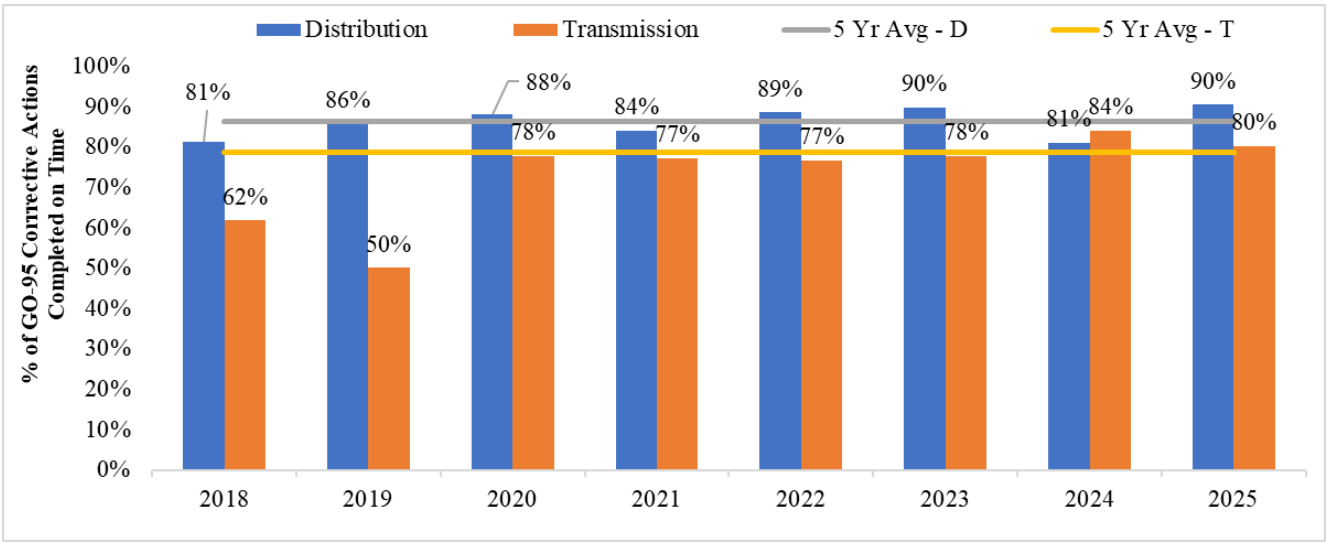

Table II-42
GO-95 Corrective Actions (Tiers 2 and 3, HFTD) Data – Historical Monthly Data

Monthly Distribution Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	78%	81%	83%	80%	79%	79%	77%	83%	79%	81%	84%	89%	**81%**
2019	84%	75%	82%	80%	84%	91%	84%	83%	81%	83%	84%	95%	**86%**
2020	94%	92%	84%	82%	84%	89%	88%	83%	83%	85%	89%	90%	**88%**
2021	84%	84%	86%	78%	90%	86%	85%	85%	84%	79%	83%	92%	**84%**
2022	69%	87%	88%	88%	90%	92%	90%	95%	89%	89%	90%	91%	**89%**
2023	89%	90%	91%	91%	90%	92%	88%	89%	89%	90%	90%	90%	**90%**
2024	91%	89%	88%	85%	86%	88%	89%	69%	69%	72%	87%	79%	**81%**
2025	94%	86%	84%	89%	92%	94%	94%	93%	90%	92%	93%	92%	**90%**

Monthly Transmission Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	85%	72%	62%	68%	67%	47%	56%	52%	64%	56%	56%	74%	**62%**
2019	87%	43%	74%	65%	45%	77%	36%	48%	73%	52%	81%	80%	**50%**
2020	79%	82%	48%	37%	48%	74%	83%	83%	84%	83%	88%	84%	**78%**
2021	83%	71%	75%	82%	84%	72%	63%	76%	80%	74%	81%	78%	**77%**
2022	68%	65%	71%	81%	83%	92%	87%	79%	66%	71%	63%	70%	**77%**
2023	77%	78%	67%	83%	80%	86%	80%	66%	79%	83%	74%	79%	**78%**
2024	79%	73%	89%	83%	87%	87%	83%	85%	86%	80%	88%	69%	**84%**
2025	72%	80%	78%	85%	84%	79%	87%	70%	75%	75%	87%	80%	**80%**

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

95 Exceptions." The ability to execute notifications often depends on permits or permission from third parties, and some of those third parties, such as the California Coastal Commission, multiple forest agencies, and other governmental agencies, may have longer delays as a result of the high volume of remediation work required for their review. Thus, GO 95 Exceptions have been removed from this reporting as indicated in Table II-41. Notifications that cannot be completed by their due date because of an internal constraint (e.g., crew availability, design issues, etc.) are considered "Internal Exceptions." While any notification past its due date represents a significant priority to SCE, risk-ranking is used to prioritize certain notifications as part of the company's wildfire mitigation efforts to ensure that any past-due notification which poses a high ignition risk is remediated (within SCE's ability to do so) before periods of especially increased risk (summer for dry fuel-driven risk areas and fall for wind-driven risk areas).

As discussed in depth in its 2023-2025 WMP, in 2023, SCE updated its prioritization methodology for its backlog and applied it to all open notifications. SCE also incorporated new factors, which considered whether a notification was located in high-risk areas such as Areas of Concern or along PSPS circuits. Similarly, in 2025, SCE continues to investigate how it can de-prioritize low-risk notifications, via problem statement analysis, while also balancing compliance requirements to reduce the backlog and continue to prioritize higher ignition risk open notifications. SCE prioritizes its notifications by incorporating a supplemental notification prioritization algorithm to accelerate remediation of the highest risk notifications in AOCs. After considering existing risk processes and incorporating lessons learned, SCE expanded the prioritization methodology to apply to the notification backlog. SCE uses multiple components to risk prioritize its notifications; Probability of Ignition, consequence of a wildfire at the location, potential of PSPS impacting the structure, if the structure is included as an AOC, and the specifics of the notification (i.e. problem statement and age of the notification). By targeting the highest risk notifications based on the above risk prioritization criteria, SCE's backlog reduction target (IN-11) factors in these risk prioritization measures. Additionally, SCE continues to assess whether problem statement individual scoring is appropriate based on recent trends

in the field. These notification monitoring practices ensure that field personnel are aligned in their procedures to assign findings so that work can be accurately prioritized and timely corrected.

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

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

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

3. Metric Specific Bias Controls Discussion

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

Q. Metric 32 – Overhead Conductor Safety Index

Table II-43
Overhead Conductor Safety Index

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

1. Metric Data and Discussion

As indicated in the Technical Working Groups and in written comments in R.20-07-013, SCE does not have the ability to report out on this metric per the five subcomponents listed above and it is unclear how SCE would demonstrate the data this report.[47] SCE would like to clarify a statement that we made in a previous SPMR. SCE stated that we "assumed that the spirit of this metric aligns with our Wires Down metric definition as stated in Metrics 1 and 2,"[48] and that the numbers we provided last year for this metric used the data from those metrics divided by total overhead circuit miles. SCE believes that the data we collect for Metric 1 would encompass all 5 of the components listed above and is therefore the appropriate values to use for wire down events in this metric.

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

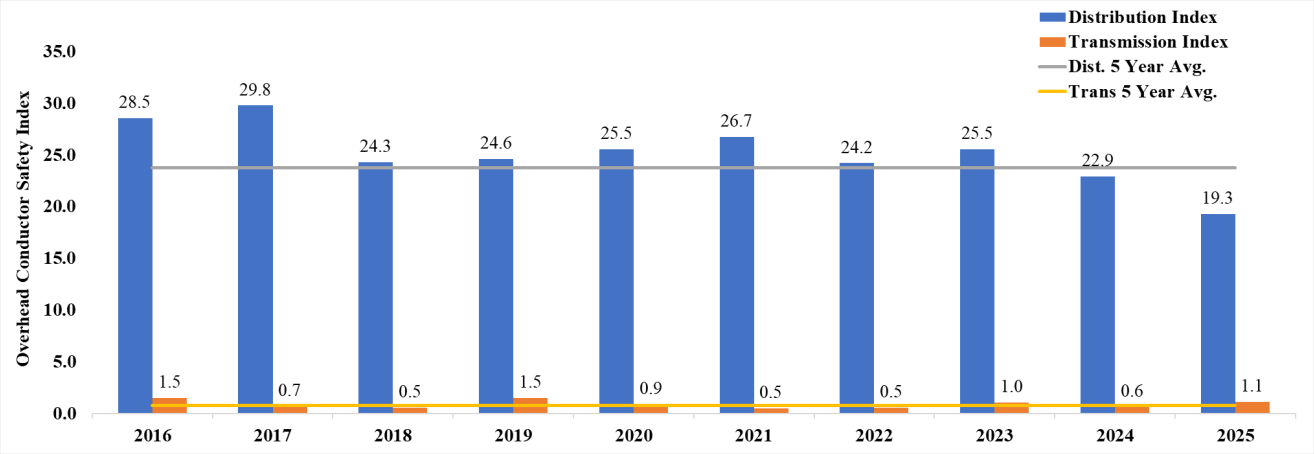
[48] *See* Southern California Edison Company's 2021 Safety Performance Metrics Report, p. 93.

