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R2007013

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

Order Instituting Rulemaking to Further Develop a Risk-Based Decision-Making Framework for Electric and Gas Utilities.	R.20-07-013 (Filed July 16, 2020)
NOT CONSOLIDATED	
Application of Pacific Gas and Electric Company (U 39 M) to Submit Its 2020 Risk Assessment and Mitigation Phase Report.	A.20-06-012 (Filed on June 30, 2020)
NOT CONSOLIDATED	
Application of Pacific Gas and Electric Company for Authority, Among Other Things, to Increase Rates and Charges for Electric and Gas Service Effective on January 1, 2023. (U 39 M)	A.21-06-021 (Filed on June 30, 2021)

PACIFIC GAS AND ELECTRIC COMPANY'S (U39M) 2025 SAFETY PERFORMANCE METRICS REPORT IN COMPLIANCE WITH CALIFORNIA PUBLIC UTILITIES COMMISSION DECISIONS 19-04-020 AND 21-11-009

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Dated: April 1, 2026

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

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Pacific Gas and Electric Company (PG&E) submits its 2025 Safety Performance Metrics Report in compliance with Decisions (D.) 19-04-020 and 21-11-009.

In 19-04-020, the *Phase Two Decision Adopting Risk Spending Accountability Report Requirements and Safety Performance Metrics For Investor-Owned Utilities And Adopting A Safety Model Approach For Small And Multi-Jurisdictional Utilities*, the California Public Utilities Commission (Commission) directed the large investor owned utilities to annually file a Safety Performance Metrics Report on March 31.[1] The Safety Performance Metrics Report must include:

- The last ten years for all Safety Performance Metrics for which such data exists;
- A narrative context about the value of the safety metrics;

[1] D.19-04-020, p. 26.

- Identification of the metrics linked to or used for purposes of determining executive compensation levels for positions director-level and above;
- Descriptions of bias controls that the utility has in place for reporting of the metrics;
- Examples of how the metrics have informed training and supported risk-informed decision-making;
- Explanations of how the metrics reflect progress against safety goals included in the utility's General Rate Case; and
- A high-level summary of the total estimated and recorded risk-related spend.[2]

In the *Order Instituting Rulemaking to Further Develop a Risk-Based Decision-Making Framework for Electric and Gas Utilities*, the Commission reassessed the Safety Performance Metrics adopted in D.19-04-020.[3] At the conclusion of Phase I of that proceeding, the Commission adopted 32 Safety Performance Metrics in D.21-11-009. The report attached hereto covers the revised set of Safety Performance Metrics.

PG&E's 2025 Safety Performance Metrics Report is provided as the Attachment.

Respectfully Submitted,

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[2] D.19-04-020, pp. 25-27, p. 63, Ordering Paragraph 6.

[3] *See* Assigned Commissioner's Scoping Memo and Ruling, p. 5, dated November 2, 2020.

PACIFIC GAS AND ELECTRIC COMPANY

ATTACHMENT

PACIFIC GAS AND ELECTRIC COMPANY

2025 SAFETY PERFORMANCE METRICS REPORT
IN COMPLIANCE WITH
CALIFORNIA PUBLIC UTILITIES COMMISSION
DECISION 19-04-020 AND DECISION 21-11-009

APRIL 1, 2026

PACIFIC GAS AND ELECTRIC COMPANY
2025 SAFETY PERFORMANCE METRICS REPORT

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PACIFIC GAS AND ELECTRIC COMPANY
2025 SAFETY PERFORMANCE METRICS REPORT
SECTION 1
INTRODUCTION

I. Introduction

Pacific Gas and Electric Company (PG&E) submits its 2025 Safety Performance Metrics Report (SPMR) in compliance with Decision (D.) 19-04-020 and D.21-11-009 concerning the Risk-Based Decision-Making Framework proceeding, Rulemaking 20-07-013. The purpose of the SPMR is to provide the Commission and interested parties' information on PG&E's performance related to key safety metrics.

Safety is PG&E's most important responsibility. Our customers and communities deserve the assurance that we will deliver electricity and natural gas safely and reliably.

PG&E is committed to continuing to improve the safety of our workforce and the public. Benchmarking and safety metrics are measured and analyzed to drive business decisions and the right behavior as we continue to strengthen our safety efforts. PG&E monitors our progress with a focus on leading indicators as well as lagging metrics to show our progress over time. This helps PG&E identify and address the underlying causes of safety incidents to prevent them from reoccurring.

The information in this SPMR confirms areas where PG&E has shown significant safety progress over the past decade. At the same time, as shown in other datasets, we have more work to do.

PG&E's focus is on building an accountable, transparent organization that embraces a Speak Up culture, where raising issues and ideas are encouraged. PG&E's safety stand is "Everyone and Everything is Always Safe." To support this stand, one of the key initiatives under PG&E's 10-Year True North Strategy is to drive toward public and coworker safety. Our objective continues to be demonstrating, through our actions, that we are working every day towards restoring trust with sustained performance and accountability.

1. Background

Pursuant to D.19-04-020, for its 2019 and 2020 reporting years, PG&E reported performance against 25 Safety Performance Metrics (SPM), including providing up to 10 years of historical data.

On November 9, 2021, through the Commission's Risk Based Decision Making Framework rulemaking process that began on November 17, 2020, the Commission approved D.21-11-009 approving 32 existing, updated, and new SPMs. Accordingly, in this SPMR, PG&E is providing metric data on the 32 metrics shown in the table below. Please see Section 5 for more detailed information on each individual metric.

2. Summary of 2025 Metric Data

TABLE 1-1
SUMMARY OF 2025 METRIC DATA

Metric Name	Units	2025 Data
1. Transmission & Distribution (T&D) Overhead Wires-Down Non-Major Event Days	Number of wires-down events	2,582
2. T&D Overhead Wires Down - Major Event Days	Number of wires-down events	3,204
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: 29 minutes Median: 27 minutes
4. Fire Ignitions	Number of ignitions	412
5. Gas Dig-In	The number of 3rd party gas dig ins per 1,000 USA tags/tickets	Gas Tickets: 1,538,920 3rd Party Dig-ins: 1,178 3rd Party Dig-in Ratio: 0.77 per 1,000 USA tags/tickets
6. Gas In-Line Inspection	Total number of miles of inspections performed and percentage inspected by ILI.	549.4 miles inspected by ILI in 2025 out of a total of 5,496 miles of Transmission Lines which is equivalent to 10% inspected annually.
7. Gas In-Line Inspection Upgrades	Miles	42.8
8. Gas Shut-In Time – Mains	Time in minutes required to stop the flow of gas for Distribution Mains	EOY (Median): 81.9 EOY (Avg): 100.2

TABLE 1-1
SUMMARY OF 2025 METRIC DATA
(CONTINUED)

Metric Name	Units	2025 Data
9. Gas Shut-In Time – Services	Time in minutes required to stop the flow of gas for Distribution Services	EOY (Median): 30.6 EOY (Avg): 39.3
10. Cross Bore Intrusions	Number of cross bore intrusions per 1,000 inspections	Inspections Complete: 6,901 Cross Bores Found: 8 Find Rate:1.16 per 1,000 inspections.
11. Gas Emergency Response Time	The time in minutes that a gas service representative or a qualified first responder takes to respond after receiving a call which results in an emergency order.	Median: 18.2 Average: 19.8
12. Natural Gas Storage Baseline Inspections Performed	Number of Assessments completed/Number scheduled or targeted	EOY Well Baseline Inspections: 17 EOY % Progress to Goal: 100%
13. Gas System Internal Inspection Status	Percentage	EOY System Piggability: 60.55% EOY Piggable Milage Total: 3,328
14. Employee Days Away, Restricted and Transfer (DART) Rate	DART Cases times 200,000 divided by employee hours worked	0.86 EOY
15. Rate of Serious Injury *and* Fatality (SIF) Actual (Employee)	Number of SIF-Actual cases among employees x 200,000/employee hours worked	0.003 EOY
16. Rate of SIF Actual (Contractor)	Number of SIF-Actual cases among contractors x 200,000/contractor hours worked	0.012 EOY
17. Rate of SIF Potential (Employee)	Number of SIF-Potential cases among employees x 200,000/employee hours worked	0.06 EOY
18. Rate of SIF Potential (Contractor)	Number of SIF-Potential cases among contractors x 200,000/contractor hours worked	0.04 EOY

TABLE 1-1
SUMMARY OF 2025 METRIC DATA
(CONTINUED)

Metric Name	Units	2025 Data
19. Contractor DART	California Occupational Safety and Health Administration DART Rate	0.32 EOY
20. Public Serious Injuries and Fatalities	Number of Serious Injuries and Fatalities	16
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.	Total Incidents: 0 Total number of flight hours per year for reporting the number of incidents per 100,000 flight hours: 23,871
22. percentage of SIF Corrective Actions Completed on Time.	Total number of SIF corrective actions completed on time (as measured by the due date accepted by functional area Corrective Action Review Boards (CARB)) divided by the total number of SIF corrective actions past due or completed.	98%
23. Hard Brake Rate	Total number of hard braking events per thousand miles driven in a given period	0.4
24. Driver’s Call Complaint Rate	Total number of driver complaint calls received per 1 million miles driven	4.7
25. Wires-Down not resulting in Automatic De-energization	Percentage of wires down occurrences	Distribution: 11.8% Transmission: 4.5%
26. Missed Inspections and Patrols for Electric Circuits	Percentage of structures that missed inspection relative to total required structures.	Distribution Patrols: 0.00% Distribution Inspections: 0.02% Transmission Patrols: 0.00% Transmission Inspection: 0.00%

TABLE 1-1
SUMMARY OF 2025 METRIC DATA
(CONTINUED)

Metric Name	Units	2025 Data
27. Overhead Conductor Size in High Fire Threat District (HFTD) Tiers 2 and 3,	Percentage of primary distribution overhead conductors in Tiers 2 and 3 HFTD that is #6 copper (6Cu) relative to total circuit miles	9.81%
28. Gas Operation (GO) Corrective Actions Backlog	Percentage of work orders past due for completion in the past calendar year	Distribution Overdue Work Orders: 10 Total Work Orders: 7,824 EOY: 0.13% Transmission Overdue Work Orders: 8 Total Work Orders: 1,076 EOY: 0.74%
29. GO-95 Corrective Actions (Tiers 2 and 3, HFTD)	Percentage of corrective actions completed	Distribution: 16% Transmission: 89% Vegetation Management: 100%
30. Gas Overpressure Events	Number of occurrences	Distribution: 1 Transmission: 5
31. Gas In-Line Inspections Missed	Number of Missed Inspections	Gas in-line inspections missed: 0
32. Overhead Conductor Safety Index	Number of occurrences per 1,000 circuit miles	Total Events: 2,582 Total Events per 1,000 circuit miles: 26.36

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2025 SAFETY PERFORMANCE METRICS REPORT

SECTION 2

METRIC DATA EXAMPLES

PACIFIC GAS AND ELECTRIC COMPANY
2025 SAFETY PERFORMANCE METRICS REPORT
SECTION 2
METRIC DATA EXAMPLES

I. Metric Data Examples

Prior to the Safety Performance Metrics Report, Pacific Gas and Electric Company (PG&E) tracked many of these metrics because they provide valuable insight on our safety performance. As required in Decision 19-04-020, PG&E provides three to five examples of how PG&E uses these metric data to: (1) improve staff or contractor training and/or take corrective actions aimed at minimizing top risks or risk drivers; and (2) support risk-based decision-making.

a) Metric 1 – Wires Down: Informs Risk-Based Decision Making.

Transmission and Distribution Overhead Wires Down data is used to inform the Overhead Primary Deteriorated Conductor Replacement program. The program centralizes the prioritization, tracking, and funding of conductor replacement projects in non-High Fire Threat District (HFTD) areas and targets replacement of primary conductor segments with elevated wires down rates, especially small conductor and overlap of corrosion zones.

The program is informed with the Wires Down Database which tracks high priority replacement attributes about the conductor (such as size, type, known splices, annealing, etc.) as well as environmental factors and risks (such as corrosion zone, snow loading zone, and HFTD). These attributes and factors are used to determine conductor replacement project initiation, justification, and priority, as well as to determine failure trends of types of conductors and environmental factors, that may increase asset health deterioration. The Overhead Primary Deteriorated Conductor Replacement Program targets areas with the greatest public safety consequence, high priority replacement attributes, and areas experiencing repeat Wires Down events.

b) Metric 3 – Electric Emergency Response Time: Corrective Action/Training.

PG&E continues to refine the following actions in 2026 to maintain its top quartile performance:

- Meteorology, Operations, and Dispatch Support: In 2024, PG&E Meteorology validated and enhanced Electric Operations Emergency forecasting by using historical data to train their forecasting model and to provide resource requirement recommendations based on predicted weather. Improved modeling allows for more effective staffing. In 2025, Electric Dispatch continued to refine its electric emergency stand-by resource scheduling systems and process. The goal was to optimize the number of stand-by resources available in a geographic area, at the right time, to the forecasted system impacts. Meteorology proactively reaches out to Electric Dispatch if a specific geographic area is looking to worsen over the forecast period. In 2026, PG&E will continue to evolve its stand-by resource scheduling systems and processes based on learnings from 2025 and previous years.
- Blue-Sky Call Out Improvements: In 2025, PG&E is leveraged lean problem solving to identify further actions to incrementally improve upon after-hours electric emergency call out performance. In 2026, it will fully operationalize a systematic after-hours enhancement to electronically contact first responders in parallel, instead of calling them in a specific order, when responding to public agencies for utility emergencies.

c) Metric 4 – Fire Ignitions: Informs Risk-Based Decision Making.

PG&E started cataloging reportable ignition data in June 2014 per our Fire Incident Data Collection Plan (RISK-6306S) and has used the data to gauge performance and drive data-driven wildfire risk reduction strategies.

As an example, in 2025 PG&E conducted an analysis of all past reportable fires and identified that over 80 percent of transmission ignitions in high fire risk areas occur around the base of a support structure. We turned this analysis to action by proactively clearing the fuel/vegetation from the base of almost four thousand transmission support structures.

PG&E can expect to see improved performance on this metric through continual execution of the Wildfire Mitigation Plan and maturation of key wildfire mitigation strategies, including:

- Maturation of the Enhanced Powerline Safety Settings Program;
- Public Safety Power Shutoff;

- System hardening, including a service and secondary hardening program; and
- Continuous monitoring.

d) Metric 14 – Employee Days Away, Restricted and Transfer (DART): Corrective Action and Informs Risk-Based Decision Making.

PG&E program efforts are designed to address employee safety, which was informed by the Employee Lost Work Day, and Employee DART Rate metrics. These program efforts include expanding PG&E's ergonomics programs and increasing the number of Industrial Athlete Specialists. A primary goal of the efforts is reduced injury severity through injury prevention and early intervention care for employees. In alignment with this, we have strengthened the identification of the highest risk work groups and tasks for field and vehicle ergonomic injuries through annual self-assessments and partnerships with Grassroots and safety teams. We identify high risk computer users through annual self-assessments and provide targeted interventions. Additional efforts also include enhanced injury management containment for injuries at risk for escalation to DART and providing our people leaders with additional injury management training. This metric remains in effect and continues to be monitored.

e) Metric 24 – Drivers Complaint Rate: Corrective Action/Improved Training.