Table II-44
Overhead Conductor Safety Index

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

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

Figure II-12
Annual Overhead Conductor Safety Index Data



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

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

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

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

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

Attachment A

SCE 2025 Safety Performance Metrics – Historical Data

Attachment A

SCE 2025 Safety Performance Metrics – Historical Data

Southern California Edison Safety Performance Metrics

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

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

Southern California Edison Safety Performance Metrics - Monthly Data

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

Southern California Edison Safety Performance Metrics - Monthly Data

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Jan-19	118	207	43	31	1	0.82	0.00	0.00	0.34	0.00	0.00	0.33
Feb-19	86	251	59	37	1	1.49	0.20	0.20	0.14	0.00	0.40	0.42
Mar-19	78	135	37	31	5	1.77	0.00	0.00	0.22	0.00	0.09	0.33
Apr-19	69	131	53	32	15	0.73	0.09	0.09	0.12	0.00	0.09	0.59
May-19	83	115	37	30	6	1.89	0.00	0.00	0.11	0.11	0.18	0.33
Jun-19	77	110	38	31	23	0.87	0.00	0.00	0.21	0.21	0.10	1.15
Jul-19	85	121	36	30	15	1.37	0.09	0.09	0.11	0.22	0.09	0.86
Aug-19	50	90	38	32	20	1.23	0.18	0.18	0.10	0.19	0.18	0.19
Sep-19	77	127	43	32	20	1.32	0.00	0.00	0.09	0.00	0.19	0.47
Oct-19	40	128	48	32	7	0.98	0.00	0.00	0.09	0.09	0.08	0.61
Nov-19	74	176	108	34	9	0.94	0.00	0.00	0.09	0.00	0.42	0.09
Dec-19	126	228	69	35	1	0.51	0.10	0.10	0.10	0.00	0.10	0.21
Jan-20	66	106	40	32	4	1.55	0.09	0.09	0.11	0.11	0.00	0.54
Feb-20	89	149	51	33	4	0.87	0.10	0.10	0.12	0.23	0.10	0.58
Mar-20	98	141	36	30	8	1.28	0.26	0.26	0.00	0.11	0.26	0.45
Apr-20	84	154	39	28	4	0.49	0.16	0.16	0.49	0.49	0.00	0.37
May-20	92	178	36	29	12	0.78	0.09	0.09	0.11	0.11	0.00	0.11
Jun-20	119	207	37	30	42	0.25	0.08	0.08	0.11	0.00	0.08	0.74
Jul-20	78	135	35	30	16	0.93	0.26	0.26	0.44	0.44	0.09	0.22
Aug-20	105	192	39	29	20	1.21	0.09	0.09	0.22	0.22	0.26	0.43
Sep-20	57	198	66	32	8	1.28	0.26	0.26	0.11	0.11	0.17	0.53
Oct-20	58	220	127	33	11	0.87	0.08	0.08	0.25	0.16	0.00	0.25
Nov-20	101	208	82	35	12	0.40	0.00	0.00	0.00	0.00	0.20	0.64
Dec-20	57	181	44	32	7	0.93	0.00	0.00	0.41	0.10	0.09	0.31
Jan-21	129	311	60	33	12	0.84	0.19	0.19	0.24	0.12	0.09	0.49
Feb-21	79	145	44	32	11	0.85	0.09	0.09	0.00	0.00	0.09	0.60
Mar-21	101	173	36	29	7	0.57	0.08	0.08	0.00	0.00	0.08	0.34
Apr-21	69	128	N/A	N/A	16	1.40	0.00	0.00	0.00	0.00	0.61	0.71
May-21	93	163	N/A	N/A	20	0.86	0.10	0.10	0.32	0.32	0.10	0.21
Jun-21	95	197	N/A	N/A	30	1.32	0.18	0.18	0.00	0.00	0.00	0.42
Jul-21	73	178	N/A	N/A	23	0.66	0.00	0.00	0.00	0.00	0.00	0.45
Aug-21	74	113	43	33	21	0.99	0.00	0.00	0.20	0.10	0.36	0.20
Sep-21	75	115	44	36	14	1.87	0.09	0.09	0.21	0.10	0.19	0.52
Oct-21	108	166	58	37	12	1.56	0.00	0.00	0.09	0.09	0.37	0.27
Nov-21	54	125	62	38	3	0.95	0.00	0.00	0.41	0.21	0.21	0.52
Dec-21	91	249	88	38	4	0.73	0.00	0.00	0.00	0.00	0.21	0.00
Jan-22	65	162	239	41	9	0.80	0.10	0.10	0.00	0.00	0.10	0.44
Feb-22	86	124	43	35	9	0.51	0.10	0.00	0.12	0.12	0.00	0.23
Mar-22	75	113	43	35	9	1.30	0.26	0.09	0.00	0.00	0.00	0.56
Apr-22	78	132	46	36	10	1.35	0.10	0.00	0.12	0.24	0.00	0.24
May-22	85	153	43	34	18	1.73	0.19	0.00	0.00	0.12	0.10	0.12
Jun-22	76	196	56	38	21	1.76	0.00	0.09	0.12	0.12	0.09	0.37
Jul-22	78	143	43	34	12	1.53	0.00	0.00	0.12	0.00	0.20	0.24
Aug-22	87	163	51	36	12	1.30	0.09	0.00	0.00	0.00	0.00	0.37
Sep-22	75	203	79	40	11	1.10	0.00	0.00	0.00	0.00	0.18	0.24
Oct-22	65	105	44	34	5	1.20	0.09	0.09	0.00	0.12	0.28	0.12
Nov-22	90	222	52	37	8	0.53	0.00	0.00	0.00	0.00	0.21	0.00
Dec-22	71	110	48	37	1	0.88	0.11	0.00	0.26	0.13	0.22	0.00
Jan-23	140	251	52	36	1	1.20	0.28	0.28	0.00	0.00	0.00	0.15
Feb-23	92	286	106	40	4	1.83	0.29	0.29	0.14	0.15	0.00	0.29
Mar-23	143	339	76	38	3	1.88	0.00	0.00	0.13	0.13	0.16	0.26
Apr-23	77	123	42	34	3	1.97	0.19	0.00	0.25	0.12	0.28	0.00
May-23	66	107	39	33	9	1.27	0.00	0.00	0.28	0.14	0.17	0.28
Jun-23	75	117	44	31	11	1.28	0.09	0.09	0.00	0.00	0.00	0.14
Jul-23	70	134	37	32	21	0.93	0.09	0.00	0.00	0.00	0.37	0.15
Aug-23	84	240	65	36	10	2.05	0.08	0.16	0.00	0.00	0.16	0.13
Sep-23	58	111	40	33	7	1.35	0.00	0.00	0.27	0.27	0.36	0.67
Oct-23	44	90	41	33	12	1.65	0.08	0.00	0.12	0.12	0.08	0.48
Nov-23	64	127	57	36	4	1.57	0.00	0.00	0.00	0.00	0.10	0.43
Dec-23	71	109	43	36	5	0.52	0.00	0.00	0.00	0.00	0.00	0.15
Jan-24	57	103	39	32	0	1.02	0.26	0.00	0.00	0.000	0.17	0.15
Feb-24	124	211	49	37	5	0.79	0.18	0.00	0.00	0.000	0.00	0.33
Mar-24	108	190	69	37	8	1.87	0.09	0.00	0.28	0.138	0.00	0.28
Apr-24	55	92	40	33	9	1.49	0.25	0.08	0.44	0.293	0.00	0.00
May-24	50	81	49	34	21	1.57	0.00	0.00	0.28	0.139	0.00	0.14
Jun-24	53	109	41	34	26	1.99	0.27	0.09	0.14	0.000	0.00	0.14
Jul-24	86	151	46	33	29	2.02	0.00	0.00	0.30	0.148	0.00	0.15
Aug-24	73	121	39	33	23	1.78	0.32	0.08	0.39	0.257	0.08	0.39
Sep-24	76	165	54	35	26	1.84	0.00	0.00	0.12	0.000	0.09	0.12
Oct-24	70	132	39	33	10	1.57	0.16	0.08	0.11	0.107	0.16	0.32
Nov-24	65	156	55	36	12	2.07	0.00	0.00	0.26	0.258	0.00	0.13
Dec-24	57	128	48	33	9	0.91	0.00	0.00	0.15	0.150	0.20	0.30
Jan-25	41	357	224	48	20	1.22	0.16	0.08	0.00	0.00	0.162	0.123
Feb-25	71	125	50	35	5	1.73	0.00	0.00	0.28	0.00	0.096	0.138
Mar-25	91	146	45	34	7	1.34	0.00	0.00	0.14	0.14	0.178	0.678
Apr-25	63	100	40	33.5	3	1.40	0.09	0.09	0.14	0.00	0.088	0.406
May-25	60	120	40	34	16	1.73	0.00	0.00	0.27	0.14	0.273	0.135
Jun-25	67	120	39	32	20	1.73	0.09	0.09	0.00	0.00	0.364	0.133
Jul-25	60	108	40	34	14	1.94	0.09	0.00	0.13	0.00	0.177	0.000
Aug-25	47	118	41	34	15	1.71	0.00	0.00	0.00	0.00	0.361	0.357
Sep-25	61	94	43	35	9	1.71	0.00	0.00	0.37	0.00	0.449	0.000
Oct-25	65	125	46	34	5	1.90	0.17	0.08	0.00	0.00	0.331	0.223
Nov-25	58	116	46	36	3	1.25	0.00	0.00	0.00	0.00	0.113	0.145
Dec-25	56	183	70	38	0	1.37	0.00	0.00	0.28	0.00	0.098	0.422

Southern California Edison Safety Performance Metrics - Monthly Data

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

Southern California Edison Safety Performance Metrics - Monthly Data

Date	19. Contractor Days Away, Restricted Transfer (DART)	20. Public Serious Injuries and Fatalities	21. Helicopter / Flight Accident or Incident			25. Wires-Down not resulting in Automatic De-energization - Distribution	25. Wires-Down not resulting in Automatic De-energization - Transmission	27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Distribution	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Transmission
			Total Incident Count	*Total Flight Hours*	*Total Incident Rate*					
Jan-19	0.50	1	0	210	0	N/A	0%	N/A	84%	87%
Feb-19	0.42	0	0	212	0	N/A	0%	N/A	75%	43%
Mar-19	0.33	1	0	431	0	N/A	0%	N/A	82%	74%
Apr-19	0.24	0	0	404	0	N/A	0%	N/A	80%	65%
May-19	0.33	0	0	644	0	N/A	0%	N/A	84%	45%
Jun-19	0.52	2	0	764	0	N/A	0%	N/A	91%	77%
Jul-19	0.21	2	0	770	0	N/A	0%	N/A	84%	36%
Aug-19	0.38	2	0	326	0	N/A	50%	N/A	83%	48%
Sep-19	0.47	0	0	623	0	N/A	0%	N/A	81%	73%
Oct-19	0.26	3	0	756	0	N/A	0%	N/A	83%	52%
Nov-19	0.26	1	0	544	0	N/A	100%	N/A	84%	81%
Dec-19	0.31	0	0	554	0	N/A	0%	N/A	95%	80%
Jan-20	0.22	2	0	348	0	9%	0%	N/A	94%	79%
Feb-20	0.46	0	0	530	0	5%	0%	N/A	92%	82%
Mar-20	0.45	1	0	438	0	9%	0%	N/A	84%	48%
Apr-20	0.86	2	0	389	0	14%	50%	N/A	82%	37%
May-20	0.42	2	0	329	0	15%	0%	N/A	84%	48%
Jun-20	0.42	0	0	496	0	17%	0%	N/A	89%	74%
Jul-20	0.87	2	0	358	0	17%	0%	N/A	88%	83%
Aug-20	0.43	1	0	190	0	24%	0%	N/A	83%	83%
Sep-20	0.00	1	0	301	0	17%	0%	N/A	83%	84%
Oct-20	0.41	0	0	944	0	24%	0%	N/A	85%	83%
Nov-20	0.27	0	0	1090	0	27%	50%	N/A	89%	88%
Dec-20	0.61	1	0	660	0	17%	0%	N/A	90%	84%
Jan-21	0.36	0	0	447	0	16%	0%	N/A	84%	83%
Feb-21	0.12	0	0	565	0	24%	0%	N/A	84%	71%
Mar-21	0.22	0	0	822	0	13%	0%	N/A	86%	75%
Apr-21	0.00	0	0	760	0	18%	0%	N/A	78%	82%
May-21	0.42	0	1	500	200	17%	0%	N/A	90%	84%
Jun-21	0.42	1	0	476	0	11%	100%	4.7%	86%	72%
Jul-21	0.33	4	0	511	0	25%	0%	4.6%	85%	63%
Aug-21	0.59	1	0	464	0	22%	0%	4.5%	85%	76%
Sep-21	0.72	0	0	468	0	24%	0%	4.5%	84%	80%
Oct-21	0.27	2	0	621	0	21%	0%	4.4%	79%	74%
Nov-21	0.52	1	0	662	0	23%	0%	4.4%	83%	81%
Dec-21	0.34	0	0	548	0	17%	0%	4.3%	92%	78%
Jan-22	0.11	1	0	833	0	33%	0%	4.3%	69%	68%
Feb-22	0.23	0	0	886	0	44%	0%	4.2%	87%	65%
Mar-22	0.11	1	0	861	0	40%	100%	4.2%	88%	71%
Apr-22	0.59	0	0	647	0	44%	0%	4.1%	88%	81%
May-22	0.24	1	0	702	0	48%	0%	4.1%	90%	83%
Jun-22	0.37	0	0	1062	0	49%	0%	4.5%	92%	92%
Jul-22	0.12	1	0	718	0	40%	100%	4.0%	90%	87%
Aug-22	0.24	0	0	741	0	35%	0%	4.0%	95%	79%
Sep-22	0.12	0	0	810	0	37%	100%	3.9%	89%	66%
Oct-22	0.35	1	0	751	0	36%	0%	3.9%	89%	71%
Nov-22	0.14	0	0	620	0	42%	0%	3.8%	90%	63%
Dec-22	0.53	0	0	652	0	46%	0%	3.8%	91%	70%
Jan-23	0.73	1	0	455	0	52%	0%	3.8%	89%	77%
Feb-23	0.29	0	0	535	0	42%	0%	3.7%	90%	78%
Mar-23	0.65	1	0	414	0	47%	0%	3.7%	91%	67%
Apr-23	0.25	0	0	291	0	35%	0%	3.6%	91%	83%
May-23	0.56	5	0	359	0	26%	0%	3.6%	90%	80%
Jun-23	0.00	1	0	539	0	33%	0%	3.5%	92%	86%
Jul-23	0.59	1	0	296	0	49%	0%	3.5%	88%	80%
Aug-23	0.13	1	0	614	0	45%	0%	3.4%	89%	66%
Sep-23	1.07	1	0	409	0	42%	0%	3.4%	89%	79%
Oct-23	0.48	0	0	1088	0	41%	0%		90%	83%
Nov-23	0.14	0	0	1127	0	45%	0%		90%	74%
Dec-23	0.44	2	0	499	0	52%	0%	3.2%	90%	79%
Jan-24	0.15	3	0	648	0	50%	0%	3.2%	91%	79%
Feb-24	0.49	0	0	608	0	45%	0%	3.2%	89%	73%
Mar-24	0.55	1	0	753	0	38%	0%		88%	89%
Apr-24	0.44	2	0	562	0	27%	0%	3.0%	85%	83%
May-24	0.56	0	0	686	0	50%	0%	3.0%	86%	87%
Jun-24	0.42	1	0	668	0	44%	0%		88%	87%
Jul-24	0.15	2	0	851	0	45%	0%	2.8%	89%	83%
Aug-24	0.39	0	0	1059	0	43%	0%	2.8%	69%	85%
Sep-24	0.25	0	0	757	0	39%	0%	2.7%	69%	86%
Oct-24	0.32	1	0	1168	0	52%	0%	2.7%	72%	80%
Nov-24	0.39	1	0	941	0	38%	0%	2.6%	87%	88%
Dec-24	0.15	5	0	720	0	37%	0%	2.5%	79%	69%
Jan-25	0.370	0	0	428	0	25%	0%	2.5%	94%	72%
Feb-25	0.550	0	0	490	0	27%	0%	2.5%	86%	80%
Mar-25	0.271	1	0	487	0	33%	0%	2.4%	84%	78%
Apr-25	0.541	1	0	670	0	32%	100%	2.4%	89%	85%
May-25	0.404	1	0	980	0	31%	0%	2.4%	92%	84%
Jun-25	0.133	1	0	871	0	25%	50%	2.4%	94%	79%
Jul-25	0.266	1	0	847	0	28%	0%	2.3%	94%	87%
Aug-25	0.119	0	0	1070	0	24%	50%	2.2%	93%	70%
Sep-25	0.245	0	0	1281	0	27%	100%	2.2%	90%	75%
Oct-25	0.223	0	0	1687	0	29%	0%	2.2%	92%	75%
Nov-25	0.578	1	0	841	0	27%	0%	2.1%	93%	87%
Dec-25	0.422	0	0	735	0	36%	0%	2.0%	92%	80%