The Drivers Complaint Rate metric data is used to inform the Drivers Scorecard, which provides leaders a continuous review of the drivers' preventative motor vehicle incidents, and call Complaints. The scorecard establishes point limits when action needs to be taken and also contains motor vehicle training details. This scorecard is designed to provide insights and ability for leaders to provide employees with timely coaching and to reduce overall Motor Vehicle Safety Incident risk. The scorecard was rolled out in mid-2021 enterprise-wide, with a dashboard for leaders to access a single source containing multiple data points related to driver/vehicle risk.

The driver's scorecard was updated in Q4 2024, increasing the level of leader review of action plans when points thresholds are reached and increasing points for specific incident types such as backing or striking stationary object when available spotters are not utilized.

f) Metric 16 – Contractor Serious Injury and Fatality (SIF): Corrective Action/Improved Training and Informs Risk-Based Decision Making.

To improve this safety metric, in addition to contract partners with adverse safety trends, in Q3 2024 PG&E began partnering with ISNetworld (ISN),[1] PG&Es third-party administrator, to facilitate Contractor Safety Quality Assurance Reviews (CSQAR) for all new contract partners (prime and subcontractors) when they begin performing work on behalf of PG&E. This includes new in business contract partners, as well as those that are not new to PG&E, and also done for all contractors on a triennial basis. The purpose is to partner with them to perform a comprehensive review of their safety programs and culture and implement controls to eliminate serious injuries and fatalities. Opportunities are identified, they undergo a barrier analysis, and corrective actions are designed and implemented. In 2025, 551 CSQARs had been completed.

From 2023 through 2025, we have seen a decrease in SIF potentials and a slight increase in SIF actuals. We continue to look at the trends and data associated with each incident and enhance our pre-qualification process to ensure contract partners have written safety program requirements that align with all 13 elements of PG&E Safety Excellence Management System Elements to ensure safety management systems are in place. Contractor safety oversight standard and procedures have also expanded, PG&E published utility standard, SAFE-3004S, “Enterprise Contractor SIF Cause Evaluation Standard” as a guide for PG&E personnel overseeing contract partners through the investigative and reporting process for SIF-level incidents involving contract partners. PG&E requires that contract partners conduct an appropriate level of cause evaluations (CE) on their PG&E work-related incidents. This standard applies to all CE involving contract partners, including a Root Cause Evaluations, Apparent Cause Evaluations and an After-Action Reviews. The purpose of the CE is to identify causes of performance gaps and reduce or eliminate the likelihood for reoccurrence of serious safety events.

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[1] ISN is a vendor that specializes in contractor safety prequalification and supplier management data. ISN’s data is based on the contractor’s working for PG&E.

PG&E also published a comprehensive overview of PG&E's Enterprise Contractor Safety Program which includes various contractor-related incidents, regulatory findings and PG&E's corrective actions. The intent is to transparently communicate the importance of appropriate contractor management internally. Externally, PG&E published the PG&E Contractor Safety Handbook, which is intended to provide guidance for contract partners to reference PG&E safety expectations and understand PG&E's commitment to safety.

g) Metrics 15 through 18 – Employee SIF Actual, Contractor SIF Actual, Employee SIF Potential, and Contractor SIF Potential: Inform Risk-Based Decision Making for the 2024 Risk Assessment and Mitigation Phase (RAMP) analysis.

The SIF actual and potential metrics for the employee and contractor workforce support implementation of the SIF Capacity & Learning Model which is aligned with the Edison Electric Institute Safety Classification and Learning model to inform risk-based decision making for both the Employee Safety Incident and Contractor Safety Incident risks. In addition, the metrics have been incorporated into the risk RAMP and General Rate Case (GRC) model analyses and inform health and safety program effectiveness.

h) Metric 11 – Gas Emergency Response; Metric 30 – Gas Overpressure Events: Corrective Action/Improved Training

In 2025 Gas continued the journey of Process Safety Management maturity. The Process Safety Indicator dashboard, based on a pyramid framework, is reviewed monthly at Gas Safety Excellence and Process Safety Progress Meetings and other senior leadership platforms. This includes review of relevant metrics, including Safety Performance Metrics such as gas dig-ins, shut in the gas average time, cross bore intrusions, and gas emergency response. Gas continued to be compliant, per a third-party assessment, with the intent of American Petroleum Institute Recommended Practice 754 – Process Safety Performance Indicators, demonstrating a commitment to incident prevention.

The metrics alignment framework helps to drive ownership and accountability to ensure leading indicators are acted upon to prevent a major gas incident that can lead to serious injuries, fatalities, or cause significant

interruption to the gas business. These metrics continue to be evaluated during Daily Operating Reviews to ensure that Gas drives the appropriate continuous improvement conversations.

The dashboard was expanded to be presented at the Quality and Process Improvement Committee. Updates to align each of the metrics to the correct Mega Process also took place, ensuring ownership and accountability.

i) Metric 5 – Gas Dig-In: Corrective Action and Informs Risk-Based Decision Making

Analysis of Third-Party at Fault dig-ins revealed that 48 percent of the events occurred without an 811 ticket. This issue continues to be a challenge because no statutory requirements beyond civil penalties exist, and homeowners are exempt from the requirement to call 811. The Damage Prevention Organization continues to explore additional opportunities to mitigate these challenges. Identifying top dig-in contributors and questioning those offenders has provided additional risk mitigation opportunities as listed below:

- Conducted third-party safe excavation workshops (delivered to contractors by Dig-In Reduction Team and Locate and Mark);
- Each contractor involved in a dig-in was offered a free safe excavation workshop with a focus on plumbing and fencing;
- In 2025, third-party workshops and second-party at-fault reviews were just some of the efforts that contributed towards:
  - Total Dig-in ratio was down 16 percent compared to 2024;
  - Second-Party Dig-ins were down 7 percent compared to 2024;
  - Third-Party Dig-in ratio was down 16 percent compared to 2024;
  - PG&E achieved 1st Quartile for total dig-in, ending the year with a dig-in ratio of 0.84; and
- No 811 Tickets: (a) social media-Next Door Posts, and (b) targeted mailings.

j) Metric 9 – Shut in Times – Services: Corrective Action/Improved Training

As a result of our Continuous Improvement initiatives and with focus on customer and employee safety, we explored alternatives to improve overall

response and gas flow stop times when responding to distribution facility damages, including services.

Analysis of 2022 service shut-in data indicated that when First Responders (Field Services Personnel – Gas Service Representatives (GSR) can squeeze services there is a 47 percent improvement in overall gas flow stop median times compared to when Maintenance and Construction (M&C) crews complete same task. Despite small sample size of 34 incidents with Squeezed By details, analysis indicated the median time to stop the flow of gas by GSRs was 26.9 minutes compared to 51.3 minutes for M&C.

Continuing with the efforts initiated in 2023 and 2024, PG&E remains dedicated to enhancing our GSRs' performance through annual service squeeze training to improve overall performance.

From a total of 1,195 service damages responded to in 2025, GSRs squeezed 577 (48 percent) with a median time of 25.4 minutes. Compared to 2024 results, the 48 percent represents an improvement of 4 percent in the annual count of services squeezed by GSRs and an improvement of 6 percent in median shut-in time. Similarly, M&C squeezed 531 services with a median time of 46.5 minutes, an improvement of 6.6 percent in shut-in time compared to 2024 results.

k) Metric 11 – Gas Emergency Response: Informs Risk-Based Decision Making

Gas Emergency Response measures PG&E’s ability to respond with urgency to hazardous or unsafe situations that may be a threat to customer and public safety. In some situations, GSRs respond to emergency situations as first responders. Responding to emergency situations is PG&E’s highest priority so that PG&E can prevent or ameliorate hazardous situations. PG&E’s goal is to have a GSR on-site as quickly as possible for gas immediate response calls. Faster response time to Emergency Notifications reduces the length of emergent situations. Consistent with current practice, PG&E treats all customer-reported gas odor calls as Immediate Response and will attempt to respond to such calls within 60 minutes. To meet this goal, PG&E utilizes best practices, such as: (a) mobile data terminals, (b) real time Global Positioning Systems; (c) shift

coverage 24 hours a day/seven days a week in specific high-volume areas; and (d) backup on-call technicians. In 2025, we achieved a response time of 19.8 which was well below our target and was made possible by continued focus by our Field Teams and Gas Dispatch deploying Lean practices, cross collaboration, accountability, focus on problem solving and initiatives.

l) Metric 30 – Gas Over Pressure Events: Informs Risk-Based Decision Making

By reviewing Gas Over Pressure Events metric data PG&E has identified human performance and equipment failure as the two most common causes for Overpressure events. As result of benchmarking with other utilities and in alignment with our internal strategic objectives, PG&E presented the Over Pressure Protection (OPP) Enhancement Program in the 2019 Gas Transmission and Storage Rate Case, and in both the 2020 and 2023 GRC testimony. By end of 2025, the slam shut valve installation program (a method of secondary OPP) has installed slam shut devices at approximately 1,058 gas distribution stations and approximately 147 gas transmission stations.

m) Metric 30 – Gas Over Pressure Events: Corrective Action/Improved Training

By reviewing Gas Over Pressure Events metric data PG&E has identified human performance and equipment failure as the two most common causes for over pressure events. In 2018, PG&E implemented the Human Performance Tools and Capability Training series that consisted of capability building activities with the goal to reduce over pressure events linked to human performance causes. In 2021, 100 percent of supervisors and grassroots leads were trained. In 2022, PG&E evaluated the clearance process to determine gaps and improve clearance writing and execution methodology to prevent over pressure events, continuing from 2023 into 2024 a full-time person is assigned to lead the initiative to improve the development and execution of the clearance process. In 2025, PG&E continued our emphasis on the socialization and implementation of human performance tools by setting up a separate Command Center to review individual overpressure events and overall program progress, as well as beginning to develop and implement a human performance sustainability plan that will carry over into 2026.

PACIFIC GAS AND ELECTRIC COMPANY

2025 SAFETY PERFORMANCE METRICS REPORT

SECTION 3

BIAS CONTROLS AND METHODOLOGY

PACIFIC GAS AND ELECTRIC COMPANY
2025 SAFETY PERFORMANCE METRICS REPORT
SECTION 3
BIAS CONTROLS AND METHODOLOGY

I. Bias Controls and Methodology

In general, Pacific Gas and Electric Company (PG&E) utilizes multiple bias controls and systems to ensure reporting of the metric data cannot be manipulated or skewed. These controls include:

- External auditing;
- Use of third-party data collection and resources;
- Use of state mandated reporting to safety regulators such as the Occupational Safety and Health Administration;
- Reliance on automated processes such as the Supervisory Control and Data Acquisition system that actively monitor our gas equipment;
- Use of database systems such as the Energy Management tool and SAP for accurate data input;
- Use of automatically generated change logs for every notification down to the field-by-field basis to ensure integrity of system controls and retention of record history;
- Ensuring that only specific personnel or teams can enter or edit data such as the Centralized Inspection Review Team;
- Review of the data by the process team to ensure accuracy;
- Review of many of the metrics included in this report by Business, Process, Governance teams, and leadership to discuss performance and take action; and
- Regular review by PG&E's Law Department of many of the metrics identified in this report.

PG&E's Internal Auditing (IA) department may perform regular reviews of results, supporting documentation, and calculations for certain metrics. As part of its risk-based audit plan, IA may also conduct audits that include independent evaluation of controls in audit areas related to certain metrics as well. See the bias controls section of each metric for additional information.

PG&E has provided a description of the specific bias controls applicable to each metric in the bias control section within the metric discussion.

Individual or Group Performance Tied to Metrics

PG&E sets goals annually for employees in our goals system, iConnect, that cascade throughout each Functional Area. For a given year:

1) Senior Leaders identify the most significant areas of focus;
2) Senior Leaders set high level goals (e.g., Short-Term Incentive Plan metrics) and provide direction on other areas of focus;
3) Goal setting is disaggregated and managed within the Functional Area
4) Downstream leaders set operational goals to meet objectives; and
5) Goal setting is managed locally.

To determine if a metric is linked to a specific goal, PG&E reviewed all 2025 goals and metrics for Enterprise Officers and Directors. This involved searching all Functional Area goals for each Safety Performance Metrics Report metric name and/or keyword and identifying the relevant Officers and Directors with performance goals tied to those metrics.

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SECTION 4

2025 IMPUTED ADOPTED VALUES FOR SAFETY RELATED RISK MITIGATION AND CONTROLS ACTIVITIES

PACIFIC GAS AND ELECTRIC COMPANY
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2025 IMPUTED ADOPTED VALUES FOR SAFETY RELATED
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2025 IMPUTED ADOPTED VALUES FOR SAFETY RELATED RISK MITIGATION AND CONTROLS ACTIVITIES

IV. 2025 Imputed Adopted Values for Safety-Related and Risk Mitigation and Controls Activities

The total risk mitigation and control spending level as adopted in the 2023 General Rate Case (GRC) for 2025 and the recorded spend is provided in Tables 4-1 (expense) and 4-2 (capital) below. Please refer to Pacific Gas and Electric Company's (PG&E or the Company) 2025 Risk Spending Accountability Report (RSAR) that will include the final risk mitigation and control spending, as well as additional detail on activities presented in PG&E's 2020 Risk Assessment and Mitigation Phase (RAMP) Report and 2023 GRC, including variance explanations for those activities/programs that meet the California Public Utilities Commission's variance criteria threshold.

TABLE 4-1
2025 TOTAL SAFETY-RELATED RISK MITIGATION AND CONTROLS IMPUTED ADOPTED VALUES AND RECORDED COSTS EXPENSE
(THOUSANDS OF DOLLARS)

Line No.	Functional Area	2025 Imputed Adopted Costs	2025 Actual Costs	Difference for 2025 ($)	Spending Percent Variance for 2025 (%)
1	Gas Distribution	$462,349.5	$375,115.6	$(87,233.8)	(18.9)%
2	Gas Transmission & Storage (GT&S)	543,258.8	461,691.4	(81,567.4)	(15.0)%
3	Electric Distribution	2,209,037.7	2,444,043.7	235,006.0	10.6%
4	Nuclear Generation	140,908.0	268,559.4	127,651.5	90.6%
5	Power Generation	389,151.0	381,467.6	(7,683.4)	(2.0)%
6	Customer and Communications	56,357.9	47,110.1	(9,247.8)	(16.4)%
7	Shared Services/Information Technology	189,242.0	231,965.0	42,723.0	22.6%
8	Human Resources	42,185.2	27,060.1	(15,125.1)	(35.9)%
9	Total	$4,032,490.1	$4,237,012.9	$204,522.9	5.1%

Note: This table is comprised of all Major Work Categories (MWC) or Maintenance Activity Types (MAT) that are related to safety-related risk mitigation activities included in the 2023 GRC.

(1) The Enterprise, Health & Safety (EH&S) imputed adopted and actual costs reflect department costs only. Occupational Health adopted and actual costs are included in Corporate Items at a much higher level of detail for consistency at the Company level.