Southern California Edison Safety Performance Metrics - Annual Data

Year	1. T&D Overhead Wires Down	2. T&D Overhead Wires Down - Major Event Days	3. Electric Emergency Response (Average)	3. Electric Emergency Response (Median	4. Fire Ignitions	14. Employee Days Away, Restricted and Transfer (DART) Rate	15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee) - EEI - Previous	15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee) - CalOSHA	16. Rate of SIF Actual (Contractor) - EEI - Previous	16. Rate of SIF Actual (Contractor) - CalOSHA	17. Rate of SIF Potential (Employee)	18. Rate of SIF Potential (Contractor)	19. Contractor Days Away, Restricted Transfer (DART)	20. Public Serious Injuries and Fatalities	25. Wires-Down not resulting in Automatic De-energization - Distribution	25. Wires-Down not resulting in Automatic De-energization - Transmission	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Distribution	29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD) - Transmission	32.Overhead Conductor Safety Index - Distribution	32.Overhead Conductor Safety Index - Transmission
2016	1,138	2,414	N/A	N/A	96	0.80	0.107	0.057	N/A	N/A	N/A	N/A	N/A	14	N/A	0%	N/A	N/A	28.5	1.5
2017	1,177	2,617	48.4	34.0	105	0.99	0.107	0.058	N/A	N/A	0.411	N/A	N/A	14	N/A	0%	N/A	N/A	29.8	0.7
2018	960	1,760	49.0	31.0	109	0.98	0.113	0.04	0.32	0.2	0.113	0.60	0.55	20	N/A	0%	81%	62%	24.3	0.5
2019	963	1,819	52.1	32.0	123	1.17	0.054	0.031	0.13	0.07	0.155	0.46	0.35	12	N/A	9%	86%	50%	24.6	1.5
2020	1,004	2,069	54.6	31.0	148	0.90	0.124	0.051	0.19	0.17	0.102	0.43	0.45	12	17%	17%	88%	78%	25.5	0.9
2021	1,041	2,063	55.8	35.0	173	1.05	0.062	0.031	0.12	0.08	0.193	0.39	0.36	9	19%	8%	84%	77%	26.7	0.5
2022	931	1,826	67.4	36.0	125	1.18	0.088	0.032	0.06	0.05	0.112	0.25	0.25	5	41%	43%	89%	77%	24.2	0.5
2023	984	2,034	56.1	35.0	90	1.48	0.089	0.067	0.1	0.08	0.142	0.27	0.44	13	44%	0%	90%	78%	25.5	1.0
2024	874	1,639	47.7	34.0	178	1.58	0.13	0.029	0.21	0.126	0.058	0.21	0.35	16	42%	0%	81%	84%	22.9	0.6
2025	740	1,712	67.1	36.0	117	1.59	0.05	0.03	0.13	0.022	0.227	0.23	0.34	6	29%	36%	90%	80%	19.3	1.1

Percent Improvement/Decline in SCE's 2025 Metric Performance Compared to Historical Average

Metric Name	2025 Performance	Historical Average	Percent Improvement/Decline in SCE's 2025 Metric Performance Compared to Historical Average	Average Notes
1. T&D Overhead Wires Down	740	967	23.5%	5 Year Average (2020 - 2024)
2. T&D Overhead Wires Down - Major Event Days	1,712	1,926	11.1%	5 Year Average (2020 - 2024)
3. Electric Emergency Response - Average	67.1	56.3	-19.2%	5 Year Average (2020 - 2024)
4. Fire Ignitions	117	140	16.1%	5 Year Average (2020 - 2024)
14. Employee Days Away, Restricted and Transfer (DART) Rate	1.59	1.24	-28.5%	5 Year Average (2020 - 2024)
15. Rate of Serious Injuries or Fatalities (SIF) Actual (Employee)	0.05	0.10	46.2%	5 Year Average (2020 - 2024)
16. Rate of SIF Actual (Contractor)	0.130	0.137	4.8%	5 Year Average (2020 - 2024)
17. Rate of SIF Potential (Employee)	0.23	0.121	-87.2%	5 Year Average (2020 - 2024)
18. Rate of SIF Potential (Contractor)	0.228	0.309	26.3%	5 Year Average (2020 - 2024)
19. Contractor Days Away, Restricted Transfer (DART)	0.336	0.371	9.3%	5 Year Average (2020 - 2024)
20. Public Serious Injuries and Fatalities	16	11	-45.5%	5 Year Average (2020 - 2024)
21. Helicopter/ Flight Accident or Incident	N/A	N/A	N/A	N/A
25. Wires-Down not resulting in Automatic De-energization	N/A	N/A	N/A	Insufficient histroical data
26. Missed Inspections and Patrols for Electric Circuits				
Distribution Detailed	6%	2%	-156.0%	5 Year Average (2020 - 2024)
Distribution Patrols	1%	3%	52.1%	5 Year Average (2020 - 2024)
Transmission Detailed	2%	1%	-49.2%	5 Year Average (2020 - 2024)
Transmission Patrols	0%	2%	100.0%	5 Year Average (2020 - 2024)
27. Overhead Conductor Size in High Fire Threat District (Tiers 2 and 3, HFTD)	2.0%	N/A	N/A	Insufficient histroical data
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)				
Distribution	90%	86%	-4.8%	5 Year Average (2020 - 2024)
Transmission	80%	79%	-2.0%	5 Year Average (2020 - 2024)
32.Overhead Conductor Safety Index				
Distribution	19.3	23.7	18.9%	5 Year Average (2020 - 2024)
Transmission	1.1	0.8	-46.2%	5 Year Average (2020 - 2024)

#1 - T&D Overhead Wires Down

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

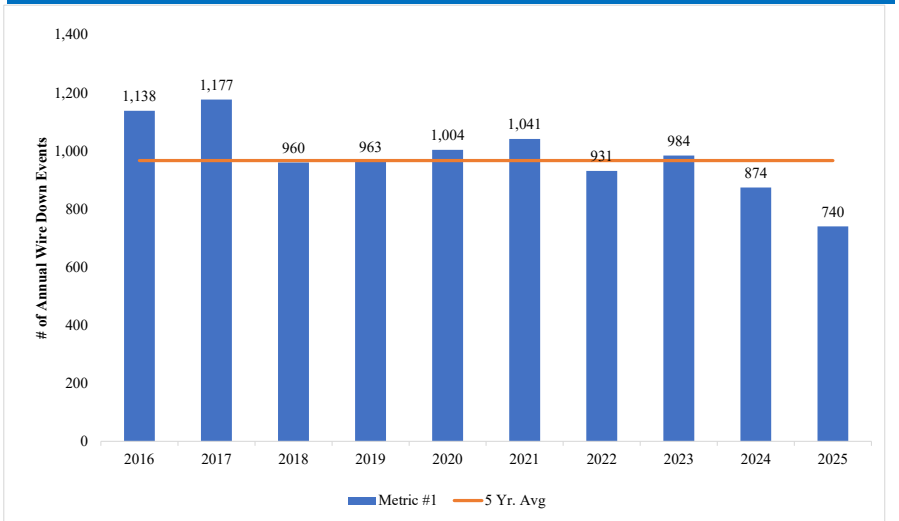
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals	Monthly Average
2015	88	55	96	80	74	81	103	67	77	79	78	95	**973**	**81**
2016	93	86	110	127	97	82	76	73	108	76	81	129	**1,138**	**95**
2017	131	88	138	93	105	97	93	91	119	79	68	75	**1,177**	**98**
2018	67	93	102	100	74	127	57	72	75	56	53	84	**960**	**80**
2019	118	86	78	69	83	77	85	50	77	40	74	126	**963**	**80**
2020	66	89	98	84	92	119	78	105	57	58	101	57	**1,004**	**84**
2021	129	79	101	69	93	95	73	74	75	108	54	91	**1,041**	**87**
2022	65	86	75	78	85	76	78	87	75	65	90	71	**931**	**78**
2023	140	92	143	77	66	75	70	84	58	44	64	71	**984**	**82**
2024	57	124	108	55	50	53	86	73	76	70	65	57	**874**	**73**
2025	41	71	91	63	60	67	60	47	61	65	58	56	**740**	**62**
Average by Month	**91**	**89**	**104**	**82**	**81**	**87**	**76**	**76**	**78**	**66**	**71**	**82**	**981**	**82**

Annual Historical Data:

Year	Metric #1	5 Yr. Avg
2015	973	967
2016	1,138	967
2017	1,177	967
2018	960	967
2019	963	967
2020	1,004	967
2021	1,041	967
2022	931	967
2023	984	967
2024	874	967
2025	740	967
5 Year Average	**967**	

Annual Historical Chart



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

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

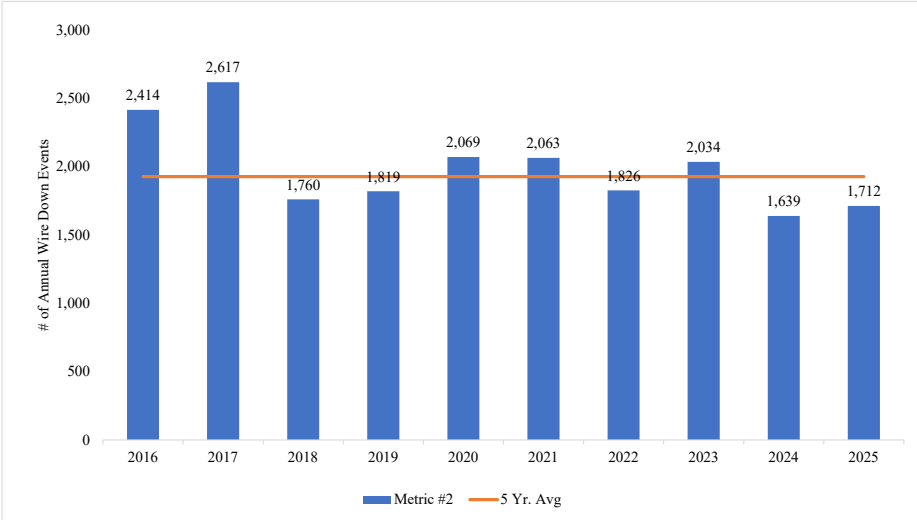
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals	Monthly Average
2015	132	77	125	109	101	120	152	133	154	139	126	164	**1,532**	**128**
2016	229	164	158	208	134	172	191	207	262	245	214	230	**2,414**	**201**
2017	413	222	261	232	208	230	152	231	245	171	88	164	**2,617**	**218**
2018	133	151	155	189	131	193	162	83	104	146	170	143	**1,760**	**147**
2019	207	251	135	131	115	110	121	90	127	128	176	228	**1,819**	**152**
2020	106	149	141	154	178	207	135	192	198	220	208	181	**2,069**	**172**
2021	311	145	173	128	163	197	178	113	115	166	125	249	**2,063**	**172**
2022	162	124	113	132	153	196	143	163	203	105	222	110	**1,826**	**152**
2023	251	286	339	123	107	117	134	240	111	90	127	109	**2,034**	**170**
2024	103	211	190	92	81	109	151	121	165	132	156	128	**1,639**	**137**
2025	357	125	146	100	120	120	108	118	94	125	116	183	**1,712**	**143**
Average by Month	**227**	**183**	**181**	**149**	**139**	**165**	**148**	**156**	**162**	**153**	**160**	**173**	**1995**	**166**

Annual Historical Data:

Year	Metric #2	5 Yr. Avg
2015	1,532	1,926
2016	2,414	1,926
2017	2,617	1,926
2018	1,760	1,926
2019	1,819	1,926
2020	2,069	1,926
2021	2,063	1,926
2022	1,826	1,926
2023	2,034	1,926
2024	1,639	1,926
2025	1,712	1,926
5 Year Average	**1,926**	

Annual Historical Chart



3 - Electric Emergency Response (Including Major Event Days)

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

Monthly Historical Data - Average Time to Respond

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	60.1	65.5	54.1	64.1	44.4	43.7	38.9	45.9	44.2	37.7	38.2	52.6	**48.4**
2018	56.3	36.8	35.0	35.6	36.0	36.2	41.4	35.9	36.2	120.8	45.1	40.3	**49.0**
2019	43.5	59.0	37.4	52.7	37.2	37.8	36.2	37.9	42.9	47.5	107.8	69.3	**52.1**
2020	40.2	51.5	36.1	39.2	36.2	37.1	35.4	38.6	65.9	127.2	82.1	44.0	**54.6**
2021	60.0	44.3	36.3					42.7	43.5	57.7	62.4	87.9	**55.8**
2022	239.1	42.6	42.5	45.8	43.1	56.2	43.3	50.9	78.9	43.8	51.7	47.8	**67.4**
2023	52.0	106.3	76.2	41.9	39.5	43.6	37.4	64.9	39.9	41.3	57.0	43.1	**56.1**
2024	39.5	49.2	69.3	40.0	48.7	41.0	45.9	38.8	54.0	39.0	54.7	48.1	**47.7**
2025	224.1	50.0	45.4	39.7	39.7	39.1	39.9	41.3	42.8	45.5	45.7	70.4	**67.1**
Average by Month	**90.5**	**56.1**	**48.0**	**44.9**	**40.6**	**41.8**	**39.8**	**44.1**	**49.8**	**62.3**	**60.5**	**55.9**	**55.4**

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

Monthly Historical Data - Median Time to Respond

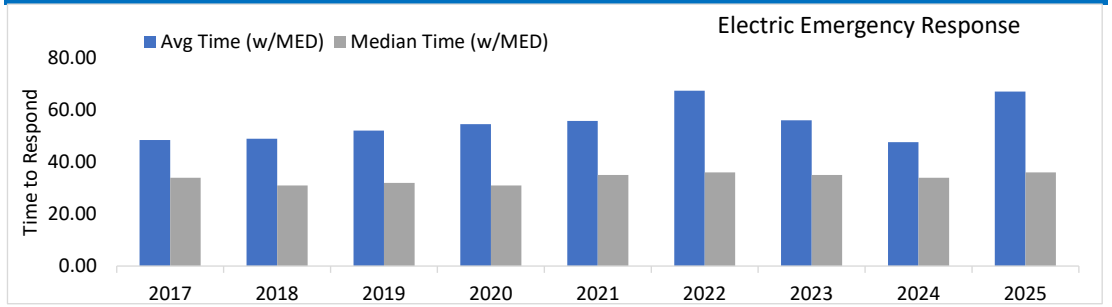
Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	39	42.5	36	40	33	34	33	32	33	31	34	33	**34.0**
2018	34	30	30	29	30	30	31	30	31	39	32	33	**31.0**
2019	31	37	31	32	30	31	30	32	31.5	32	34	35	**32.0**
2020	32	33	30	28	29	30	30	29	32	33	35	32	**31.0**
2021	33	32	29					33	36	37	38	38	**35.0**
2022	41	35	35	36	34	38	34	36	40	34	37	37	**36.0**
2023	36	40	38	34	33	31	32	36	33	33	36	36	**35.0**
2024	32	37	37	33	34	34	33	33	35	33	36	34	**34.0**
2025	48	35	34	33.5	34	32	34	34	35	34	36	38	**36.0**
Average by Month	**36.2**	**35.7**	**33.3**	**33.2**	**32.1**	**32.5**	**32.1**	**32.8**	**34.1**	**34.0**	**35.3**	**35.1**	**33.8**

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

Annual Historical Data:

Year	Avg Time (w/MED)	Median Time (w/MED)
2017	48.45	34.00
2018	48.99	31.00
2019	52.12	32.00
2020	54.60	31.00
2021	55.79	35.00
2022	67.43	36.00
2023	56.09	35.00
2024	47.69	34.00
2025	67.12	36.00
5 Year Average	**56.32**	**33.33**

Annual Historical Chart



3 - Electric Emergency Response (Excluding Major Event Days)

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

Monthly Historical Data - Average Time to Respond

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	53.3	56.2	54.1	64.1	44.4	43.7	38.9	42.1	44.2	37.7	38.2	41.0	46.1
2018	35.4	36.8	35.0	35.6	36.0	36.2	39.6	35.9	36.2	39.3	44.4	40.3	37.5
2019	43.5	47.3	37.4	36.8	37.2	37.8	36.2	38.3	43.0	38.7	45.4	47.2	40.8
2020	40.2	51.5	36.1	39.2	36.2	37.1	35.4	38.9	37.3	44.4	83.9	44.0	44.1
2021	39.6	44.3	36.3					42.5	43.5	55.3	42.5	52.4	44.8
2022	56.3	42.6	42.5	45.8	43.1	45.4	43.3	50.9	54.7	43.8	46.3	47.8	46.9
2023	52.0	55.6	64.6	41.9	39.5	43.6	37.4	48.8	39.9	40.9	57.0	43.1	47.6
2024	39.5	49.2	69.3	40.0	48.7	41.0	45.9	38.8	54.0	39.0	51.2	42.6	46.9
2025	65.61	49.99	45.45	39.66	39.72	38.96	39.93	41.16	42.75	45.53	43.16	44.36	44.04
Average by Month	**47.3**	**48.2**	**46.8**	**42.9**	**40.6**	**40.5**	**39.6**	**41.9**	**44.0**	**42.7**	**50.2**	**44.7**	**44.3**

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

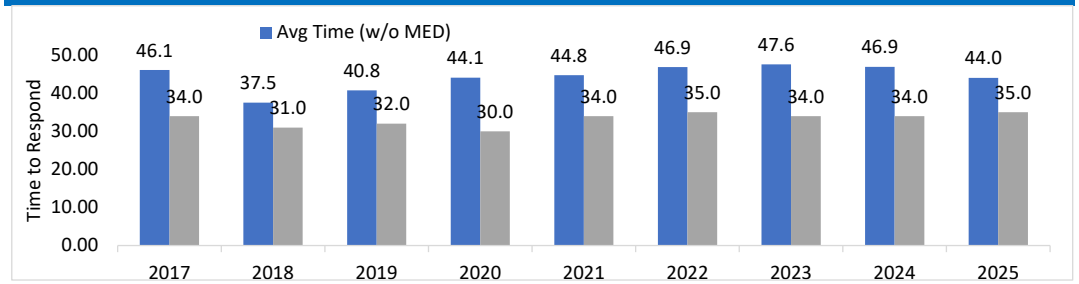
Monthly Historical Data - Median Time to Respond

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	37.5	41.0	36.0	40.0	33.0	34.0	33.0	31.0	33.0	31.0	34.0	32.0	34.0
2018	31.0	30.0	30.0	29.0	30.0	30.0	31.0	30.0	31.0	31.0	33.0	33.0	31.0
2019	31.0	35.0	31.0	31.0	30.0	31.0	30.0	32.0	31.0	31.0	33.0	34.0	32.0
2020	32.0	33.0	30.0	28.0	29.0	30.0	30.0	30.0	29.0	29.0	34.0	32.0	30.0
2021	31.0	32.0	29.0					33.0	36.0	37.0	37.0	36.0	34.0
2022	35.0	35.0	35.0	36.0	34.0	36.0	34.0	36.0	38.0	34.0	34.0	37.0	35.0
2023	36.0	36.0	37.0	34.0	33.0	31.0	32.0	34.0	33.0	33.0	36.0	36.0	34.0
2024	32	37	37	33	34	34	33	33	35	33	36	33	34.0
2025	39	35	34	33.5	34	32	34	34	35	34	36	35	35.0
Average by Month	**33.4**	**34.6**	**32.6**	**33.0**	**31.5**	**32.0**	**31.7**	**32.3**	**33.0**	**32.3**	**34.4**	**34.3**	**32.7**

Annual Historical Data:

Year	Avg Time (w/o MED)	Median Time (w/o MED)
2017	46.10	34.00
2018	37.51	31.00
2019	40.77	32.00
2020	44.10	30.00
2021	44.76	34.00
2022	46.86	35.00
2023	47.60	34.00
2024	46.94	34.00
2025	44.04	35.00
5 Year Averrage	**46.05**	**33.40**

Annual Historical Chart



Without MEDs

Year / Month	Count of < 05 Min	Count of ≥ 05 Min < 10 Min	Count of ≥ 10 Min < 15 Min	Count of ≥ 15 Min < 20 Min	Count of ≥ 20 Min < 25 Min	Count of ≥ 25 Min < 30 Min	Count of ≥ 30 Min < 35 Min	Count of ≥ 35 Min < 40 Min	Count of ≥ 40 Min < 45 Min	Count of ≥ 45 Min < 50 Min	Count of ≥ 50 Min < 55 Min	Count of ≥ 55 Min < 60 Min	Count of ≥ 60 Min	Totals
2017	48	203	404	636	773	790	716	659	522	403	363	270	1189	6,976
1	1	8	24	37	39	35	37	31	21	25	25	21	100	404
2	0	4	21	17	26	30	35	22	24	25	16	13	94	327
3	2	8	27	46	55	43	55	46	43	31	29	20	89	494
4	3	15	40	47	60	76	54	66	61	41	54	30	178	725
5	2	17	45	46	82	82	56	47	50	42	28	19	122	638
6	7	34	35	68	66	80	57	53	50	53	32	30	107	672
7	3	27	44	73	69	70	77	74	46	36	33	25	90	667
8	6	20	39	68	94	71	82	71	40	23	30	18	83	645
9	14	18	34	61	72	76	64	76	47	43	33	20	99	657
10	2	28	37	67	81	81	68	58	47	39	23	22	87	640
11	4	12	27	35	44	76	61	60	49	21	27	28	63	507
12	4	12	31	71	85	70	70	55	44	24	33	24	77	600
2018	51	236	516	809	955	948	848	636	526	444	357	251	873	7,450
1	3	16	42	54	58	57	59	45	41	30	33	22	49	509
2	7	29	40	63	75	95	63	64	47	28	30	23	65	629
3	3	32	48	79	101	88	84	54	61	45	32	18	67	712
4	1	14	52	63	78	98	67	50	34	36	26	21	59	599
5	3	21	49	64	77	66	71	54	40	34	27	20	55	581
6	5	19	48	79	81	79	89	52	46	32	27	15	61	633
7	4	21	49	80	91	78	78	62	43	50	24	26	83	689
8	6	25	35	75	110	97	75	47	42	41	42	23	81	699
9	5	16	39	64	75	80	60	62	35	37	29	21	74	597
10	6	18	42	63	77	69	65	53	47	35	26	20	88	609
11	3	12	30	61	60	58	65	30	44	32	29	17	90	531
12	5	13	42	64	72	83	72	63	46	44	32	25	101	662
2019	66	267	550	889	1120	1064	938	769	676	514	412	289	1282	8,836
1	8	19	48	93	95	106	77	67	54	54	35	20	132	808
2	2	10	32	48	77	72	53	53	50	41	35	25	100	598
3	5	21	52	85	89	99	83	69	46	42	34	26	105	756
4	0	22	35	63	96	75	99	51	44	34	42	19	82	662
5	6	31	44	63	103	84	71	64	50	36	30	14	92	688
6	6	21	47	79	94	75	61	67	55	36	38	29	87	695
7	9	29	63	100	105	108	96	86	76	52	37	24	82	867
8	11	26	41	72	84	92	76	61	59	44	31	28	106	731
9	5	19	55	74	102	96	91	61	51	40	31	26	134	785
10	2	16	40	62	77	95	61	53	70	38	19	18	66	617
11	6	29	43	82	98	71	97	65	62	52	38	22	151	816
12	6	24	50	68	100	91	73	72	59	45	42	38	145	813
2020	96	345	734	1031	1224	1081	1030	775	607	490	358	305	1387	9,463
1	7	25	55	76	64	76	76	50	53	30	33	30	101	676
2	3	20	66	74	97	86	95	57	57	42	32	35	151	815
3	6	25	48	103	95	92	78	71	40	45	31	35	94	763
4	8	22	50	84	99	66	59	56	44	25	21	15	74	623
5	9	25	66	82	79	79	80	46	35	38	12	17	85	653
6	10	25	68	93	127	92	95	76	63	36	26	30	116	857
7	3	38	62	92	124	96	88	73	50	54	37	25	99	841
8	12	41	67	101	130	128	103	91	52	48	37	23	127	960
9	7	30	67	86	100	91	98	47	44	44	25	23	86	748
10	12	25	70	83	104	86	82	58	48	38	26	23	103	738
11	11	30	50	77	89	94	83	71	60	45	35	18	200	863
12	8	39	65	80	116	95	93	79	61	45	43	31	151	906
2021	72	271	625	980	1207	1135	1072	934	802	652	531	459	2178	10,918
1	9	27	66	87	90	93	80	56	53	50	38	28	138	815
2	4	19	60	71	91	76	70	74	50	44	36	28	110	733
3	11	32	79	113	115	85	75	80	53	42	42	29	113	869
4	7	24	46	70	71	94	66	50	52	34	31	34	219	798
5	3	19	34	73	67	95	95	68	67	62	38	45	253	919
6	8	40	89	148	157	141	131	103	118	75	75	70	242	1,397
7	10	24	54	99	138	124	140	126	106	75	59	45	282	1,282
8	5	20	41	64	109	99	95	67	54	53	40	33	145	825
9	3	16	39	65	108	88	63	75	69	53	39	34	150	802
10	5	27	40	75	96	99	94	84	61	57	38	32	231	939
11	2	16	32	50	75	61	66	67	65	54	41	40	120	689
12	5	7	45	65	90	80	97	84	54	53	54	41	175	850
2022	72	228	513	832	1066	1083	933	831	742	580	457	397	1983	9,717
1	5	14	42	67	65	75	67	70	40	38	46	21	135	685
2	7	26	43	69	89	106	85	70	70	43	44	43	160	855
3	6	16	38	65	95	113	66	72	65	62	40	34	145	817
4	5	18	48	79	94	87	71	76	55	51	41	46	185	856
5	8	25	56	72	101	94	77	69	67	39	37	36	172	853
6	2	19	51	73	82	72	72	68	66	52	36	31	152	776
7	3	25	37	61	92	103	72	56	63	50	34	37	134	767
8	5	15	38	66	93	98	79	66	77	38	25	36	187	823
9	5	18	44	85	83	102	85	73	72	54	42	31	235	929
10	8	14	43	71	91	83	65	70	51	47	32	24	140	739
11	11	22	39	68	99	75	97	67	57	58	38	33	153	817
12	7	16	34	56	82	75	97	74	59	48	42	25	185	800
2023	57	212	511	863	1039	1076	1076	986	889	677	574	458	393	1697	9,469
1	5	31	53	88	103	127	102	84	71	66	50	49	260	1,089
2	6	17	47	57	82	77	69	58	46	46	34	28	171	738
3	9	19	31	82	104	93	85	68	82	80	43	30	182	908
4	4	16	45	51	82	82	70	59	33	42	40	32	132	688
5	4	22	45	62	90	77	67	66	42	32	34	25	112	678
6	5	19	30	75	98	102	68	79	42	41	30	37	95	721
7	6	20	50	98	100	120	112	93	60	53	49	43	109	913
8	4	12	44	83	104	95	95	78	59	51	39	38	155	857
9	4	8	47	69	85	72	75	60	49	40	32	25	98	664
10	4	20	38	70	68	80	77	76	59	33	22	20	112	679
11	3	14	41	71	86	82	85	81	71	45	44	38	139	800
12	3	14	40	57	74	69	81	87	63	45	41	28	132	734
2024	40	197	522	818	981	1015	1015	771	660	561	444	365	1676	9,065
1	4	15	39	80	72	94	71	53	61	39	33	34	103	698
2	4	19	30	67	89	75	82	65	66	63	46	35	174	815
3	3	11	55	67	74	65	93	69	52	49	38	35	203	814
4	3	10	43	56	81	84	89	49	41	47	37	20	109	669
5	3	19	47	59	58	71	69	51	40	41	39	24	113	634
6	4	20	52	72	91	81	96	75	63	50	39	36	145	824
7	1	17	51	96	109	93	101	71	69	56	37	37	153	891
8	3	23	47	70	78	114	82	74	53	43	44	32	117	780
9	4	14	41	69	105	81	86	69	59	45	43	31	169	816
10	5	17	44	61	78	87	77	69	50	33	26	30	100	677
11	0	19	39	71	66	91	87	73	61	56	24	31	168	786
12	6	13	34	50	80	79	82	53	45	39	38	20	122	661
2025	43	185	457	760	866	967	910	781	669	526	396	350	1484	8394
1	0	5	16	41	42	43	45	40	26	26	20	25	124	453
2	3	14	48	59	62	84	74	58	48	34	24	32	132	694
3	8	21	46	73	82	109	84	75	66	47	29	29	159	828
4	0	13	37	72	70	60	71	55	48	38	28	29	93	614
5	5	15	49	62	70	92	96	77	55	47	48	30	118	764
6	5	20	39	62	98	92	77	65	56	39	29	27	96	705
7	5	15	49	78	76	70	87	56	68	49	32	43	120	748
8	3	26	39	59	78	99	73	72	66	42	30	31	131	749
9	3	11	44	70	75	69	70	75	51	48	42	25	134	717
10	3	15	25	65	83	81	78	58	49	38	37	26	140	698
11	2	20	29	59	66	83	71	83	61	52	36	26	124	712
12	6	10	36	60	64	85	84	71	65	52	31	35	113	712