(2) Safety, Reliability, and/or Maintenance (SRM) spend in several Shared Service organizations (Transportation & Aviation Services, Sourcing, Corporate Real Estate Strategy and Services (CRESS), and Land & Environmental Management) include investments that support Wildfire mitigations and are recorded in the Wildfire Mitigation Balancing Account, Wildfire Mitigation Plan Memorandum Account (WMPMA), and Fire Risk Mitigation Memorandum Account.

(3) SRM spend in the CRESS organization also includes investments addressing the move from the San Francisco General Office (SFGO) to the new Oakland General Office (OGO) and are recorded in the General Office Sale Memorandum Account (GOSMA).

TABLE 4-2
2025 TOTAL SAFETY-RELATED RISK MITIGATION AND CONTROLS
IMPUTED ADOPTED VALUES AND RECORDED COSTS CAPITAL
(THOUSANDS OF DOLLARS)

Line No.	Functional Area	2025 Imputed Adopted Costs	2025 Actual Costs	Difference for 2025 ($)	Spending Percent Variance for 2025 (%)
1	Gas Distribution	$794,044.3	$891,341.2	$97,296.9	12.3%
2	GT&S	737,807.3	676,903.7	(60,903.6)	(8.3)%
3	Electric Distribution	3,327,482.1	5,027,906.9	1,700,424.8	51.1%
4	Nuclear Generation	986.0	1,065.7	79.7	8.1%
5	Power Generation	287,581.0	472,408.2	184,827.2	64.3%
6	Customer and Communications	116,331.8	118,604.2	2,272.4	2.0%
7	Shared Services/Information Technology	561,856.6	1,671,067.0	1,109,210.3	197.4%
8	Human Resources	1,182.4	819.3	(363.0)	(30.7)%
9	Total	$5,827,271.4	$8,860,116.2	$3,032,844.7	52.0%

Note: This table is comprised of all MWCs or MATs that are related to safety-related risk mitigation activities included in the 2023 GRC.

(1) The EH&S imputed adopted and actual costs reflect department costs only. Occupational Health adopted and actual costs are included in Corporate Items at a much higher level of detail for consistency at the Company level.

(2) SRM spend in CRESS include investments that support Wildfire mitigations and are recorded in the WMPMA.

(3) SRM spend in the CRESS organization also includes investments addressing the move from the SFGO to the new OGO and are recorded in the GOSMA.

TABLE 4-3
2025 TOTAL SAFETY-RELATED RISK MITIGATION IMPUTED ADOPTED VALUES AND RECORDED COSTS BY RAMP CHAPTER EXPENSE
(THOUSANDS OF DOLLARS)

Line No.	Functional Area	2020 RAMP Chapter	2023 GRC Exhibit	2020 RAMP Chapter Title	2025 Imputed Adopted Costs	2025 Actual Costs	Difference for 2025 ($)	Spending Percent Variance for 2025 (%)
1	Gas Distribution	9	3	Large Overpressure Event Downstream of Gas Maintenance and Construction (M&C) Facility	12,996.4	11,895.3	(1,101.1)	(8.5)%
2	Gas Distribution	8	3	Loss of Containment on Gas Distribution Main or Service	269,682.9	220,996.2	(48,686.6)	(18.1)%
3	Gas Distribution	19	3	Loss of Containment on Compressed Natural Gas (CNG) Station Equipment	4,784.53	3,200.03	(1,584.5)	(33.1)%
4	Gas Distribution	19	3	Loss of Containment on Gas Customer Connected Equipment	121,130.4	95,045.3	(26,085.1)	(21.5)%
5	Gas Distribution	19	3	Loss of Containment at Gas Measurement & Control/Compression & Processing Facility	23,400.3	24,951.5	1,551.2	6.6%
6	Gas Distribution	Not in RAMP	3	Insufficient Capacity to Meet Customer Demand	15,030.0	7,348.1	(7,682.0)	(51.1)%
7	Gas Distribution	Not in RAMP	3	N/A	43,410.0	37,242.9	(6,167.1)	(14.2)%
8	GT&S	9	3	Large Overpressure Event Downstream of Gas M&C Facility	43,855.7	43,755.0	(100.7)	(0.2)%
9	GT&S	19	3	Loss of Containment at Natural Gas Storage Well or Reservoir	46,589.0	37,198.0	(9,390.9)	(20.2)%
10	GT&S	7	3	Loss of Containment on Gas Transmission Pipeline	411,550.2	338,057.7	(73,492.5)	(17.9)%
11	GT&S	19	3	Loss of Containment at Gas Measurement & Control/Compression & Processing Facility	88,389.4	79,734.2	(8,655.2)	(9.8)%
12	GT&S	Not in RAMP	3	Insufficient Capacity to Meet Customer Demand	18,193.5	16,703.6	(1,489.9)	(8.2)%
13	GT&S	Not in RAMP	3	Loss of Containment on Liquefied Natural Gas (LNG)/CNG Portable Equipment	2,764.0	4,584.9	1,821.0	65.9%
14	GT&S	Not in RAMP	3	N/A	46,934.7	53,656.5	6,721.9	14.3%
15	Electric Distribution	10	4	Wildfire	1,735,080.7	1,693,402.3	(41,678.4)	(2.4)%
16	Electric Distribution	11	4	Failure of Distribution Overhead Assets	1,183,091.1	1,321,930.4	138,839.3	11.7%
17	Electric Distribution	12	4	Failure of Distribution Underground Network Assets	42,902.9	45,008.9	2,106.0	4.9%
18	Electric Distribution	19	4	Failure of Substation Assets	28,608.6	29,516.5	907.8	3.2%
19	Electric Distribution	20	4	Cross-Cutting Factors – Emergency Preparedness & Response, IT Asset Failure	28,700.0	14,494.4	(14,205.6)	(49.5)%

TABLE 4-3
2025 TOTAL SAFETY-RELATED RISK MITIGATION IMPUTED ADOPTED VALUES AND RECORDED COSTS BY RAMP CHAPTER EXPENSE
(THOUSANDS OF DOLLARS)
(CONTINUED)

Line No.	Functional Area	2020 RAMP Chapter	2023 GRC Exhibit	2020 RAMP Chapter Title	2025 Imputed Adopted Costs	2025 Actual Costs	Difference for 2025 ($)	Spending Percent Variance for 2025 (%)
20	Electric Distribution	POST-GRC (RAMP) Mitigations	4	N/A	0.0	10,389.9	10,389.9	100.0%
21	Electric Distribution	Not in RAMP	4	N/A	901,130.6	875,938.5	(25,192.1)	(2.8)%
22	Nuclear Generation	Not in RAMP	5	N/A	140,908.0	268,559.4	127,651.5	90.6%
23	Power Generation	13	5	Hydro System Safety – Dams	26,440.5	23,797.8	(2,642.6)	(10.0)%
24	Power Generation	Not in RAMP	5	N/A	362,710.5	357,669.7	(5,040.8)	(1.4)%
25	Customer & Communications	Not in RAMP	6	N/A	56,357.9	47,110.1	(9,247.8)	(16.4)%
26	Shared Services/Information Technology: Corporate Real Estate Strategy and Services	14	7	Real Estate and Facilities Failure	0.0	1,992.2	1,992.2	100.0%
27	Shared Services/Information Technology: Enterprise Health & Safety	15-18	7	Contractor Safety, Employee Safety, Fitness for Duty Awareness, Motor Vehicle Safety	46,318.0	35,824.2	(10,493.8)	(22.7)%
28	Shared Services/Information Technology: Various	20	7	Cross-Cutting Factors – Cyber Attack, Physical Attack, IT Asset Failure, Records and Information Management	82,386.1	72,682.4	(9,703.7)	(11.8)%
29	Shared Services/Information Technology: Various	Not in RAMP	7	N/A	60,538.0	121,466.4	60,928.4	100.6%
30	Human Resources	20	21	Cross-Cutting Factors – Skilled and Qualified Workforce	42,185.2	27,060.1	(15,125.1)	(35.9)%

Note: All values are from the 2020 RAMP as updated in the 2023 GRC. Values should not be totaled. Some costs mitigate multiple risks and therefore are reflected in more than one 2020 RAMP chapter (e.g., double counted due to the nature of how mitigation activities function). GT&S and Electric Transmission RAMP costs are not included in this table.

TABLE 4-4
2025 TOTAL SAFETY RELATED RISK MITIGATION IMPUTED ADOPTED VALUES AND RECORDED COSTS BY RAMP CHAPTER CAPITAL
(THOUSANDS OF DOLLARS)

Line No.	Functional Area	2020 RAMP Chapter	2023 GRC Exhibit	2020 RAMP Chapter Title	2025 SRM Imputed Adopted Costs	2025 SRM Actual Costs	Difference for 2025 ($)	Spending Percent Variance for 2025 (%)
1	Gas Distribution	9	3	Large Overpressure Event Downstream of Gas Maintenance and Construction (M&C) Facility	62,500.7	98,939.0	36,438.3	58.3%
2	Gas Distribution	19	3	Loss of Containment on CNG Station Equipment	5,002.6	4,316.5	(686.2)	(13.7)%
3	Gas Distribution	19	3	Loss of Containment on Gas Customer Connected Equipment	2,533.7	12,488.9	9,955.2	392.9%
4	Gas Distribution	8	3	Loss of Containment on Gas Distribution Main or Service	681,208.8	743,569.3	62,360.5	9.2%
5	Gas Distribution	19	3	Loss of Containment at Gas Measurement & Control/Compression & Processing Facility	62,500.7	88,915.2	26,414.5	42.3%
6	Gas Distribution	Not in RAMP	3	Insufficient Capacity to Meet Customer Demand	43,341.3	23,977.0	(19,364.3)	(44.7)%
7	Gas Distribution	Not in RAMP	3	N/A	0.0	22,760.1	22,760.1	100.0%
8	GT&S	9	3	Large Overpressure Event Downstream of Gas M&C Facility	84,140.6	109,077.4	24,936.8	29.6%
9	GT&S	19	3	Loss of Containment at Natural Gas Storage Well or Reservoir	45,863.7	126,946.2	81,082.6	176.8%
10	GT&S	7	3	Loss of Containment on Gas Transmission Pipeline	478,378.6	362,908.4	(115,470.2)	(24.1)%
11	GT&S	19	3	Loss of Containment on LNG/CNG Portable Equipment	4,351.52	5,495.79	1,144.3	26.3%
12	GT&S	19	3	Loss of Containment at Gas Measurement & Control/Compression & Processing Facility	230,157.2	186,739.5	(43,417.7)	(18.9)%
13	GT&S	Not in RAMP	3	Insufficient Capacity to Meet Customer Demand	10,514.3	5,394.5	(5,119.8)	(48.7)%
14	GT&S	Not in RAMP	3	N/A	968.4	2,326.1	1,357.7	140.2%
15	Electric Distribution	10	4	Wildfire	2,026,576.2	2,853,124.5	826,548.3	40.8%
16	Electric Distribution	11	4	Failure of Distribution Overhead Assets	1,975,195.3	2,775,846.6	800,651.3	40.5%
17	Electric Distribution	12	4	Failure of Distribution Underground Network Assets	227,129.8	258,456.8	31,327.0	13.8%
18	Electric Distribution	19	4	Failure of Substation Assets	140,991.2	80,455.6	(60,535.7)	(42.9)%
19	Electric Distribution	20	4	Cross-Cutting Factors – Emergency Preparedness & Response, IT Asset Failure	6,365.6	5,335.9	(1,029.7)	(16.2)%

TABLE 4-4
2025 TOTAL SAFETY RELATED RISK MITIGATION IMPUTED ADOPTED VALUES AND RECORDED COSTS BY RAMP CHAPTER CAPITAL
(THOUSANDS OF DOLLARS)
(CONTINUED)

Line No.	Functional Area	2020 RAMP Chapter	2023 GRC Exhibit	2020 RAMP Chapter Title	2025 SRM Imputed Adopted Costs	2025 SRM Actual Costs	Difference for 2025 ($)	Spending Percent Variance for 2025 (%)
20	Electric Distribution	POST-GRC (RAMP) Mitigations(a)	4	N/A	0.0	28,477.8	28,477.8	100.0%
21	Electric Distribution	Not in RAMP	4	N/A	901,130.6	1,741,032.0	839,901.4	93.2%
22	Nuclear Generation	Not in RAMP	5	N/A	986.0	1,065.7	79.7	8.1%
23	Power Generation	13	5	Hydro System Safety - Dams	81,148.2	119,735.8	38,587.6	47.6%
24	Power Generation	Not in RAMP	5	N/A	206,432.8	352,672.4	146,239.6	70.8%
25	Customer & Communications	Not in RAMP	6	N/A	116,331.8	118,604.2	2,272.4	2.0%
26	Shared Services/Information Technology: Corporate Real Estate Strategy and Services	14	7	Real Estate and Facilities Failure	152,350.9	50,624.6	(101,726.3)	(66.8)%
27	Shared Services/Information Technology: Enterprise Health & Safety	15-18	7	Contractor Safety, Employee Safety, Fitness for Duty Awareness, Motor Vehicle Safety	1,182.4	68.9	68.9	(94.2)%
28	Shared Services/Information Technology: Various	20	7	Cross-Cutting Factors – Cyber Attack, Physical Attack, Information Technology Asset Failure, Records and Information Management	53,337.7	90,816.7	37,479.0	70.3%
29	Shared Services/Information Technology: Various[(b)]	Not in RAMP	7	N/A	354,985.7	1,529,556.8	1,174,571.1	330.9%
30	HR	20	21	Cross-Cutting Factors – Skilled and Qualified Workforce	1,182.4	819.3	(363.0)	(30.7)%

Note: All values are from the 2020 RAMP as updated in the 2023 GRC. Values should not be totaled. Some costs mitigate multiple risks and therefore are reflected in more than one 2020 RAMP chapter (e.g., double counted due to the nature of how mitigation activities function). Electric Transmission RAMP costs are not included in this table.

(a) Activities in this category are related to wildfire.

(b) 2025 actual costs include the final purchase costs for OGO.

PACIFIC GAS AND ELECTRIC COMPANY

2025 SAFETY PERFORMANCE METRICS REPORT

SECTION 5

SAFETY PERFORMANCE METRICS

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2025 SAFETY PERFORMANCE METRICS REPORT
SECTION 5
SAFETY PERFORMANCE METRICS

V. Safety Performance Metrics

Metric 1: T&D Overhead Wires Down Non-Major Event Days

Metric Name and Description: T&D Overhead Wires Down Non-Major Event Days – 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., de-energized); excludes down secondary distribution wires and “Major Event Days” (MED) (typically due to severe storm events) as defined by the Institute of Electrical and Electronics Engineers (IEEE) Standard 1366.

Risks: Wildfire, Transmission Overhead Conductor, Distribution Overhead Conductor Primary[1]

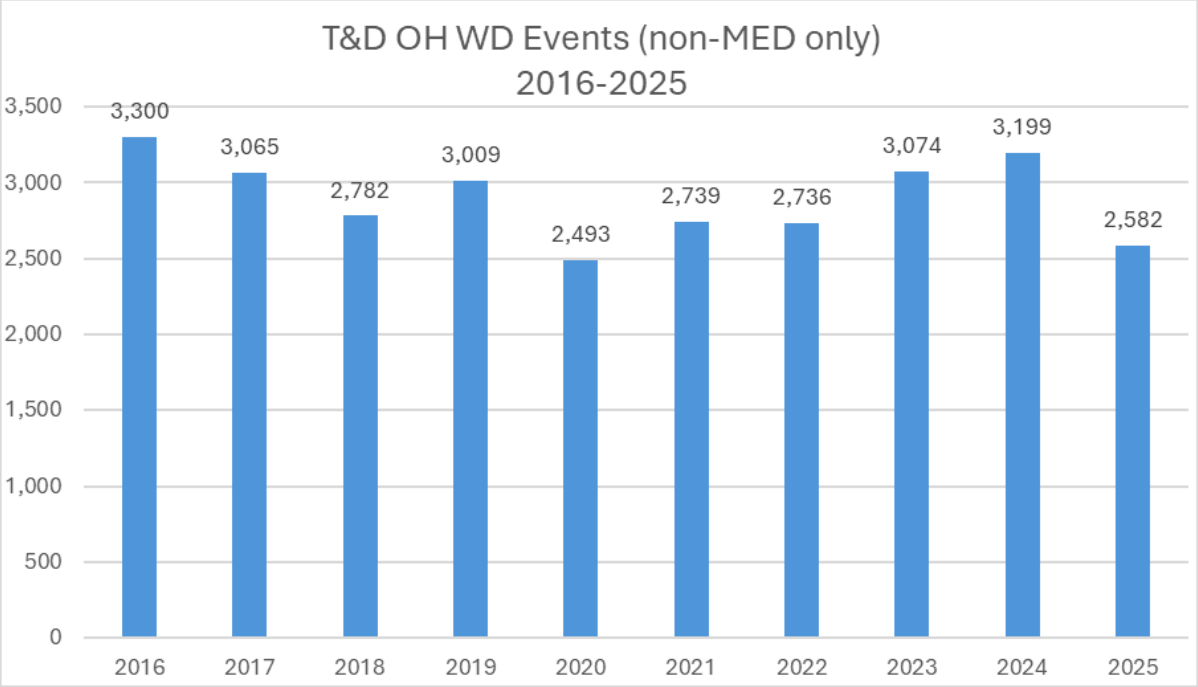
Category: Electric

Units: Number of wires down events

[1] The Corporate Risk Register now has the following risks: (1) Wildfire, (2) Failure of Electric Distribution Overhead Assets (3) Failure of Electric Transmission Overhead Assets.

Summary:

FIGURE 5-1
T&D OVERHEAD WIRES DOWN METRIC DATA EXCLUDING MEDS (ANNUAL)



Note: The data in this figure is subject to change based on continuing review of prior period outages.

Narrative Context:

T&D overhead wires down events-excluding MEDs for reporting recorded 2,582 events (Figure 5-1). Improvements have been made to the wires down forecast model to include weather day and non–weather day information to better understand events not related to weather. This provided better insights to blue sky day conductor performance and improved forecasting performance.

To address increased public safety and Company goals to reduce wires down events, Pacific Gas and Electric Company (PG&E) initiated the Wires Down Program and began tracking wires down occurrences as key safety and performance indicator. Prior to 2012, wires down events data were recorded in the OUTAGE and ESLIC databases but were not tracked as a metric. In efforts to identify and mitigate root causes, Electric Operations, part of the Wires Down Program, implemented a program to visit wires down locations, gathering

essential data to better understand causation, and develop work plans to mitigate future wires down events. With continued focus on safety, this metric is an important measurement of how PG&E's performance impacts public and employee safety and service reliability.

PG&E continues to focus on improvement efforts to reduce wires down events through targeted initiatives and projects to include replacing overhead conductors, vegetation clearing, hardening of distribution circuits, infrared inspection of overhead line to identify and repair hot-spots, comprehensive investigations, and implementing lessons learned and corrective actions post-event.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, T&D Overhead Wires Down Non-Major Event Days is not used as a Short-Term Incentive Plan (STIP) metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, T&D Overhead Wires Down is not linked to 2025 individual or group performance goals for Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, T&D Overhead Wires Down is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: The wires down events are reported by field and control center personnel per uniform reporting guidelines as the events occur.

- Engineers conduct post wire down event reviews (typically for the non-MED events) and initiates corrections to the data via the outage quality team to ensure the reporting guidelines were followed and the records align with information reported by repair crews.
- The outage quality team processes all valid change requests received and initiates corrections based on their reviews and findings of the collected outage information.
- Internal Auditing (IA) performed a validation of the 2025 metric performance.

Rate Case Safety Goal Progress: The T&D Wires Down metric (excluding downed secondary distribution wires and MEDs) is not a 2023 GRC or 2024 RAMP stated safety goal.

Monthly Data: See Attachment A at the end of this report.

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

Metric Name and Description: T&D Overhead Wires Down – MEDs – 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., de-energized); includes down secondary distribution wires. Includes MEDs (typically due to severe storm events) as defined by the Institute of Electrical and Electronics Engineers (IEEE) Standard 1366.

Risks: Wildfire, Transmission Overhead Conductor, Distribution Overhead Conductor Primary[2]

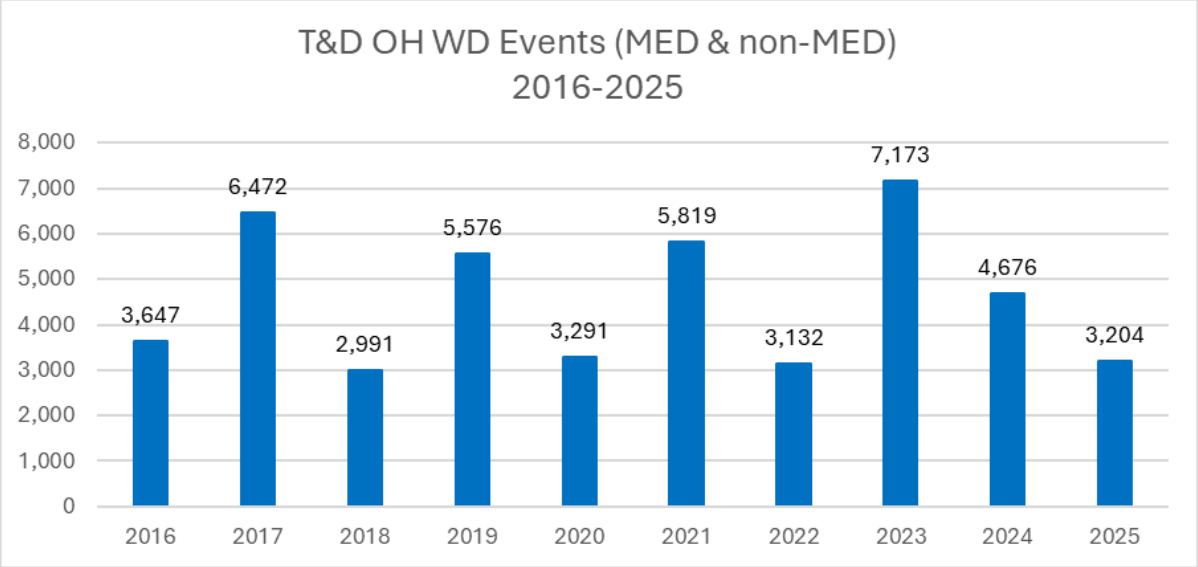
Category: Electric

Units: Number of wires down events

[2] The Corporate Risk Register now has the following risks: (1) Wildfire, (2) Failure of Electric Distribution Overhead Assets (3) Failure of Electric Transmission Overhead Assets.

Summary:

FIGURE 5-2
T&D OVERHEAD WIRES DOWN METRIC DATA (ANNUAL)



Note: Wires Down events are combined totals of wires down events occurring on non-MED and MED.

TABLE 5-2
MAJOR EVENT DAYS (MED)

Major Event Days									
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
3	30	7	31	14	25	5	20	5	5

Note: The data in this figure is subject to change based on continuing review of prior period outages.

Narrative Context: The metric, inclusive of MEDs, is not being used for internal reporting purposes. This metric represents the combined total of wires down events occurring on both non-MED and MED. Metric performance for this period recorded 3,204 wires down events. As referenced in Figure 5-2, particularly in years 2017, 2019, 2021, and 2023, the result for this metric shows significant fluctuation based on the number of severe weather event days in a particular year.

Per IEEE 1366 Standard, PG&E excludes MEDs to allow major events to be analyzed apart from daily operation and avoid allowing daily trends to be hidden by the large statistical effect of major events.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, T&D Overhead Wires Down–MEDs was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, T&D Overhead Wires Down–MEDs is not linked to 2025 individual or group performance goals for Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, T&D Overhead Wires Down–MEDs is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: The wires down events are reported by field and control center personnel per uniform reporting guidelines as the events occur.

- Engineers conduct post wire down event reviews (typically for the non-MED events) and initiates corrections to the data via the outage quality team to ensure the reporting guidelines were followed and the records align with information reported by repair crews.
- The outage quality team processes all valid change requests received and initiates corrections based on their reviews and findings of the collected outage information.
- Internal Audit performed a validation of the 2025 metric performance.

Rate Case Safety Goal Progress: The T&D Wires Down metric (including MEDs) is not a 2023 GRC or 2024 RAMP stated safety goal.

Significant work was performed to reduce wires down, including replacing overhead conductor, vegetation clearing, hardening of distribution circuits, infrared inspections of overhead lines to identify and repair hot spots, investigating wires down incidents, and implementing learnings/corrective actions.

Monthly Data: See Attachment A at the end of this report.

Metric 3: Electric Emergency Response Time

Metric Name and Description: Electric Emergency Response Time – 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 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 General Order 112-F 123.2 (c) as supplemental information, not as a metric.

Risks: Wildfire, Overhead Conductor, Public Safety, Worker Safety[3]

Category: Electric

Units: The time in minutes that a PG&E qualified first responder takes to respond after the Company receives a call which results in an emergency order.

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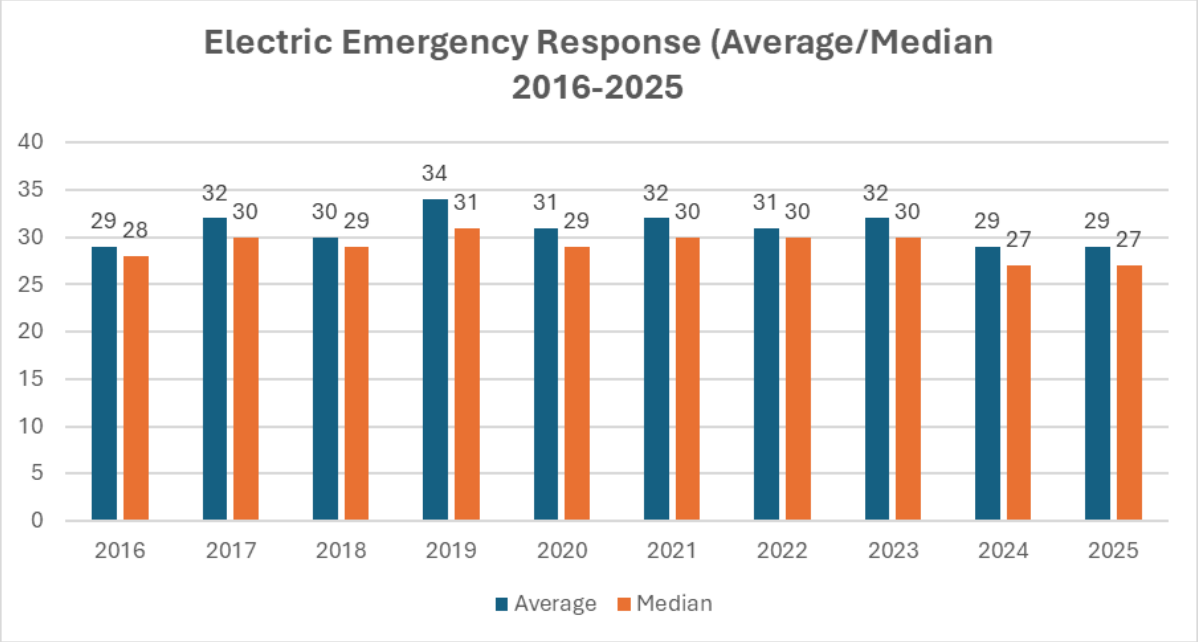
3 The Corporate Risk Register now has the following risks: (1) Wildfire, (2) Failure of Electric Transmission Overhead Assets, (3) Failure of Electric Distribution Overhead Assets, (4) Public Contact with (Intact) Energized Electrical Equipment, (5) Motor Vehicle Safety Incident, (6) Contractor Safety Incident, (7) Employee Safety Incident.

Summary:

FIGURE 5-3
ELECTRIC EMERGENCY RESPONSE TIME (AVERAGE AND MEDIAN)
(ANNUAL)



Narrative Context: PG&E's response to emergency calls involving its electric assets is a primary performance metric used to evaluate PG&E's commitment to public safety. There is a direct linkage between public safety and a utility's response to emergency situations, which is why PG&E selected electric emergency response time for this element of the performance metric.

The keys to performing well on this metric during large storm events are accurately predicting when the large volumes of calls will come in (based on weather forecasts) and ensuring there are enough resources on hand, in the correct locations to respond timely. This requires coordinating across departments (like Electric and Gas Operations) to share resources when high volumes of electric emergency calls are anticipated. These tactics are especially important during stormy weather; high call volume during bad weather days may vary from year-to-year.

Metric performance has been driven by proactive scheduling of resources for emergency response, coordination across multiple functional areas on training and availability of resources for weather days, and improved

understanding of shifts in storm fronts and their impacts on the system. Additional actions positively impacting blue-sky performance include faster resource notification, automated resource call out software, utilization of Global Positioning System integrated into vehicles, and the use of supplemental (non-traditional) trained resources.

Over the timeframe of 2015 through 2025, there has been a 6 percent reduction in total average response time, from 31 minutes end of year average 2015 to 29 minutes in 2025. The median response time also reduced by 7 percent from 29 minutes end of year 2015 to 27 minutes in 2025. First quartile response times were maintained.

PG&E began benchmarking its response to external agency electric emergency calls with other utilities in 2012. PG&E's 2011 performance was 3rd quartile, improving to 2nd quartile in 2012-2014, and reaching 1st quartile in 2015. Since 2016, PG&E's historical performance has been within the first quartile and best-in-class in some years.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Electric Emergency Response Time (within 60 minutes) was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Electric Emergency Response Time (within 60 minutes) is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following positions include individual performance goals that are linked to Electric Emergency Response Time (within 60 minutes):

- **Director:** Electric Operations (4), Gas Operations (2) Operations (1);
- **Senior Director:** Electric Operations (5), Operations (1); and
- **Vice President:** Electric Operations (1).

Bias Controls: The metric performance data is captured and stored in the Outage Information System (OIS) database. Each emergency call has a time stamp. The start time of PG&E's electric emergency response begins upon receipt by utility personnel and entry into the OIS database (creation of a tag). The trouble tag is created in the OIS database when PG&E personnel are on the phone with the external first responder agency (there is a direct safety hot line into Gas dispatch, where all external agency emergency calls are routed). This process helps to remove delay between when the call is received and entered into the system. Internal Auditing performed a validation of the 2025 metric performance.