With MEDs

Year / Month	Count of < 05 Min	Count of ≥ 05 Min < 10 Min	Count of ≥ 10 Min < 15 Min	Count of ≥ 15 Min < 20 Min	Count of ≥ 20 Min < 25 Min	Count of ≥ 25 Min < 30 Min	Count of ≥ 30 Min < 35 Min	Count of ≥ 35 Min < 40 Min	Count of ≥ 40 Min < 45 Min	Count of ≥ 45 Min < 50 Min	Count of ≥ 50 Min < 55 Min	Count of ≥ 55 Min < 60 Min	Count of ≥ 60 Min	Totals
2017	50	208	420	660	805	824	744	684	550	425	375	281	1328	7,354
1	2	9	24	39	41	40	39	31	23	25	27	21	126	447
2	0	4	23	20	26	31	35	22	24	26	17	15	109	352
3	2	8	27	46	55	43	55	46	43	31	29	20	89	494
4	3	15	40	47	60	76	54	66	61	41	54	30	178	725
5	2	17	45	46	82	82	56	47	50	42	28	19	122	638
6	7	34	35	68	66	80	57	53	50	53	32	30	107	672
7	3	27	44	73	69	70	77	74	46	36	33	25	90	667
8	6	21	40	72	97	78	88	74	43	32	33	21	115	720
9	14	18	34	61	72	76	64	76	47	43	33	20	99	657
10	2	28	37	67	81	81	68	58	47	39	23	22	87	640
11	4	12	27	35	44	76	61	60	49	21	27	28	63	507
12	5	15	44	86	112	91	90	77	67	36	39	30	143	835
2018	53	255	562	871	1028	1035	913	692	572	483	387	276	1243	8,370
1	3	19	57	64	68	74	75	54	54	37	40	27	133	705
2	7	29	40	63	75	95	63	64	47	28	30	23	65	629
3	3	32	48	79	101	88	84	54	61	45	32	18	67	712
4	1	14	52	63	78	98	67	50	34	36	26	21	59	599
5	3	21	49	64	77	66	71	54	40	34	27	20	55	581
6	5	19	48	79	81	79	89	52	46	32	27	15	61	633
7	4	25	57	91	102	96	92	73	47	57	26	29	112	811
8	6	25	35	75	110	97	75	47	42	41	42	23	81	699
9	5	16	39	64	75	80	60	62	35	37	29	21	74	597
10	6	25	48	78	92	84	79	65	60	44	36	33	295	945
11	5	17	47	87	97	95	86	54	60	48	40	21	140	797
12	5	13	42	64	72	83	72	63	46	44	32	25	101	662
2019	73	290	591	959	1203	1150	1013	828	735	554	448	304	1579	9,727
1	8	19	48	93	95	106	77	67	54	54	35	20	132	808
2	2	13	37	59	88	89	63	64	58	46	48	27	190	784
3	5	21	52	85	89	99	83	69	46	42	34	26	105	756
4	2	26	37	69	100	83	107	57	45	37	46	19	130	758
5	6	31	44	63	103	84	71	64	50	36	30	14	92	688
6	6	21	47	79	94	75	61	67	55	36	38	29	87	695
7	9	29	63	100	105	108	96	86	76	52	37	24	82	867
8	11	27	41	78	92	101	81	61	63	48	33	28	107	771
9	5	19	56	78	105	97	94	61	57	41	32	26	137	808
10	7	27	58	86	108	126	91	81	92	53	29	25	121	904
11	6	32	50	89	110	80	107	74	71	59	41	26	202	947
12	6	25	58	80	114	102	82	77	68	50	45	40	194	941
2020	99	353	754	1059	1252	1119	1063	800	624	517	370	319	1643	9,972
1	7	25	55	76	64	76	76	50	53	30	33	30	101	676
2	3	20	66	74	97	86	95	57	57	42	32	35	151	815
3	6	25	48	103	95	92	78	71	40	45	31	35	94	763
4	8	22	50	84	99	66	59	56	44	25	21	15	74	623
5	9	25	66	82	79	79	80	46	35	38	12	17	85	653
6	10	25	68	93	127	92	95	76	63	36	26	30	116	857
7	3	38	62	92	124	96	88	73	50	54	37	25	99	841
8	12	41	70	108	139	135	110	94	54	51	37	25	130	1,006
9	9	34	73	100	109	101	112	61	48	56	33	27	192	955
10	13	27	74	78	88	111	97	88	61	53	43	28	228	941
11	11	32	57	79	92	104	89	76	66	52	37	21	220	936
12	8	39	65	80	116	95	93	79	61	45	43	31	151	906
2021	75	288	649	1015	1248	1189	1110	978	832	669	545	477	2455	11,530
1	9	32	71	65	94	103	101	87	65	55	56	40	32	216	961
2	4	19	60	71	91	76	70	74	50	44	36	28	110	733
3	11	32	79	113	115	85	75	80	53	42	42	29	113	869
4	7	24	46	70	71	94	66	50	52	34	31	34	219	798
5	3	19	34	73	67	95	95	68	67	62	38	45	253	919
6	8	40	89	148	157	141	131	103	118	75	75	70	242	1,397
7	10	24	54	99	138	124	140	126	106	75	59	45	282	1,282
8	5	21	44	67	111	101	98	74	55	53	40	36	152	857
9	3	16	39	65	108	88	63	75	69	53	39	34	150	802
10	5	27	42	76	100	107	96	87	64	57	40	32	249	982
11	3	19	38	63	84	76	77	77	70	57	44	43	185	836
12	7	15	53	76	103	101	112	99	79	61	61	49	284	1,094
2022	73	237	525	857	1091	1105	963	861	772	610	482	424	2355	10,355
1	6	16	45	74	84	75	76	51	42	50	30	30	303	926
2	7	26	43	69	89	106	85	70	70	43	44	43	160	855
3	6	16	38	65	95	113	66	72	65	62	40	34	145	817
4	5	18	48	79	94	87	71	76	55	51	41	46	185	856
5	8	25	56	72	101	94	77	69	67	39	37	36	172	853
6	2	21	53	76	86	75	73	75	70	54	39	35	204	863
7	3	25	37	61	92	103	72	56	63	50	34	37	134	767
8	5	15	38	66	93	98	79	66	77	38	25	36	187	823
9	5	19	48	92	87	108	91	78	78	65	49	34	324	1,078
10	8	14	43	71	91	83	65	70	51	47	32	24	140	739
11	11	26	42	76	107	79	112	79	66	71	49	44	216	978
12	7	16	34	56	82	75	97	74	59	48	42	25	185	800
2023	63	225	540	901	1131	1121	1025	919	705	600	476	411	2025	10,142
1	5	31	53	88	103	127	102	84	71	66	50	49	260	1,089
2	6	26	58	67	104	96	82	65	69	62	56	43	35	327	1,031
3	9	19	36	92	117	100	92	73	86	86	45	34	249	1,038
4	4	16	45	51	82	82	70	59	33	42	40	32	132	688
5	4	22	45	62	90	77	67	66	42	32	34	25	112	678
6	5	19	30	75	98	102	68	79	42	41	30	37	95	721
7	6	20	50	98	100	120	112	93	60	53	49	43	109	913
8	10	16	50	99	119	111	105	88	66	58	45	45	249	1,061
9	4	8	47	69	85	72	75	60	49	40	32	25	98	664
10	4	20	45	72	73	83	86	80	60	36	23	20	123	725
11	3	14	41	71	86	82	85	81	71	45	44	38	139	800
12	3	14	40	57	74	69	81	87	63	45	41	28	132	734
2024	40	199	531	838	1005	1039	1042	792	672	571	452	373	1757	9,311
1	4	15	39	80	72	94	71	53	61	39	33	34	103	698
2	4	19	30	67	89	75	82	65	66	63	46	35	174	815
3	3	11	55	67	74	65	93	69	52	49	38	35	203	814
4	3	10	43	56	81	84	89	49	41	47	37	20	109	669
5	3	19	47	59	58	71	69	51	40	41	39	24	113	634
6	4	20	52	72	91	81	96	75	63	50	39	36	145	824
7	1	17	51	96	109	93	101	71	69	56	37	37	153	891
8	3	23	47	70	78	114	82	74	53	43	44	32	117	780
9	4	14	41	69	105	81	86	69	59	45	43	31	169	816
10	5	17	44	61	78	87	77	69	50	33	26	30	100	677
11	0	19	39	71	66	91	87	73	61	56	24	31	168	786
12	6	13	34	50	80	79	82	53	45	39	38	20	122	661
2025	47	198	488	809	953	1047	981	832	711	572	438	384	1958	9418
1	1	15	39	75	95	93	82	74	53	56	45	44	457	1,129
2	3	14	48	59	62	84	74	58	48	34	24	32	132	694
3	8	21	46	73	82	109	84	75	66	47	29	29	159	828
4	0	13	37	72	70	60	71	55	48	38	28	29	93	614
5	5	15	49	62	70	92	96	77	55	47	48	30	118	764
6	6	20	39	64	100	97	78	66	57	40	30	29	101	727
7	5	15	49	78	76	70	87	56	68	49	32	43	120	748
8	5	27	42	67	93	106	90	76	71	49	36	33	147	842
9	3	11	44	70	75	69	70	75	51	48	42	25	134	717
10	3	15	25	65	83	81	78	58	49	38	37	26	140	698
11	2	22	33	62	76	98	81	89	66	57	41	32	154	813
12	6	10	37	62	71	88	90	77	69	55	36	40	203	844

#4 - Fire Ignitions

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

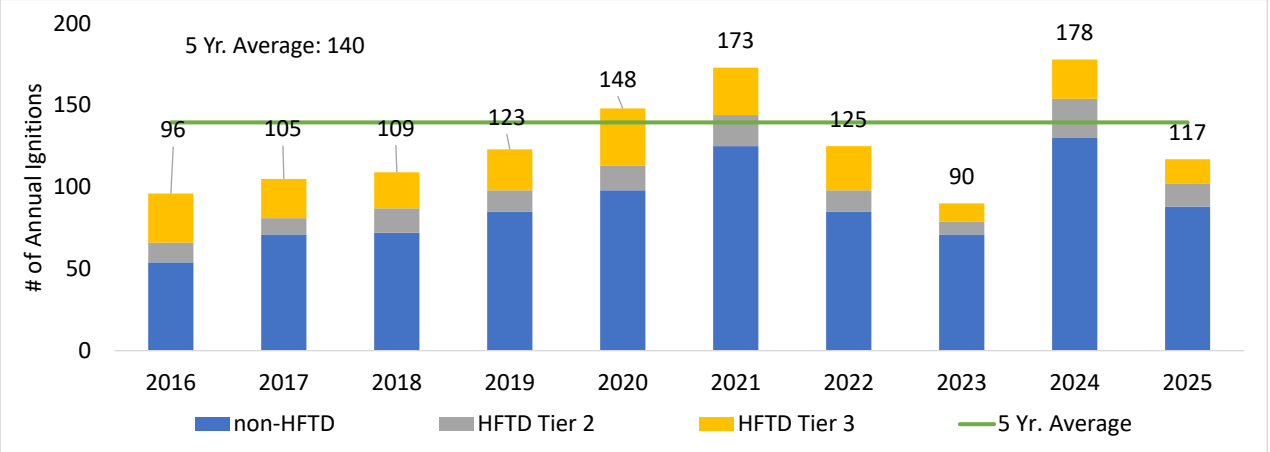
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	4	10	3	14	8	16	6	4	9	11	5	6	**96**
2017	4	1	6	9	17	21	15	13	7	6	3	3	**105**
2018	4	6	2	14	8	18	11	13	6	16	6	5	**109**
2019	1	1	5	15	6	23	15	20	20	7	9	1	**123**
2020	4	4	8	4	12	42	16	20	8	11	12	7	**148**
2021	12	11	7	16	20	30	23	21	14	12	3	4	**173**
2022	9	9	9	10	18	21	12	12	11	5	8	1	**125**
2023	1	4	3	3	9	11	21	10	7	12	4	5	**90**
2024	0	5	8	9	21	26	29	23	26	10	12	9	**178**
2025	20	5	7	3	16	20	14	15	9	5	3	0	**117**
Average by Month	**6**	**6**	**6**	**10**	**14**	**23**	**16**	**15**	**12**	**10**	**7**	**4**	**126**