Rate Case Safety Goal Progress: This safety metric does not support a 2023 General Rate Case safety goal, nor is it a stated Risk Assessment and Mitigation Phase 2024 safety goal. See 2023 GRC (Application 21-06-021) Exhibit 4 Chapter 5 for a complete description of PG&E's Emergency Preparedness and Response for Electric Distribution.

Monthly Data: See Attachment A at the end of this report.

Metric 4: Fire Ignitions

Metric Name and Description: Fire Ignitions – The number of fire incidents annually reportable to the California Public Utilities Commission (CPUC) per Decision (D.) 14-02-015.

Risks: Overhead Conductor, Wildfire, Public Safety, Worker Safety, Catastrophic Event Preparedness[4]

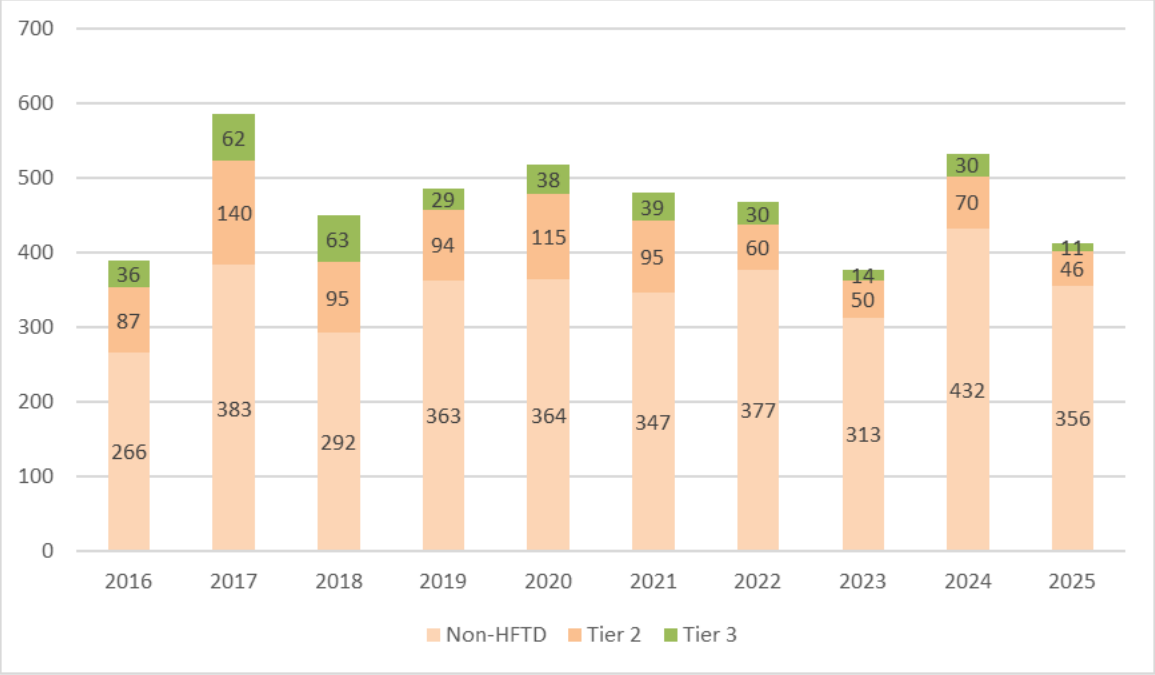
Category: Electric

Units: Number of reportable ignitions.

Summary:

[4] The Corporate Risk Register now has the following risks: (1) Wildfire, (2) Electric Transmission System-Wide Blackout, (3) Failure of Electric Distribution Overhead Assets, (4) Failure of Electric Distribution Underground Assets (5) Failure of Electric Transmission Overhead Assets, (6) Failure of Electric Distribution Substation Assets, (7) Failure of Electric Transmission Underground Assets (8) Failure of Electric Transmission Substation Assets, (9) Failure of Electric Distribution Network Assets, (10) Emergency Preparedness and Response (11) Employee Safety Incident, (12) Contractor Safety Incident, (13) Public Contact with (Intact) Energized Electrical Equipment.

FIGURE 5-4A
FIRE IGNITION METRIC DATA (ANNUAL)



Note: This report reflects 1 ignition in 2025 that meets Electric Incident Report criteria, defined by Appendix B to CPUC D.06-04-055, for which PG&E has not formed a conclusion about the origin or cause.

TABLE 5-4A
FIRE IGNITIONS METRIC DATA BY LOCATION (ANNUAL)

Year	Non-HFTD	Tier 2	Tier 3	Zone 1	Total
2014	180	66	32	0	277
2015	333	91	42	0	466
2016	266	87	36	0	390
2017	383	140	62	0	585
2018	292	95	63	0	448
2019	363	94	29	0	482
2020	364	115	38	0	516
2021	347	95	39	0	480
2022	377	60	30	0	467
2023	313	50	14	0	377
2024	432	70	30	0	532
2025	356	46	11	0	413

Note: This data reflects minor changes to the historic count of reportable ignitions. PG&E reviews and reattributes ignitions in our ignition record yearly, to improve data completeness and accuracy for risk assessment purposes. Please see PG&E's Risk Assessment Improvement Plan item RE-01 in PG&E's 2023 – 2025 Wildfire Mitigation Plan.

Narrative Context: Reportable Fire Ignitions is a primary metric used to evaluate Pacific Gas and Electric Company's (PG&E or the Company) commitment to public safety. This metric tracks the number of fire ignitions associated with electrical assets that meet the CPUC definition in D.14-02-015 within PG&E's service territory. PG&E began tracking this data in July 2014. The data is collected from multiple sources and validated through our Fire Incident Data Collection Processes (RISK-6306S/P):

- The Field Applications System provides ignition information from Field Operations employee's as they respond to Field Orders. When a Field Operation employee arrives at an incident location and identifies signs that an ignition occurred, Field Operations selects "Yes" in the "Fire Incident" field of their mobile device. This then opens an "Ignitions" tab where the Field Operations enters information related to the ignition, including the fire location, suppressing agency information, whether media is on site, if the fire was extinguished, suspected cause, equipment ID numbers, weather, facility impacted, estimated wind, event element, fire size, type of construction, and

evidence collected. Field Operations also attaches pictures to the Field Order. This information is received by the Ignition Investigation team who quality check and further investigate the ignitions.

- The Fire Host Form is an application used by all field operations to report ignition events associated to or potentially associated to PG&E electrical facilities, regardless of the fire/ignition size. With the Fire Host form a field order is not necessary for field operations to report a fire/ignition. The fire host form is used by field operations to provide information related to the ignition, similar to the “Field Application System.”
- The Transmission Outage Tracking and Logging system provides information about any planned or unplanned outages on Transmission and Substation assets. The information is logged into office items reports, work cards, interruption reports, log details and notifications by the Grid Control Operators. Transmission employees have also been trained in using the Fieldworker application to be able to report ignitions through the fire tab in the program. The Ignition Investigation team perform daily reviews of these records/reports to identify any potential ignition related events.
- Trans-Sub Update Emails are email sent by the Transmission Grid Control Center regarding “trouble” or “force-outs” or “interruptions” that may mention if an ignition occurred as a result. The Ignition Investigation team perform daily reviews of these emails to identify any potential ignition related events.
- The Integrated Logging Information System (ILIS)/Outage Information System (OIS) systems contain information related to outages and switching to restore customers that were de-energized due to an equipment failure or electric incident. This information applies only to ignitions that result in an outage and contains information about the fault, potential causes of the fault, location and circuit information, customers affected by the outage, and steps and times to restore power to affected customers.
- The information received from these systems goes through a thorough investigation process. This process ensures that all required information for an event is received shortly after the event has occurred, and also ensures the ignition data is complete and accurate. The information is received by the Ignition Investigation team and entered into the Ignitions Database. The Ignition Investigations team then verifies the fire location, High Fire Threat

District (HFTD), event element, suspected initiating cause and other fields. The Ignition Investigation team also communicates with Field Operations and responding fire agency incident leads to gather additional information on the incident.

- Discrepancies identified in our system of records (ILIS/OIS/FAS/Transmission Operation Tracking and Logging) are corrected during this investigation phase.
- The data is also sent to the appropriate Asset Family Owners to help those teams identify and address failure trends and align mitigation strategies with areas of risk. This data is also utilized to inform the wildfire risk model.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

Yes, in 2025, Fire Ignitions is a Short-Term Incentive Plan (STIP) metric as part of Weather Normalized CPUC Reportable Fire Ignitions Rate.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Fire Ignitions is linked to 2025 group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, Fire Ignitions is linked to all individual goals as part of 2025 STIP plan. In addition, this metric may be included as part of an individual's performance goals.

Bias Controls: The Ignition Investigation team has a documented and transparent ignition analysis process to ensure that all required information for an event is received shortly after the event occurred, is complete, and is accurate. Internal Auditing performed a validation of the 2025 metric performance and periodically evaluated controls in 2025 for compiling and calculating the metric.

Rate Case Safety Goal Progress: While this metric was not a stated safety goal in the 2024 Risk Assessment and Mitigation Phase or 2023 General Rate Case (GRC), PG&E tracks the number of fires (ignitions) as a key performance indicator in our Short Term Incentive Plan and as part of other external commitments, like the Safety Operational Metrics 3.13, 3.14, 3.15, and 3.16 PG&E's 2023 GRC testimony[5] discussed planned work to mitigate the risk of wildfires and indicated that the controls for this risk will continue to be strengthened in the future due to the increasing severity of drought conditions and climate change, the size of PG&E's electric system, and the quantity and diversity of trees in the Company's service territory.

Monthly Data: See attachment A at the end of this report.

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5 See 2023 (Application 21.06.021) GRC Exhibit (PG&E-4), Chapter 4-4.6 (Wildfire Risk and Policy Overview) for a complete description of PG&E's wildfire controls and mitigations. See also Chapter 9 for a description of PG&E's Vegetation Management program. All referenced testimony is to PG&E February 25, 2022 update to the 2023 GRC testimony.

Metric 5: Third party Gas Dig-In

Metric Name and Description: The number of third-party gas dig-ins per 1,000 Underground Service Alert (USA) tags/tickets received for gas. The ticket count excludes fiber and electric tickets. A gas dig-in refers to any impact or exposure that results in the need to repair an underground facility due to a weakening or the partial or complete destruction of the facility, including, but not limited to, the protective coating, lateral support, cathodic protection or the housing for the line device or facility. A third-party dig-in is damage caused by someone other than the utility or a utility contractor.

Pacific Gas and Electric Company (PG&E or the Company) participates in a one-call "811" public service program administered by USA. USA provides the Company notification of activities that could result in damage to the Company's gas pipelines. These notifications are referred to as USA tickets. A ticket is the receipt of information by the Company from USA regarding onsite meetings, project designs, or a planned excavation. The ticket component of this metric includes PG&E gas tickets received from all parties (i.e., first-, second-, and third-parties).

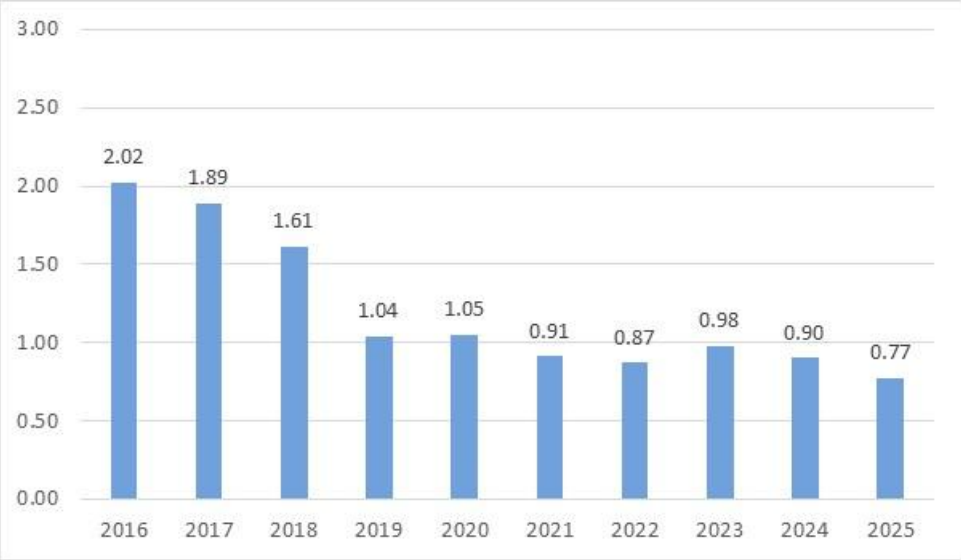
Risks: Loss of Containment (LoC) on Gas Transmission Pipeline; LoC on Gas Distribution Main or Service.

Category: Gas

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

Summary:

FIGURE 5-5
THIRD-PARTY DIG-INS PER 1,000 TICKETS (ANNUAL)



Narrative Context: There has been a downward trend in the rate of third-party dig-ins per 1,000 tickets since 2016. A key contributor to the steady decline in dig-ins is attributed to increased participation in PG&E's Safe Excavation Workshops. From 2019-2025, PG&E has conducted 1,877 Safe Excavation workshops providing training to 27,906 contractors.

The goal of PG&E's damage prevention program is to continuously focus on improving performance. Metric results are reported monthly and reviewed at leadership meetings and weekly huddles to discuss results and actions to take, as needed.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, the Third Party Gas Dig-In, was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Thid Party Gas Dig-In is linked to 2025 individual or group performance goals for director level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Third Party Gas Dig-In:

- **Senior Director:** Engineering, Planning & Strategy (1), Gas Operations (2); and
- **Senior Vice President:** Gas Operations (1), Operations (1).

Bias Controls: All dig-ins are reviewed by the Damage Prevention team to determine appropriate delineation of first-party, second-party, or third-party dig-in. Total USA tickets are determined by the California one-call system, independent to PG&E.

The metric definition is to report performance only. If there is a resulting need for budget changes, approval must be obtained from the Gas Operations and Engineering Leadership team at the Enterprise-driven Project Delivery Center Change Control Forum.

Internal Auditing evaluated in 2025 processes and controls supporting the metric.

Rate Case Safety Goal Progress: This metric supports a 2023 General Rate Case (GRC) safety goal to improve public awareness and reduce the likelihood of dig-ins for the safety of PG&E employees, PG&E's contractors, and the public at large by reduced dig-ins per 1,000 tickets.[6]

Specific Damage Prevention and Public Safety programs and initiatives that contribute to dig-in reduction included in the 2023 GRC were: (1) Locate and Mark activities; (2) Standby Governance process; (3) Dig-in Reduction Team; (4) updates to the Locate and Mark Field Guide; (5) continued participation in the Common Ground Alliance-Damage Prevention Institute; and, (6) the 811 Ambassador program.[7]

This metric is not tied to specific safety goal in the 2024 Risk Assessment and Mitigation Phase (RAMP); however, the 2024 RAMP discusses damage prevention and public safety programs implemented across gas system operations, focusing on risk management and safety for both distribution and

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6 See 2023 GRC Exhibit (PG&E-3), pp. 8-15 to 8-16.

7 See 2023 GRC Exhibit (PG&E-3), pp. 8-10 to 8-15.

transmission systems. These programs are designed to protect public safety, prevent equipment failures, and ensure system reliability.

Monthly Data: See Attachment A at the end of this report.

Metric 6: Gas In-Line Inspection (ILI)

Metric Name and Description: Gas ILI – Total miles of transmission pipe inspected annually by ILI and percentage of transmission pipelines inspected annually by inline inspections.

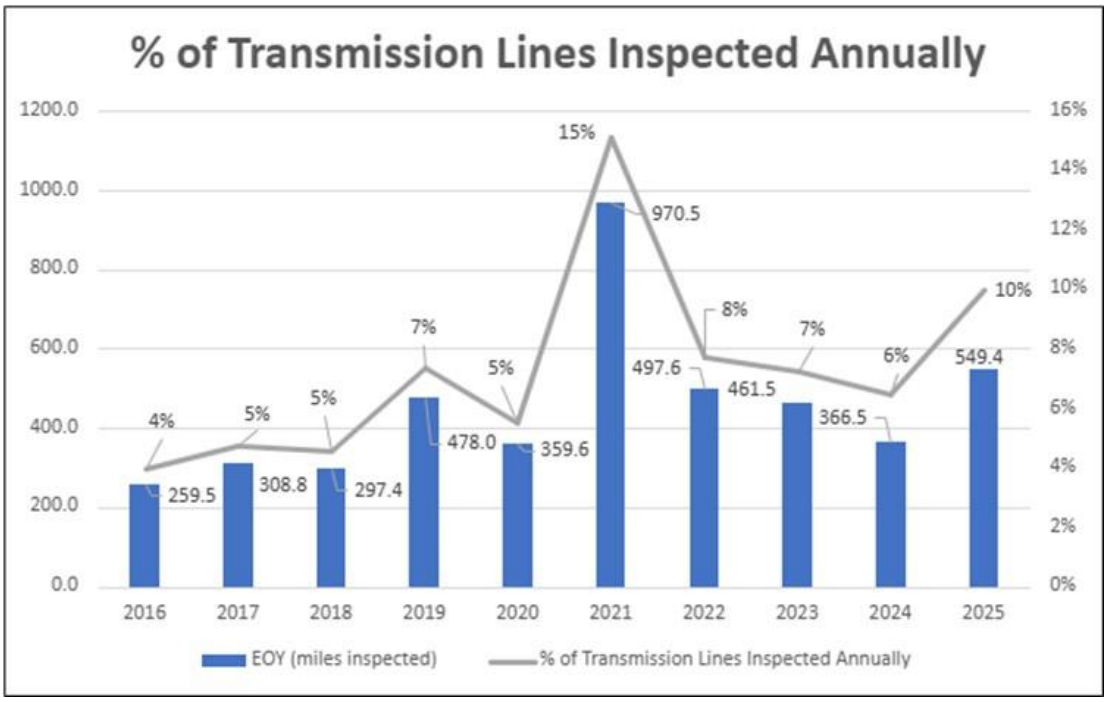
Risks: Catastrophic Damage Involving High-Pressure Pipeline Failure[8]

Category: Gas

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

Summary:

FIGURE 5-6
MILES OF PIPELINE INSPECTED (ANNUAL)



Note: (a) Includes miles inspected for Pipeline Safety Enhancement Plan (PSEP) and base reliability work.
(b) Due to the change in Pacific Gas and Electric Company's (PG&E) Transmission Definition, over 901 miles of Transmission pipe has been reclassified to Distribution operating > 60 pounds per square inch gauge (psig).
(c) Metrics may change with the issuance of the Pipeline and Hazardous Materials Safety Administration report.

[8] The Corporate Risk Register now has the following risk: (1) Loss of Containment on Gas Transmission Pipeline.

Narrative Context: This metric measures PG&E ILI work completed, including activities that exceed current code requirements. After the pipeline is upgraded to accommodate an ILI tool, cleaning and inspections are conducted to collect data about the pipe. This data is analyzed for pipeline anomalies that must be remediated through the Direct Examination and Repair process where the anomaly is exposed, examined, and repaired, as necessary. The information from Direct Examination and Repair is used to generate additional prevention/mitigation activities to improve the long-term safety and reliability of the pipeline.

Total miles of pipeline in-line inspected with traditional ILI tools vary by year, dependent upon the miles of pipeline upgraded in the previous years and Subpart O required re-inspection miles. Decision (D.) 11-06-017, as codified by Public Utilities Code Section 958, requires natural gas transmission pipelines in California to be capable of ILIs, where warranted. In addition, both Title 49 of the Code of Federal Regulations – Transportation Part 192, Subpart O, and PG&E's traditional ILI Program procedures require reassessments, which drive the required ILI re-inspection miles in a given year. Further, ILI is the most effective pipeline integrity assessment tool currently available to natural gas pipeline operators to assess the internal and external condition of transmission line pipe. The number of miles upgraded each year is based on several factors such as: individual ILI run lengths, compliance due dates from identified threat(s), balancing of system hydraulics and resources. In 2025, PG&E inspected a total of 549.40 miles of pipe.

To continuously focus on improving performance, metric results are reported monthly and reviewed at leadership meetings and weekly huddles to discuss results and take action as needed. Performance in 2025 was below target. As noted above, the number of miles in-line inspected vary by year and are correlated with miles of pipeline upgraded and required re-inspection miles.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Gas ILI metric was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Gas ILI is not linked to 2025 individual or group performance goals for one or more Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Gas ILI is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: Metric results are reported monthly in the Centralized Metrics Repository, facilitated by the Operations Support, Reporting and Analytics team, and performance is reviewed monthly at Operating Reviews. Any required leadership support is requested in these Reviews. Internal Auditing evaluated in 2025 processes and controls supporting the metric.

Rate Case Safety Goal Progress: This metric improves as PG&E works to meet the safety goal described in the 2023 General Rate Case (GRC) to upgrade the system to be capable of ILI for 4,553 transmission pipeline miles by the end of 2036. In addition, these metrics are dependent upon the pipeline sections reassessed each year. Subpart O and PG&E's procedures require that pipelines must be reassessed within 7 years and ILI is often the chosen reassessment technique.[9] It should be noted that the 2023 GRC Final Decision (D.23-11-069) adopted an ILI inspection forecast that reduced the pace of ILI work by eliminating 28 traditional ILI assessments on pipe not yet ILI enabled and deferred 23 ILI projects with compliance due dates in 2027.[10] This represents a decrease of required ILI system capability from 69 percent by the end of 2036 to 65 percent by the end of 2038.

This metric was not tied to a safety goal in the 2024 Risk Assessment and Mitigation Phase (RAMP). However, the 2024 RAMP discusses ILI as a critical component in managing risks in gas system operations as it involves cleaning, inspecting, and assessing the integrity of gas transmission pipelines. This process, a component of the ILI control, helps identify potential issues such as

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9 See 2023 GRC Exhibit (PG&E-3), p. 5-28.

10 See D.23-11-069, p. 90 to 92.

corrosion or defects that could lead to leaks or ruptures, thereby enhancing the safety and reliability of the gas transmission system.[11]

Monthly Data: See Attachment A at the end of this report.

[11] See PG&E 2024 RAMP Report (May 15, 2024), Application 24-05-008, pp. 1-31.

Metric 7: Gas In-Line Inspection (ILI) Upgrades

Metric Name and Description: Gas ILI Upgrades – Miles of gas transmission lines upgraded annually to permit inline inspections.

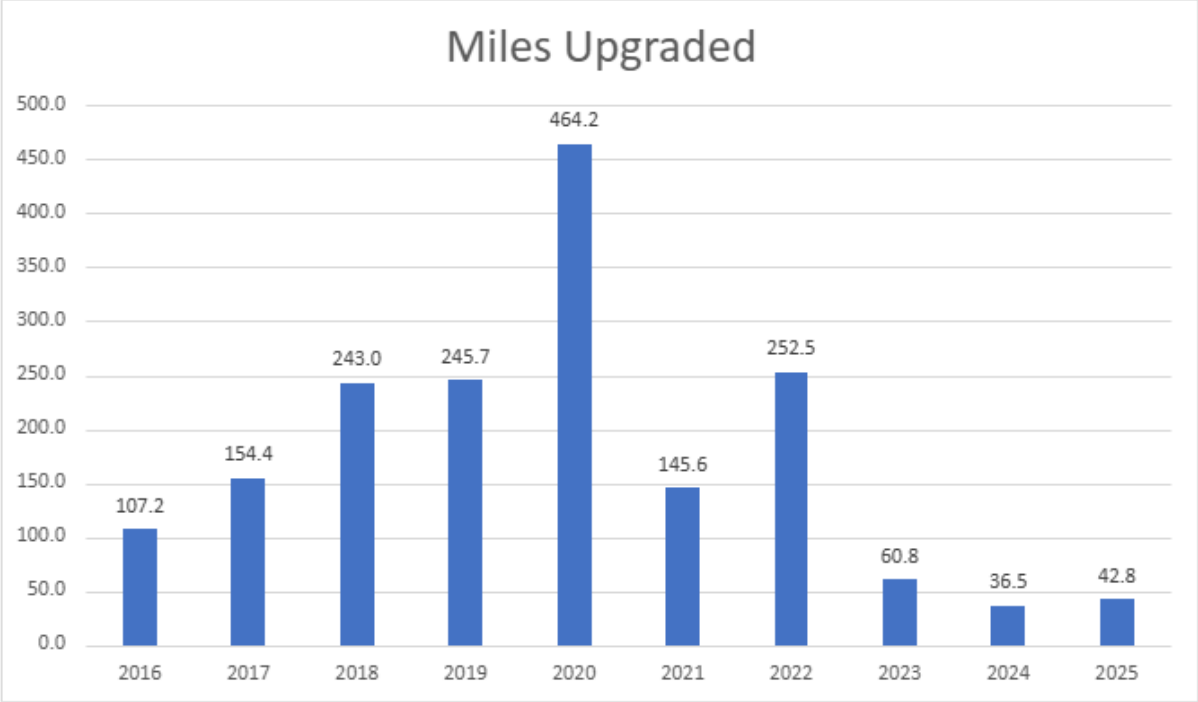
Risks: Catastrophic Damage Involving High-Pressure Pipeline Failure[12]

Category: Gas

Units: Miles

Summary:

FIGURE 5-7
MILES OF PIPELINE UPGRADED (ANNUAL)



Note: (a) Includes miles upgraded in both Pipeline Safety Enhancement Plan and base reliability programs.
(b) Year-end total for 2022 was corrected from 252.6 to 252.5 due to calculation error.

Narrative Context: This metric measures the number of miles of complete planned Traditional ILI Upgrade projects. Prior to running a Traditional ILI tool in a pipeline, a pipeline must be modified with portals called "launchers" and

[12] The Corporate Risk Register now has the following risk: (1) Loss of Containment on Gas Transmission Pipeline.

"receivers," and pipeline features that would obstruct the passage of the tool to make the pipeline piggable must be replaced.

Decision (D.) 11-06-017, as codified by Public Utilities Code Section 958, requires natural gas transmission pipelines in California be capable of ILIs, where warranted. ILI is the most effective pipeline integrity assessment tool currently available to natural gas pipeline operators to assess the internal and external condition of transmission line pipe. The number of miles upgraded each year is based on several factors such as: individual ILI run lengths, compliance due dates from identified threat(s), balancing of system hydraulics and resources. There are three major phases to an ILI Program. This metric is to track progress on the first phase, which involves modifying or upgrading the existing pipeline system to accommodate a traditional ILI tool. PG&E refers to this as "Traditional ILI Upgrades," which involve capital improvements to make the pipelines piggable. It includes installing pig launchers and receivers in appropriate locations to introduce and remove the cleaning and ILI tools from the inside of the pipeline. It also includes replacing certain segments of pipe, valves, fittings, or other appurtenances that, if left in the system, would obstruct the movement of the tool through the pipeline.[13]

While the metric for this program is "miles upgraded," the miles targeted for a given year may vary greatly. The amount of work associated with Traditional ILI Upgrades is based on projects and is not directly related to miles. This is the reason that PG&E's 2023 General Rate Case (GRC) forecast for the Traditional ILI Upgrade Program was based on a cost per project basis and did not use the length of projects as a forecasting basis.

To continuously focus on improving performance, metric results are reported monthly and reviewed at leadership meetings and weekly huddles to discuss results and act as needed.

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[13] For instance, it involves replacing reduced port valves and other obstructions, such as drip tubes, miter bends, short-radius elbows, and unbarred tees from the pipeline.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Gas In-line Upgrade was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Gas In-Line Upgrade is not linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Gas In-Line Upgrade is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: Monitoring controls exist for this metric. Metric results are reported monthly by the Gas Operations Business Process Governance team and reviewed at leadership meetings and huddles to discuss performance and take action. In the event that there is a resulting need for budget changes, approval must be obtained from the Gas Operations and Engineering Leadership team at the Enterprise-driven Project Delivery Center Change Control Forum.

Rate Case Safety Goal Progress: This metric supports PG&E's safety goal described in the 2023 GRC to upgrade the system to be capable of ILI for 4,553 transmission pipeline miles by the end of 2036.[14] However, it should be noted the 2023 GRC Decision (D.23-11-069) reduced the number of ILI Upgrade projects per year from PG&E's forecasted 12 to 4.[15] As a result, the goal has since been adjusted to make approximately 3,573 miles the system capable of ILI by the end of 2038.

This metric is not tied to a safety goal in the 2024 Risk Assessment and Mitigation Phase (RAMP). However, the 2024 RAMP discusses ILI upgrades in gas transmission pipeline operations as comprehensive maintenance and

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14 See 2023 GRC Exhibit (PG&E-3), p. 5-27.

15 See D.23-11-069, p. 88.

enhancement activities that play a vital role in ensuring pipeline safety, reliability, and operational efficiency, and is a component of the In-Line Inspection control.

Monthly Data: See Attachment A at the end of this report.