Annual Historical Data:

Year	Value
2016	96
2017	105
2018	109
2019	123
2020	148
2021	173
2022	125
2023	90
2024	178
2025	117
5 Year Average	**140**

Annual Historical Chart



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

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

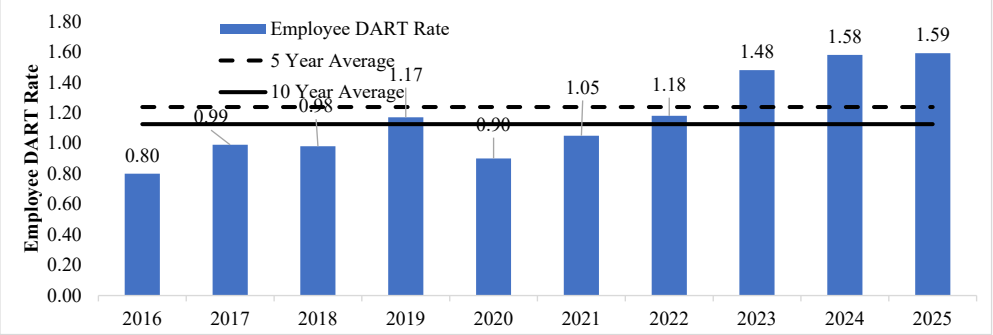
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	0.71	0.89	0.81	0.48	0.68	0.65	0.52	1.33	0.88	1.26	0.66	0.66	**0.80**
2017	1.10	0.84	0.99	0.83	1.23	1.33	1.16	1.78	0.79	0.91	0.43	0.32	**0.99**
2018	0.77	1.06	0.65	0.59	1.30	0.58	0.88	1.22	1.25	1.65	0.61	1.10	**0.98**
2019	0.82	1.49	1.77	0.73	1.89	0.87	1.37	1.23	1.32	0.98	0.94	0.51	**1.17**
2020	1.55	0.87	1.28	0.49	0.78	0.25	0.93	1.21	1.28	0.87	0.40	0.93	**0.90**
2021	0.84	0.85	0.57	1.40	0.86	1.32	0.66	0.99	1.87	1.56	0.95	0.73	**1.05**
2022	0.80	0.51	1.30	1.35	1.73	1.76	1.53	1.30	1.10	1.20	0.53	0.88	**1.18**
2023	1.20	1.83	1.88	1.97	1.27	1.28	0.93	2.05	1.35	1.65	1.57	0.52	**1.48**
2024	1.02	0.79	1.87	1.49	1.57	1.99	2.02	1.78	1.84	1.57	2.07	0.91	**1.58**
2025	1.22	1.73	1.34	1.40	1.73	1.73	1.94	1.71	1.71	1.90	1.25	1.37	**1.59**
Average by Month	**1.01**	**1.09**	**1.25**	**1.08**	**1.31**	**1.17**	**1.21**	**1.47**	**1.35**	**1.36**	**0.95**	**0.80**	**1.18**

Annual Historical Data:

Year	Value	5 Year Average	10 Year Average
2016	0.80	1.24	1.13
2017	0.99	1.24	1.13
2018	0.98	1.24	1.13
2019	1.17	1.24	1.13
2020	0.90	1.24	1.13
2021	1.05	1.24	1.13
2022	1.18	1.24	1.13
2023	1.48	1.24	1.13
2024	1.58	1.24	1.13
2025	1.59	1.24	1.13
5 Year Average	**1.24**		
10 Year Average	**1.13**		

Annual Historical Chart



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

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

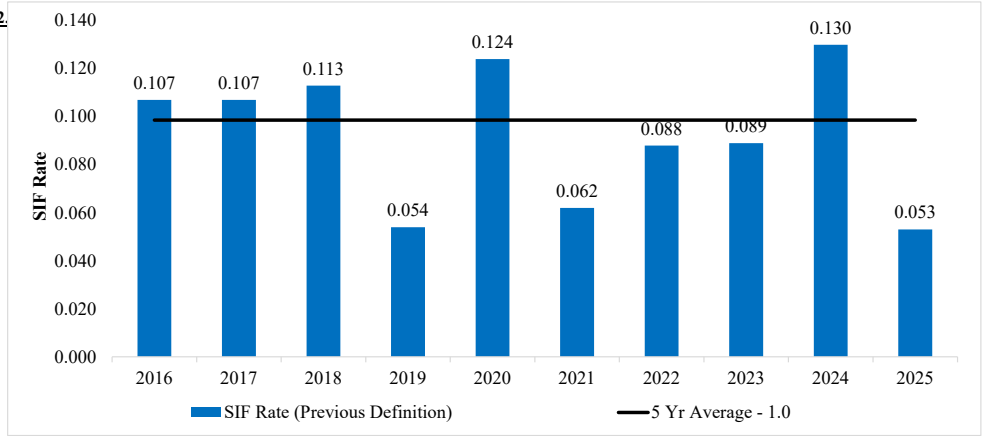
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2015	0.175	0.000	0.514	0.088	0.190	0.088	0.000	0.092	0.000	0.090	0.000	0.100	**0.115**
2016	0.203	0.099	0.000	0.096	0.097	0.186	0.105	0.177	0.196	0.097	0.000	0.000	**0.107**
2017	0.200	0.000	0.181	0.000	0.190	0.285	0.000	0.178	0.099	0.091	0.000	0.000	**0.107**
2018	0.289	0.317	0.186	0.000	0.186	0.097	0.098	0.087	0.000	0.000	0.000	0.110	**0.113**
2019	0.000	0.199	0.000	0.092	0.000	0.000	0.091	0.175	0.000	0.000	0.000	0.102	**0.054**
2020	0.091	0.097	0.256	0.162	0.087	0.083	0.255	0.086	0.256	0.079	0.000	0.000	**0.124**
2021	0.188	0.094	0.081	0.000	0.095	0.176	0.000	0.000	0.094	0.000	0.000	0.000	**0.062**
2022	0.100	0.102	0.260	0.097	0.192	0.000	0.000	0.087	0.000	0.093	0.000	0.109	**0.088**
2023	0.277	0.289	0.000	0.187	0.000	0.085	0.093	0.079	0.000	0.082	0.000	0.000	**0.089**
2024	0.255	0.176	0.085	0.248	0.000	0.271	0.000	0.324	0.000	0.157	0.000	0.000	**0.130**
2025	0.162	0.000	0.000	0.088	0.000	0.091	0.088	0.000	0.000	0.165	0.000	0.000	**0.053**
Average by Month	**0.176**	**0.124**	**0.143**	**0.099**	**0.091**	**0.124**	**0.068**	**0.119**	**0.059**	**0.079**	**0.000**	**0.038**	**0.095**

Annual Historical Data:

Year	SIF Rate (Previous Definition)	5 Yr Average - 1.0	SIF Rate (Updated Definition)	5 Yr Average - 2.
2016	0.107	0.099		
2017	0.107	0.099		
2018	0.113	0.099		
2019	0.054	0.099	0.008	0.036
2020	0.124	0.099	0.044	0.036
2021	0.062	0.099	0.031	0.036
2022	0.088	0.099	0.024	0.036
2023	0.089	0.099	0.045	0.036
2024	0.130	0.099	0.036	0.036
2025	0.053	0.099	0.023	0.036
5 Year Average	**0.0986**			

Annual Historical Chart



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

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

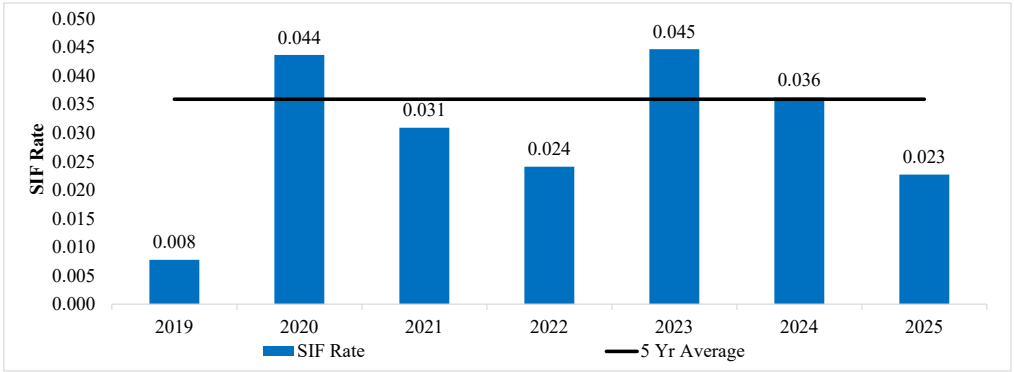
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2019	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.088	0.000	0.000	0.000	0.000	**0.008**
2020	0.000	0.000	0.085	0.000	0.000	0.083	0.085	0.086	0.171	0.000	0.000	0.000	**0.044**
2021	0.188	0.000	0.081	0.000	0.095	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.031**
2022	0.100	0.102	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.093	0.000	0.000	**0.024**
2023	0.185	0.289	0.000	0.000	0.000	0.085	0.000	0.000	0.000	0.000	0.000	0.000	**0.045**
2024	0.000	0.000	0.000	0.083	0.000	0.090	0.000	0.162	0.000	0.079	0.000	0.000	**0.036**
2025	0.000	0.000	0.000	0.088	0.000	0.091	0.088	0.000	0.000	0.000	0.000	0.000	**0.023**
Average by Month	**0.064**	**0.055**	**0.025**	**0.025**	**0.013**	**0.051**	**0.026**	**0.049**	**0.026**	**0.024**	**0.000**	**0.000**	**0.030**

Annual Historical Data:

Year	SIF Rate	5 Yr Average
2019	0.008	0.036
2020	0.044	0.036
2021	0.031	0.036
2022	0.024	0.036
2023	0.045	0.036
2024	0.036	0.036
2025	0.023	0.036
5 Year Average	**0.0359**	

Annual Historical Chart



#16 - Rate of SIF Actual (Contractor) - Previous Definition

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

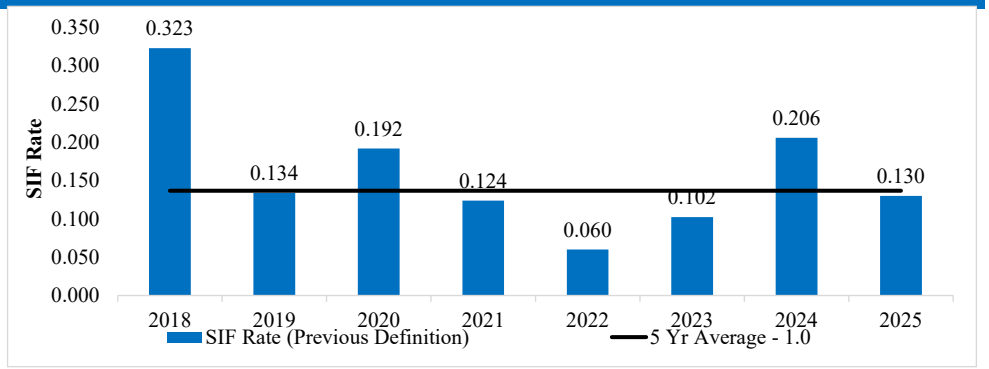
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	0.174	0.000	0.451	0.141	0.892	0.425	0.147	0.577	0.257	0.126	0.210	0.531	**0.323**
2019	0.335	0.139	0.223	0.118	0.112	0.209	0.107	0.095	0.094	0.087	0.088	0.104	**0.134**
2020	0.109	0.115	0.000	0.493	0.105	0.105	0.436	0.217	0.107	0.247	0.000	0.409	**0.192**
2021	0.243	0.000	0.000	0.000	0.317	0.000	0.000	0.197	0.206	0.091	0.414	0.000	**0.124**
2022	0.000	0.117	0.000	0.118	0.000	0.124	0.122	0.000	0.000	0.000	0.000	0.263	**0.060**
2023	0.000	0.145	0.129	0.247	0.282	0.000	0.000	0.000	0.266	0.121	0.000	0.000	**0.102**
2024	0.000	0.000	0.276	0.439	0.279	0.139	0.297	0.386	0.124	0.107	0.258	0.150	**0.206**
2025	0.000	0.275	0.136	0.135	0.269	0.000	0.133	0.000	0.368	0.000	0.000	0.281	**0.130**
Average by Month	**0.101**	**0.102**	**0.139**	**0.202**	**0.263**	**0.122**	**0.158**	**0.174**	**0.172**	**0.103**	**0.128**	**0.209**	**0.156**

Annual Historical Data:

Year	SIF Rate (Previous Definition)	5 Yr Average - 1.0	SIF Rate (Updated Definition)	5 Yr Average - 2.0
2018	0.323	0.137		
2019	0.134	0.137	0.071	0.073
2020	0.192	0.137	0.122	0.073
2021	0.124	0.137	0.053	0.073
2022	0.060	0.137	0.030	0.073
2023	0.102	0.137	0.045	0.073
2024	0.206	0.137	0.114	0.073
2025	0.130	0.137	0.011	0.073
5 Year Average	**0.1369**			