Metric 8: Gas Shut-In Time – Mains

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

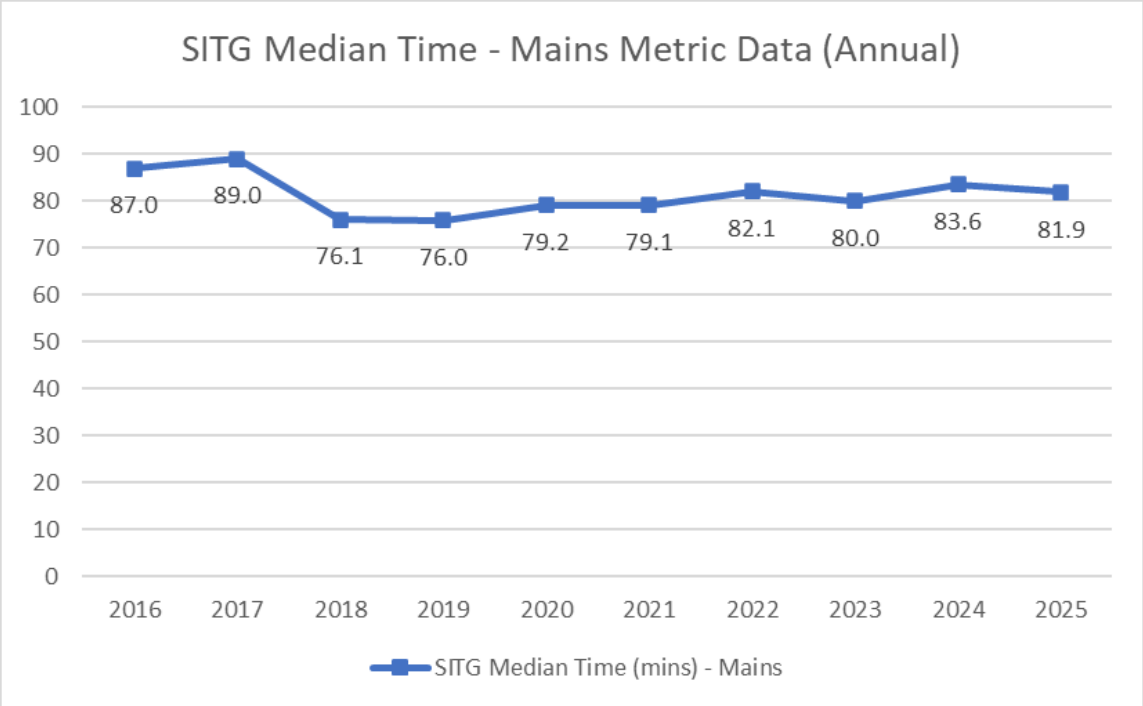
Risks: Distribution Pipeline Rupture with Ignition (non-Cross Bore).[16]

Category: Gas

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

Summary:

FIGURE 5-8
SITG MEDIAN TIME – MAINS METRIC DATA (ANNUAL)



Note: 2018-2021 annual results updated to align with Safety Operational Metrics.

[16] The Corporate Risk Register now has the following risk: (1) Loss of Containment on Gas Distribution Main or Service.

Narrative Context: This metric measures the median time required for a qualified PG&E responder to arrive onsite and stop the flow of gas as result of damages impacting gas mains from Pacific Gas and Electric Company's (PG&E) distribution network.

In 2014, PG&E began to measure the time required for resources to respond to and make safe instances of blowing gas on distribution mains. Specifically measured are distribution events relating to dig-ins, vehicle impacts, explosions, and material failures. In 2016, considering from a median standpoint, it required PG&E 87 minutes to respond to and make safe events involving distribution mains. In 2025, this response time by PG&E has substantially improved to 81.9 minutes leading to a reduction by almost six percent compared to 2016 and two percent compared to 2024.

Metric results have improved and have been achieved through the following process improvements implemented in the past ten years:

- Enhanced plastic squeeze capability from approximately 50 percent to all Gas Service Representatives for < 1" plastic pipe;
- Provide yearly plastic squeeze training for all Field Service employees;
- Purchased and implemented emergency trailers in every division, allowing for emergency equipment to be accessed quickly and easily;
- Purchased additional steel squeezers for 2-8" steel pipe (housed on emergency trailers);
- Implemented Emergency Management tool (EM tool) to alert maintenance and construction (M&C) of SITG events when notified by third-party emergency organizations;
- Implemented 30-60-90-120+ minute communication protocols between Gas Distribution Control Center and Incident Commander to ensure consistent communication and issue escalation during events; and
- Established concurrent response protocol (dispatch M&C and Field Service resources) when notified by emergency agencies;
- Dispatching locate and mark representative upon initial discovery to assist in leak location prior to M&C crew arrival;
- Dispatch initiating underground service alerts followed by immediate notification to allow for immediate marking of facilities;

- Daily and weekly operating reviews to identify deviations from targets for the previous 24 hours and identify countermeasures for continuous improvement;
- Weekly Operating Review meetings to share best practices and review long duration events; and
- Live action drills to simulate emergency scenarios, practicing isolation procedures and documenting lessons learned.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Gas Shut-In Time – Main was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Gas Shut-In Time – Mains is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Gas Shut-In Time – Main:

- **Director:** Gas Operations (4); and
- **Senior Director:** Gas Operations (3).

Bias Controls: Dispatch incidents are logged and tracked in the EM tool database. The most current system (administered through Dynamic 365, which was implemented in 2018) automatically generates a change log for every notification at the field level to ensure system controls and retention of record history. The data is reviewed by the Gas Operations Business Process Governance to ensure accuracy.

The metric definition for this metric including targets, target setting methodology, and exclusions, are documented and approved by Gas Operations Leadership. Metric results are reported monthly by the Reporting and Analytics and Metrics team and reviewed at leadership meetings to discuss performance and take action. In the event that there is a resulting need for budget changes, approval must be obtained from the Gas Operations and Engineering

Leadership team at the Enterprise-driven Project Delivery Center Change Control Forum.

Internal Auditing performed a validation of the 2025 metric performance.

Rate Case Safety Goal Progress: While this metric is not specifically stated in the 2023 GRC or 2024 Risk Assessment and Mitigation Phase, it is tracked and reported in PG&E's Safety and Operational Metrics Report.

Monthly Data: See Attachment A at the end of this report.

Metric 9: Gas Shut-In Time – Services

Metric Name and Description: Gas Shut-In Time – Services Median time to shut-in gas when an uncontrolled or unplanned gas release occurs on a service. The data used to determine the median time shall be provided in increments as defined in General Order 112-F 123.2 (c) as supplemental information, not as a metric.

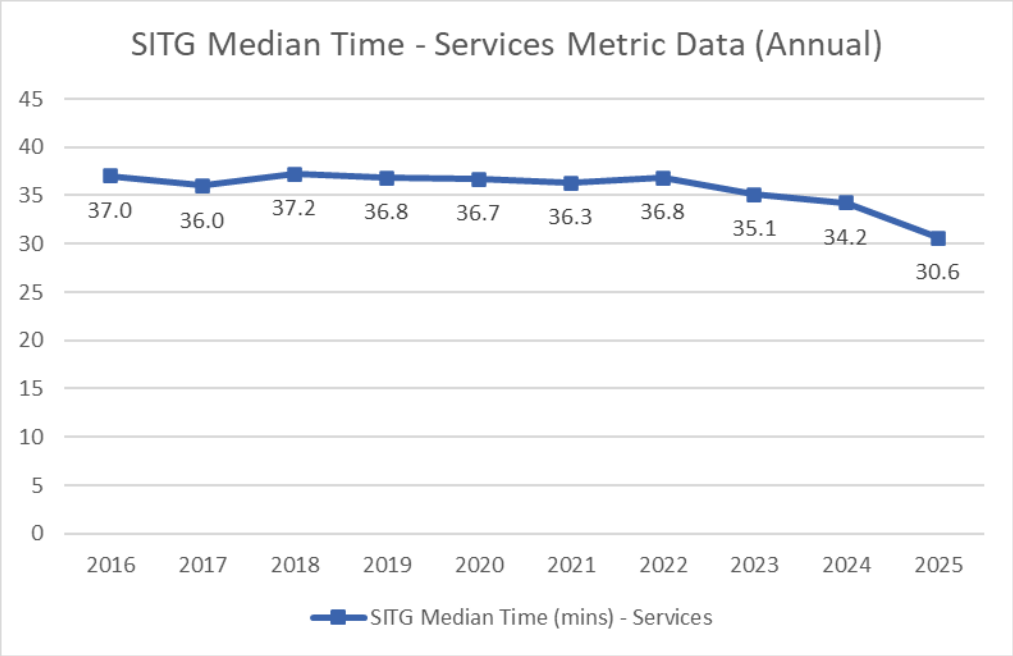
Risks: Distribution Pipeline Rupture with Ignition (non-Cross Bore).[17]

Category: Gas

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

Summary:

FIGURE 5-9
SITG MEDIAN TIME- SERVICES METRIC DATA (ANNUAL)



Note: 2018-2021 Annual results updated to align with Safety Operational Metrics.

Narrative Context: Pacific Gas and Electric Company (PG&E) has measured the median time required to respond to and make safe instances of blowing gas on distribution services since 2014. Specifically measured are distribution

[17] The Corporate Risk Register now has the following risk: (1) Loss of Containment on Gas Distribution Main or Service.

events relating to dig-ins, vehicle impacts, explosions, material failures and pipeline leaks. In 2016, from a median standpoint, it required PG&E 37 minutes to respond to and make safe events involving distribution services. In 2025, the median response time was 30.6 minutes, a reduction of 17 percent compared to 2016 and 10 percent compared to 2024. Metric results have improved and have been achieved through the following process improvements implemented during the past ten years:

- Enhanced plastic squeeze capability from ~50 percent to all Gas Service Representatives for < 1” plastic pipe;
- Provide yearly plastic squeeze training for all Field Service employees;
- Purchased and implemented emergency trailers in every division, allowing for emergency equipment to be accessed quickly and easily;
- Purchased additional steel squeezers for 2-8” steel pipe (housed on emergency trailers);
- Implemented Emergency Management tool (EM tool) to alert maintenance and construction (M&C) of SITG events when notified by third-party emergency organizations;
- Implemented 30-60-90-120+ minute communication protocols between Gas Distribution Control Center and Incident Commander to ensure consistent communication and issue escalation during events;
- Established concurrent response protocol (dispatch M&C and Field Service resources) when notified by emergency agencies;
- Dispatching locate and mark representative upon initial discovery to assist in leak location prior to M&C crew arrival;
- Dispatch initiating underground service alerts followed by immediate notification to allow for immediate marking of facilities;
- Daily and weekly operating reviews to identify deviations from targets for the previous 24 hours and identify countermeasures for continuous improvement;
- Weekly Operating Review meetings to share best practices and review long duration events;
- Excess Flow Valve triggered after damage to service lines reducing overall gas flow stop time; and

- Live action drills to simulate emergency scenarios, practicing isolation procedures and documenting lessons learned.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Gas Shut-In Time – Services was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Gas Shut-In Time – Services is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Gas Shut-In Time – Services:

- **Director:** Gas Operations (4); and
- **Senior Director:** Gas Operations (3).

Bias Controls: Dispatch incidents are logged and tracked in the EM tool database. The most current system (administered through Dynamic 365 which was implemented in 2018) automatically generates a change log for every notification down to the field by field basis to ensure system controls and retention of record history. The data is reviewed by the process team to ensure accuracy.

Monitoring controls also exist for this metric. The metric definition for this metric including targets, target setting methodology, and exclusions, are documented and approved by Gas Operations Leadership. Metric results are reported monthly by the Reporting and Analytics and reviewed at leadership meetings and huddles to discuss performance and take action. In the event that there is a resulting need for budget changes, approval must be obtained from the Gas Operations and Engineering Leadership team at the Enterprise-driven Project Delivery Center Change Control Forum.

Internal Auditing performed a validation of the 2025 metric performance.

Rate Case Safety Goal Progress: While this metric is not specifically stated in the 2023 General Rate Case or 2024 Risk Assessment and Mitigation Phase, it is tracked and reported in PG&E's Safety and Operational Metrics Report.

Monthly Data: See Attachment A at the end of this report.

Metric 10: Cross Bore Intrusions

Metric Name and Description: Cross Bore Intrusions – Cross bore intrusions found per 1,000 inspections, reported on an annual basis.

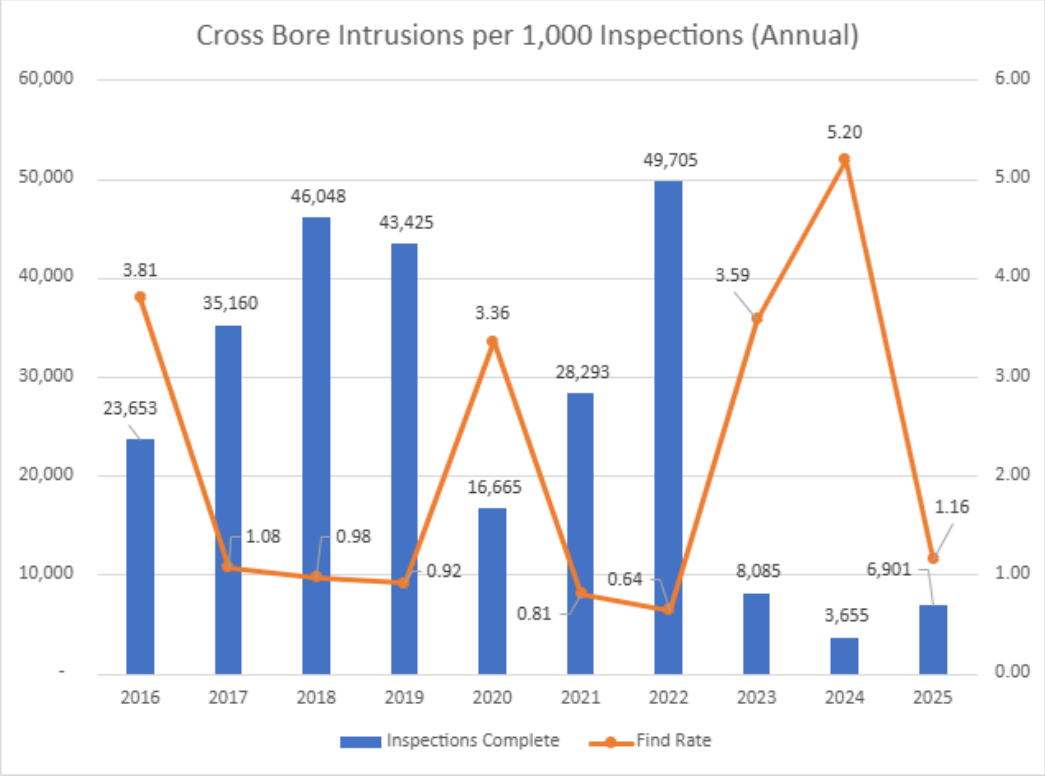
Risks: Catastrophic Damage Involving Medium Pressure Pipeline Failure.[18]

Category: Gas

Units: Number of cross bore intrusions

Summary:

FIGURE 5-10
CROSS BORE INTRUSIONS PER 1,000 INSPECTIONS (ANNUAL)



Notes: 2022 Inspections Complete and Find Rate numbers amended due to calculation error. 2017-2025 Monthly Find Rates corrected due to calculation error (find rates previously hard coded vs. utilizing formula). Year end totals were not impacted as total year end inspections complete & cross bores found were correct, resulting in accurately reported year end Find Rates.

[18] The Corporate Risk Register now has the following risks: (1) Loss of Containment (LOC) on Gas Customer Connected Equipment. (2) LOC on Gas Distribution Main or Service.

Narrative Context: The Cross Bore Intrusion metric measures the number of cross bores found per 1,000 inspections. A cross bore refers to a gas main or service that has been installed unintentionally, using trenchless technology, through a wastewater or storm drain system. Inspections refer to inspection of potential conflict locations and repair occurrences of cross bore discoveries in any location within Pacific Gas and Electric Company (PG&E) territory. Cross bores pose a risk as they can result in a gas leak into the sewer system if a loss of containment occurs due to damage to the gas line, causing potential for migration into a building and ignition of gas. The risk is mitigated by repairing the cross bore if found during inspection.