Annual Historical Chart



#16 - Rate of SIF Actual (Contractor) - Updated Definition

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

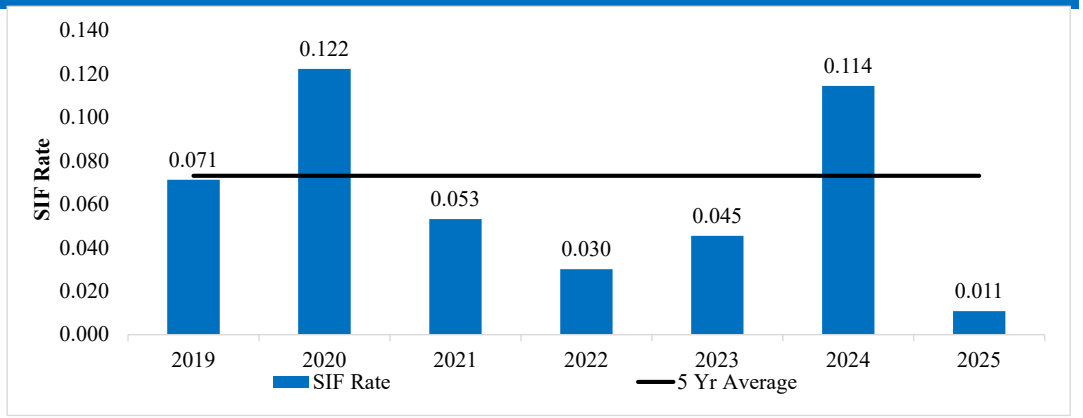
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2019	0.167	0.000	0.000	0.118	0.000	0.104	0.107	0.095	0.094	0.087	0.088	0.000	**0.071**
2020	0.109	0.115	0.000	0.247	0.105	0.000	0.436	0.000	0.107	0.164	0.000	0.204	**0.122**
2021	0.121	0.000	0.000	0.000	0.106	0.000	0.000	0.098	0.103	0.000	0.207	0.000	**0.053**
2022	0.000	0.000	0.000	0.118	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.263	**0.030**
2023	0.000	0.145	0.000	0.000	0.141	0.000	0.000	0.000	0.133	0.121	0.000	0.000	**0.045**
2024	0.000	0.000	0.138	0.146	0.139	0.000	0.148	0.386	0.000	0.000	0.258	0.150	**0.114**
2025	0.000	0.000	0.136	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.011**
Average by Month	**0.056**	**0.038**	**0.034**	**0.087**	**0.069**	**0.017**	**0.106**	**0.081**	**0.065**	**0.057**	**0.082**	**0.088**	**0.065**

Annual Historical Data:

Year	SIF Rate	5 Yr Average
2019	0.071	0.073
2020	0.122	0.073
2021	0.053	0.073
2022	0.030	0.073
2023	0.045	0.073
2024	0.114	0.073
2025	0.011	0.073
5 Year Average	**0.0731**	

Annual Historical Chart



#17 - Rate of SIF Potential (Employee)

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

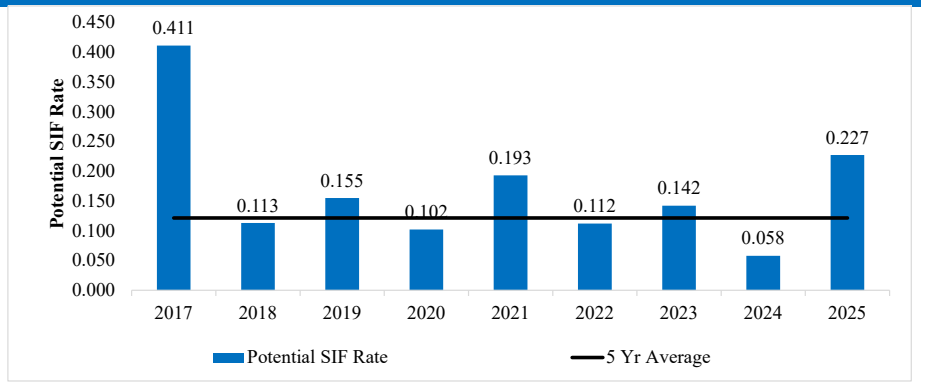
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	0.300	0.314	0.452	0.415	0.379	0.285	0.739	0.801	0.198	0.455	0.216	0.324	**0.411**
2018	0.000	0.106	0.186	0.098	0.186	0.097	0.098	0.175	0.000	0.174	0.204	0.000	**0.113**
2019	0.000	0.398	0.093	0.092	0.180	0.097	0.091	0.175	0.188	0.082	0.419	0.102	**0.155**
2020	0.000	0.097	0.256	0.000	0.000	0.083	0.085	0.259	0.171	0.000	0.201	0.093	**0.102**
2021	0.094	0.094	0.081	0.611	0.095	0.000	0.000	0.360	0.187	0.368	0.210	0.208	**0.193**
2022	0.100	0.000	0.000	0.000	0.096	0.093	0.204	0.000	0.184	0.278	0.213	0.219	**0.112**
2023	0.000	0.000	0.164	0.281	0.169	0.000	0.373	0.158	0.360	0.082	0.098	0.000	**0.142**
2024	0.170	0.000	0.000	0.000	0.000	0.000	0.000	0.081	0.088	0.157	0.000	0.203	**0.058**
2025	0.162	0.096	0.178	0.088	0.273	0.364	0.177	0.361	0.449	0.331	0.113	0.098	**0.227**
Average by Month	**0.092**	**0.119**	**0.155**	**0.172**	**0.150**	**0.111**	**0.186**	**0.259**	**0.206**	**0.208**	**0.186**	**0.137**	**0.166**

Annual Historical Data:

Year	Potential SIF Rate	5 Yr Average
2017	0.411	0.121
2018	0.113	0.121
2019	0.155	0.121
2020	0.102	0.121
2021	0.193	0.121
2022	0.112	0.121
2023	0.142	0.121
2024	0.058	0.121
2025	0.227	0.121
5 Year Average	**0.1214**	

Annual Historical Chart



18. Rate of SIF Potential (Contractor)

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

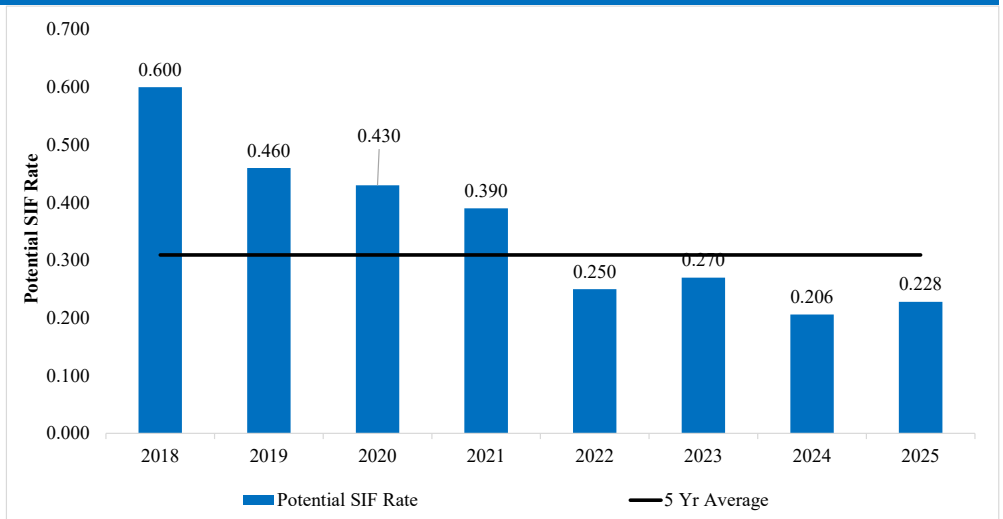
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	1.040	0.710	1.050	0.420	1.040	0.570	0.150	0.430	0.510	0.380	0.420	0.710	**0.600**
2019	0.330	0.420	0.330	0.590	0.330	1.150	0.860	0.190	0.470	0.610	0.090	0.210	**0.460**
2020	0.540	0.580	0.450	0.370	0.110	0.740	0.220	0.430	0.530	0.250	0.640	0.310	**0.430**
2021	0.490	0.600	0.340	0.710	0.210	0.420	0.450	0.200	0.520	0.270	0.520	0.000	**0.390**
2022	0.440	0.230	0.560	0.240	0.120	0.370	0.240	0.370	0.240	0.120	0.000	0.000	**0.250**
2023	0.150	0.290	0.390	0.000	0.280	0.140	0.150	0.130	0.670	0.480	0.430	0.150	**0.270**
2024	0.152	0.327	0.276	0.000	0.139	0.139	0.148	0.386	0.124	0.322	0.129	0.300	**0.206**
2025	0.123	0.138	0.678	0.406	0.135	0.133	0.000	0.357	0.000	0.223	0.145	0.422	**0.228**
Average by Month	**0.403**	**0.410**	**0.494**	**0.357**	**0.278**	**0.487**	**0.299**	**0.305**	**0.388**	**0.334**	**0.312**	**0.241**	**0.358**

Annual Historical Data

Year	Potential SIF Rate	5 Yr Average
2018	0.600	0.309
2019	0.460	0.309
2020	0.430	0.309
2021	0.390	0.309
2022	0.250	0.309
2023	0.270	0.309
2024	0.206	0.309
2025	0.228	0.309
5 Year Average	**0.3092**	

Annual Historical Chart



19. Contractor Days Away, Restricted Transfer (DART)

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

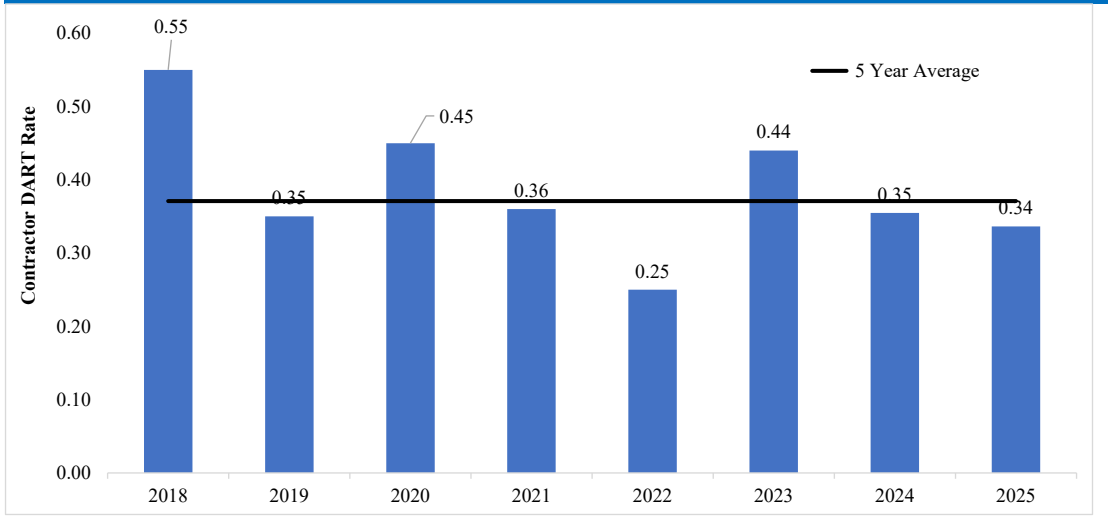
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	0.170	0.180	0.450	0.700	0.590	0.990	1.030	1.300	0.130	0.250	0.210	0.710	**0.550**
2019	0.500	0.420	0.330	0.240	0.330	0.520	0.210	0.380	0.470	0.260	0.260	0.310	**0.350**
2020	0.220	0.460	0.450	0.860	0.420	0.420	0.870	0.430	0.000	0.410	0.270	0.610	**0.450**
2021	0.360	0.120	0.220	0.000	0.420	0.420	0.330	0.590	0.720	0.270	0.520	0.340	**0.360**
2022	0.110	0.230	0.110	0.590	0.240	0.250	0.120	0.250	0.120	0.350	0.140	0.530	**0.250**
2023	0.730	0.290	0.650	0.250	0.560	0.000	0.590	0.130	1.070	0.480	0.140	0.440	**0.440**
2024	0.152	0.490	0.552	0.439	0.557	0.418	0.148	0.386	0.249	0.322	0.387	0.150	**0.355**
2025	0.370	0.550	0.271	0.541	0.404	0.133	0.266	0.119	0.245	0.223	0.578	0.422	**0.336**
Average by Month	**0.319**	**0.341**	**0.371**	**0.435**	**0.433**	**0.396**	**0.441**	**0.435**	**0.373**	**0.322**	**0.312**	**0.434**	**0.383**

Annual Historical Data:

Year	Value	5 Yr Average
2018	0.55	0.37
2019	0.35	0.37
2020	0.45	0.37
2021	0.36	0.37
2022	0.25	0.37
2023	0.44	0.37
2024	0.35	0.37
2025	0.34	0.37
5 Year Average	**0.37**	

Annual Historical Chart



#20 - Public Serious Injuries and Fatalities

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

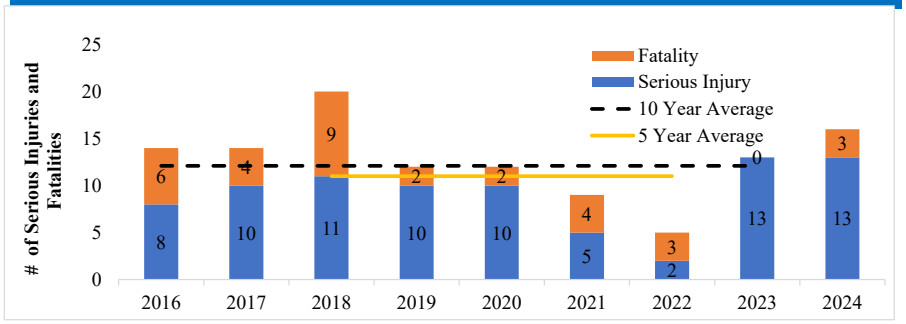
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	2	1	1	1	4	0	0	0	1	2	1	1	**14.0**
2017	0	2	1	2	1	2	0	1	2	0	0	3	**14.0**
2018	0	4	2	1	1	3	1	0	2	2	3	0	**19.0**
2019	1	0	1	0	0	2	2	2	0	3	1	0	**12.0**
2020	2	0	1	2	2	0	2	1	1	0	0	1	**12.0**
2021	0	0	0	0	0	1	4	1	0	2	1	0	**9.0**
2022	1	0	1	0	1	0	1	0	0	1	0	0	**5.0**
2023	1	0	1	0	5	1	1	1	1	0	0	2	**13.0**
2024	3	0	1	2	0	1	2	0	0	1	1	5	**16.0**
2025	0	0	1	1	1	1	1	0	0	0	1	0	**6.0**
Average by Month	**1.0**	**0.7**	**1.0**	**0.9**	**1.5**	**1.1**	**1.4**	**0.6**	**0.7**	**1.1**	**0.8**	**1.2**	**12.0**

Annual Historical Data:

Year	Serious Injury	Fatality	Total	10 Yr Average
2016	8	6	14	12.1
2017	10	4	14	12.1
2018	11	9	20	12.1
2019	10	2	12	12.1
2020	10	2	12	12.1
2021	5	4	9	12.1
2022	2	3	5	12.1
2023	13	0	13	12.1
2024	13	3	16	12.1
2025	4	2	6	12.1
5 Year Average	**9**	**2**	**11**	
10 Year Average	**8.6**	**3.5**	**12.1**	

Annual Historical Chart



#21 - Helicopter / Flight Accident or Incident

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

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

Annual Historical Data:

Year	# of accidents or incidents per 100,000 flight hours	# of accidents or incidents	Total Flight Hours
2016	-	0	2,567
2017	-	0	3,764
2018	24.2	1	4,131
2019	-	0	6,238
2020	-	0	6,072
2021	14.3	1	6,988
2022	-	0	9,282
2023	-	0	6,626
2024	-	0	9,421
2025	-	0	10,386
2016 - 2025 Totals	**3.1**	**2**	**65,473**

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

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

Distribution Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2020	9.2%	4.6%	9.4%	14.3%	15.1%	16.9%	16.9%	24.1%	16.5%	23.8%	26.5%	16.7%	**17%**
2021	16.0%	23.6%	13.3%	17.6%	16.5%	11.4%	25.0%	21.5%	24.4%	20.5%	22.5%	16.7%	**19.0%**
2022	33.3%	44.0%	40.0%	44.4%	47.6%	48.8%	40.3%	34.9%	36.6%	35.7%	41.9%	46.0%	**41.1%**
2023	52%	42%	47%	35%	26%	33%	49%	45%	42%	41%	45%	52%	**44.0%**
2024	50%	45%	38%	27%	50%	44%	45%	43%	39%	52%	38%	37%	**42.2%**
2025	25%	27%	33%	32%	31%	25%	28%	24%	27%	29%	27%	36%	**29%**

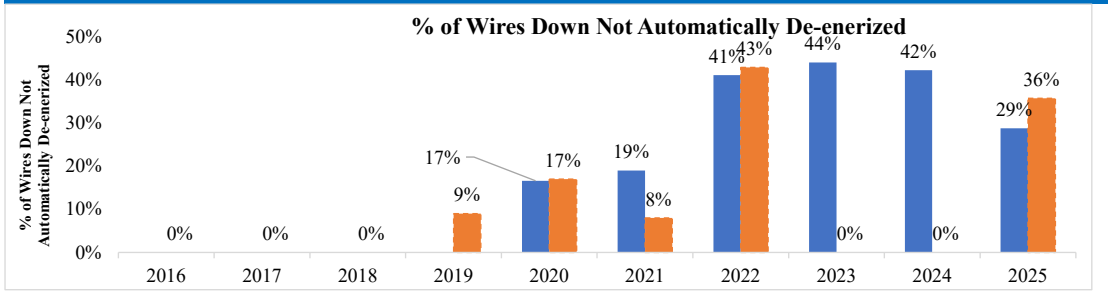
Transmission Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2016	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2017	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2018	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2019	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	100%	0%	**9%**
2020	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	50%	0%	**17%**
2021	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	**8%**
2022	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%	0%	0%	**43%**
2023	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2024	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
2025	0%	0%	0%	100%	0%	50%	0%	50%	100%	0%	0%	0%	**36%**

Annual Historical Data:

Year	Distribution	Transmission
2016		0%
2017		0%
2018		0%
2019		9%
2020	17%	17%
2021	19%	8%
2022	41%	43%
2023	44%	0%
2024	42%	0%
2025	29%	36%

Annual Historical Chart



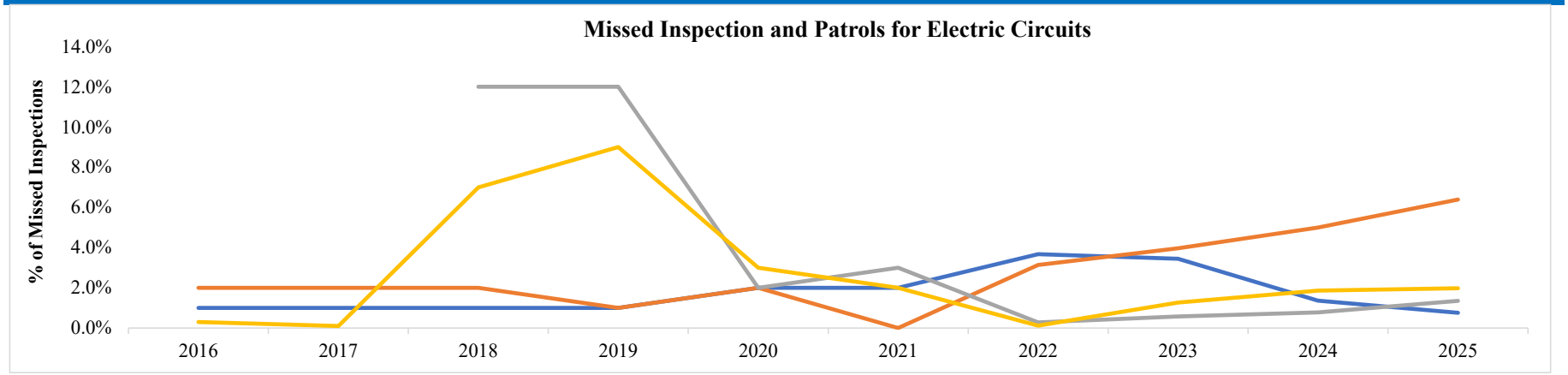
26. Missed Inspections and Patrols for Electric Circuits

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

Monthly Historical Data:

Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	5 Year Average
Distribution Detailed	1.0%	1.0%	1.0%	1.0%	2.0%	2.0%	3.7%	3.4%	1.4%	0.8%	**2.5%**
Distribution Patrols	2.0%	2.0%	2.0%	1.0%	2.0%	0.0%	3.1%	4.0%	5.0%	6.4%	**2.8%**
Transmission Detailed			12.0%	12.0%	2.0%	3.0%	0.3%	0.6%	0.8%	1.4%	**1.3%**
Transmission Patrols	0.3%	0.1%	7.0%	9.0%	3.0%	2.0%	0.1%	1.3%	1.9%	2.0%	**1.7%**

Annual Historical Chart



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

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

Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2021	N/A	N/A	N/A	N/A	N/A	4.7%	4.6%	4.5%	4.5%	4.4%	4.4%	4.3%	**4.3%**
2022	4.3%	4.2%	4.2%	4.1%	4.1%	4.5%	4.0%	4.0%	3.9%	3.9%	3.8%	3.8%	**3.8%**
2023	3.8%	3.7%	3.7%	3.6%	3.6%	3.5%	3.5%	3.4%	3.4%			3.2%	**3.2%**
2024	3.2%	3.2%		3.0%	3.0%		2.8%	2.8%	2.7%	2.7%	2.6%	2.5%	**2.5%**
2025	2.5%	2.5%	2.4%	2.4%	2.4%	2.4%	2.3%	2.2%	2.2%	2.2%	2.1%	2.0%	**2.0%**

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

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

Monthly Distribution Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	78%	81%	83%	80%	79%	79%	77%	83%	79%	81%	84%	89%	**81%**
2019	84%	75%	82%	80%	84%	91%	84%	83%	81%	83%	84%	95%	**86%**
2020	94%	92%	84%	82%	84%	89%	88%	83%	83%	85%	89%	90%	**88%**
2021	84%	84%	86%	78%	90%	86%	85%	85%	84%	79%	83%	92%	**84%**
2022	69%	87%	88%	88%	90%	92%	90%	95%	89%	89%	90%	91%	**89%**
2023	89%	90%	91%	91%	90%	92%	88%	89%	89%	90%	90%	90%	**90%**
2024	91%	89%	88%	85%	86%	88%	89%	69%	69%	72%	87%	79%	**81%**
2025	94%	86%	84%	89%	92%	94%	94%	93%	90%	92%	93%	92%	**90%**
Average by Month	**86%**	**86%**	**86%**	**86%**	**86%**	**86%**	**86%**	**86%**	**86%**	**85%**	**86%**	**86%**	**86%**

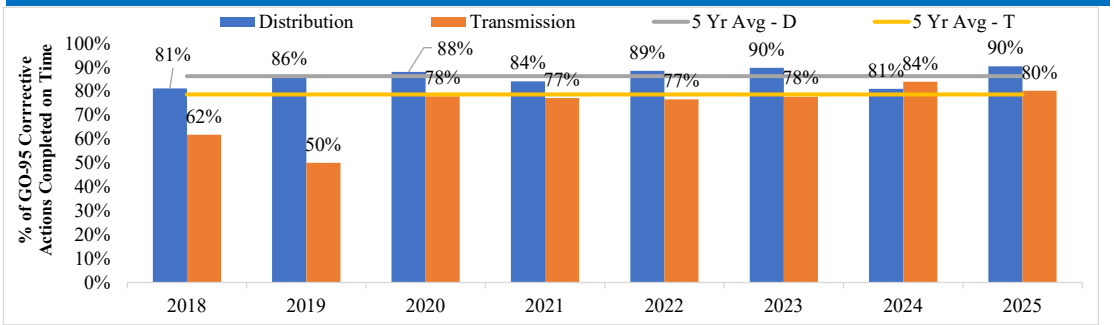
Monthly Transmission Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2018	85%	72%	62%	68%	67%	47%	56%	52%	64%	56%	56%	74%	**62%**
2019	87%	43%	74%	65%	45%	77%	36%	48%	73%	52%	81%	80%	**50%**
2020	79%	82%	48%	37%	48%	74%	83%	83%	84%	83%	88%	84%	**78%**
2021	83%	71%	75%	82%	84%	72%	63%	76%	80%	74%	81%	78%	**77%**
2022	68%	65%	71%	81%	83%	92%	87%	79%	66%	71%	63%	70%	**77%**
2023	77%	78%	67%	83%	80%	86%	80%	66%	79%	83%	74%	79%	**78%**
2024	79%	73%	89%	83%	87%	87%	83%	85%	86%	80%	88%	69%	**84%**
2025	72%	80%	78%	85%	84%	79%	87%	70%	75%	75%	87%	80%	**80%**
Average by Month	**75%**	**75%**	**74%**	**74%**	**74%**	**74%**	**73%**	**72%**	**73%**	**73%**	**73%**	**73%**	**70%**

Annual Historical Data:

Year	Distribution	Transmission
2018	81%	62%
2019	86%	50%
2020	88%	78%
2021	84%	77%
2022	89%	77%
2023	90%	78%
2024	81%	84%
2025	90%	80%
5 Year Average	**86%**	**79%**

Annual Historical Chart



32. Overhead Conductor Safety Index

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

Annual Distribution Historical Data:

Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	5 Year Average
Wire Downs Count:	1,119	1,168	953	961	993	1,037	924	971	866	726	905
Circuit Miles	39,234	39,234	39,234	39,091	38,901	38,814	38,197	38,031	37,824	37,683	38,110
Annual Index	**28.5**	**29.8**	**24.3**	**24.6**	**25.5**	**26.7**	**24.2**	**25.5**	**22.9**	**19.3**	**23.7**

Annual Transmission Historical Data:

Date	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	5 Year Average
Wire Downs Count:	19.00	9.00	7.00	19.00	11.00	6.00	7.00	13.00	8.00	14.00	10
Circuit Miles	12,821	12,821	12,821	12,832	12,706	12,763	12,743	12,702	12,699	12,691	12,720
Annual Index	**1.5**	**0.7**	**0.5**	**1.5**	**0.9**	**0.5**	**0.5**	**1.0**	**0.6**	**1.1**	**0.8**

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

Annual Historical Chart