As shown in the diagram above, since 2016, the Legacy Cross Bore find rate has fluctuated. Inspections are currently being prioritized according to the Distribution Integrity Management Program risk prioritization model.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Cross Bore Intrusions was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Cross Bore Intrusions is not linked to 2025 individual or group performance goals for one or more Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Cross Bore Intrusions is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: Cross bore inspection counts are logged and tracked within Unearth, the Legacy Cross Bore system of record, as work is completed based on updates from field inspections. Cross bores inspected, found and repaired are logged by the field and tracked by the Cross Bore Program management team. When a potential cross bore intrusion is located, field personnel will contact the Cross Bore Program management team and will also call (800) PGE-5000. This triggers a response for a Gas Service Representative and Locate and Mark operator to help validate the intrusion.

Rate Case Safety Goal Progress: This safety metric does not support a stated safety goal in the 2023 General Rate Case (GRC) or the 2024 Risk Assessment and Mitigation Phase (RAMP).[19] However, PG&E demonstrates a commitment to addressing cross bore risks through systematic inspection, prompt remediation, and ongoing risk management strategies in both 2023 GRC and 2024 RAMP testimony.

Monthly Data: See Attachment A at the end of this report.

19 See 2023 GRC Exhibit (PG&E-3), p. 4-25.

Metric 11: Gas Emergency Response Time

Metric Name and Description: Gas Emergency Response Time – The average and median time in minutes a gas service representative (GSR) (or qualified first responder) takes to respond to a gas-related emergency notification, from the time of notification to the time of onsite arrival. Emergency notifications include all notifications originating from 911 calls and calls made directly to the utility's safety hotlines. The data used to determine the average and median time shall be provided in increments as defined in General Order 112-F 123.2 (c) as supplemental information, not as a metric. This information is identical to that of which is included in our Gas Emergency Response Business Process Review and is excel data.

Risks: Distribution Pipeline Rupture with Ignition.[20]

Category: Gas

Units: The time in minutes that a GSR (or a qualified first responder)[21] takes to respond after receiving a call which results in an emergency order.

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20 The Corporate Risk Register now has the following risks: (1) Loss of Containment (LOC) on Gas Customer Connected Equipment (2) LOC on Gas Distribution Main or Service.

21 A qualified first responder is defined as someone who has met Pacific Gas and Electric Company's (PG&E) qualifications to respond to emergencies.

Summary:

FIGURE 5-11A
MEDIAN EMERGENCY RESPONSE TIME (ANNUAL)

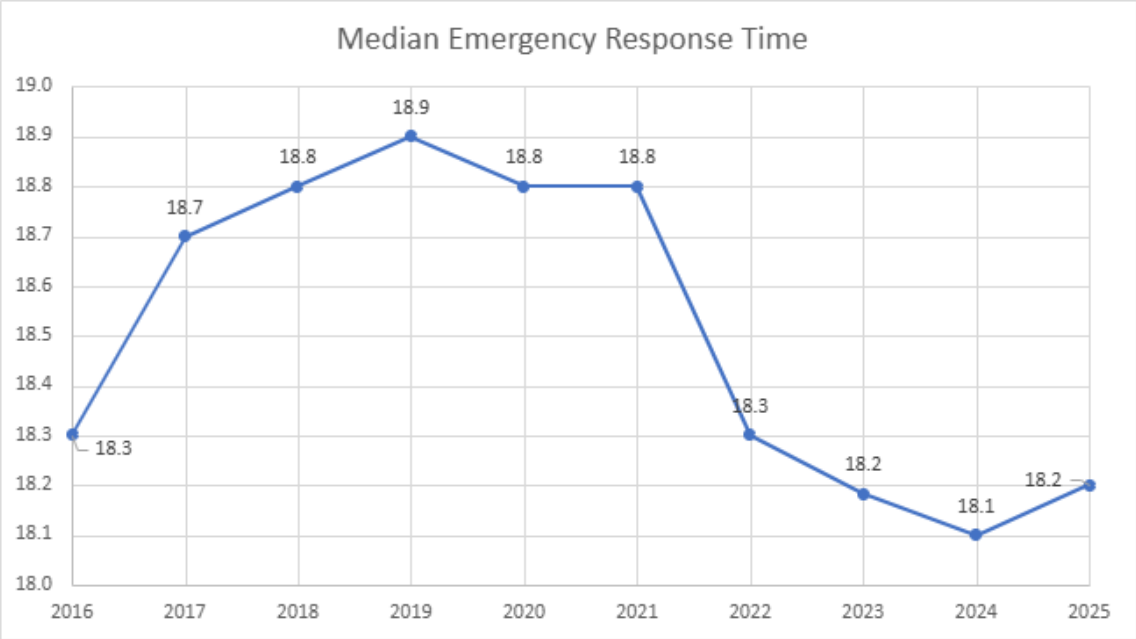
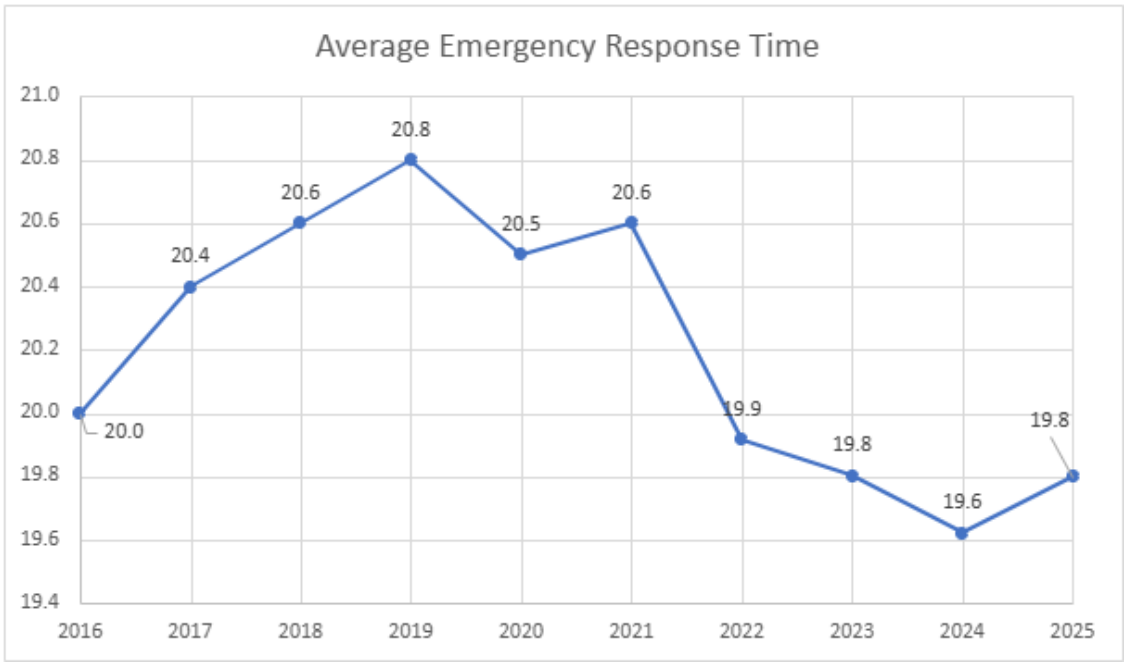


FIGURE 5-11B
AVERAGE EMERGENCY RESPONSE TIME (ANNUAL)



Narrative Context: The average response time is measured from the time PG&E is notified of the gas emergency order/immediate response (IR) until a GSR or a qualified first responder arrives onsite to the emergency location (including Business Hours and After Hours). PG&E has maintained steady performance for the last several years. From 2016-2025, there has been a decrease in the average response time. From 2016-2025, the median time to respond to respond on-site to a gas emergency notification also improved. To continuously focus on improving performance, metric results are reported weekly and monthly and reviewed at leadership meetings and weekly huddles to discuss results and act as needed. We also share preliminary daily results for Daily Operating Reviews.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Gas Emergency Response Time was not a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Gas Emergency Response Time is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following positions include individual performance goals that are lined to Gas Emergency Response Time:

- **Director:** Gas Operations (4);
- **Senior Director:** Gas Operations (3); and
- **Senior Vice President:** Gas Operations (1), Operations (1).

Bias Controls: All response times to emergency calls are reviewed by the IR team to determine appropriate adjustments and exclusions, and the average response time is calculated. Response times are captured electronically using PG&E's Field Automation System and are verified on a sample basis.

Monitoring controls also exist for this metric. The metric definition for this metric including targets, target setting methodology, and exclusions, are documented and approved by Gas Operations Leadership. Metric results are

reported monthly in the Centralized Metrics Repository, facilitated by the Operations Support, Reporting and Analytics team, and performance is reviewed monthly at Operating Reviews. Any required leadership support is requested in these Reviews.

IA performed a validation of the 2025 metric performance.

Rate Case Safety Goal Progress: This safety metric supports a safety goal described in the 2023 General Rate Case (GRC) to have a GSR on-site as quickly as possible for customer generated gas odor calls. Consistent with current practice, PG&E will continue to treat all customer-reported gas odor calls as IR and will attempt to respond to such calls within 60 minutes.[22]

This metric is not tied to a safety goal in the 2024 Risk Assessment and Mitigation Phase.

Monthly Data: See Attachment A at the end of this report.

22 See 2023 GRC Exhibit (PG&E-3), p. 8-27 to 8-28.

Metric 12: Natural Gas Storage Baseline Assessments Performed

Metric Name and Description: Natural Gas Storage Baseline Assessments Performed – Tracks the progress of completing baseline and reassessment inspections that were expected to be completed within a given year. It reports the number of storage well baseline assessments completed as a percentage of the number scheduled to be completed in the period. The number scheduled will depend on any regulatory required inspections as well as any initiated by the utility.

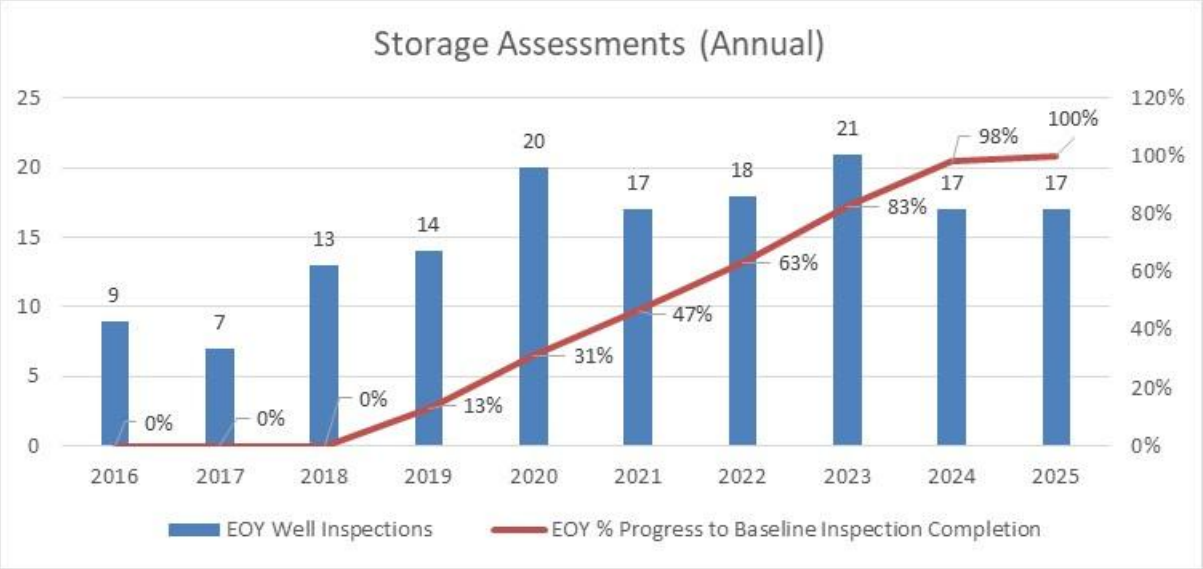
Risks: Gas Storage.[23]

Category: Gas

Units: Number of Assessments completed/Number scheduled or targeted

Summary:

FIGURE 5-12
STORAGE WELL ASSESSMENTS (ANNUAL)



Notes: End-of-Year (EOY) progress to goal calculations = cumulative EOY Well Baseline Inspections (2019-2025)/109 (goal).
The 2025 total Inspection counts are inclusive of Well Baseline and Reassessment Inspections.

[23] The Corporate Risk Register now has the following risk: (1) Loss of Containment at Natural Gas Storage Well or Reservoir.

Narrative Context: The Natural Gas Storage Baseline Inspections metric measures the number of baseline and reinspection well assessments performed since 2015. PG&E planned to complete baseline well production casing assessments on 109 wells by 2024 per objectives defined in PG&E's Gas Storage Asset Management Plan and also adjusted to incorporate an accelerated pace required by regulation changes in the storage industry at both federal and state levels.

By the start of 2024, all wells were baselined with the original tool. PG&E completed 17 well inspections in 2025 and completed 100 percent of baseline inspections.

Wells that were inspected prior to 2019 were re-baselined using additional well inspection tools that are now required under the new regulations, effective October 2018. The California Geologic Energy Management Division (CalGEM) required baseline casing inspections under the full inspection tool suite to be completed by 2025.[24] PG&E completed the remaining well re-baseline inspections and met compliance with CalGEM well construction requirements in CCR § 1726.5. PG&E is currently seeking approval from CalGEM for a risk-based reinspection interval to return to the wells and perform subsequent casing condition inspections.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Natural Gas Storage Baseline Inspections Performed was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Natural Gas Storage Baseline Inspections Performed is linked to 2025 individual or group performance goals for one or more Director-level, or higher, position.

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[24] PG&E petitioned CalGEM for an extension and received approval to complete the well conversion and inspection activities in 2025 due to withdrawal constraints anticipated that could have impacted ability to serve during the Winter '24-'25.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Natural Gas Storage Baseline Inspections.

- **Senior Director**: Gas Facilities & Storage Engineering.

Bias Controls: Data Integrity – Project completion (assessment complete) is tracked in the P6 scheduling tool and database and the Reservoir Engineering team is responsible for validating that the assessment is a first-time inspection and not a reinspection of the same well. CalGEM is also responsible for validating work completion as well inspection log survey results must be submitted as part of regulation.

Rate Case Safety Goal Progress: This safety metric supports a safety goal described in the 2023 GRC to complete baseline inspections on wells at the McDonald Island and Los Medanos underground storage facilities by 2023.[25] In addition, PG&E completed all well conversions at McDonald Island and Los Medanos to dual barrier in 2025.

This metric is not tied to a safety goal in the 2024 Risk Assessment and Mitigation Phase.

Monthly Data: See Attachment A at the end of this report.

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25 See 2023 GRC Exhibit (PG&E-3), pp. 7-17 to 7-18.

Metric 13: Gas Pipelines That Can Be Internally Inspected

Metric Name and Description: Gas Pipelines That Can Be Internally-Inspected – Total miles and percent of system that can be internally inspected ("pigged") relative to all transmission pipelines in the system.

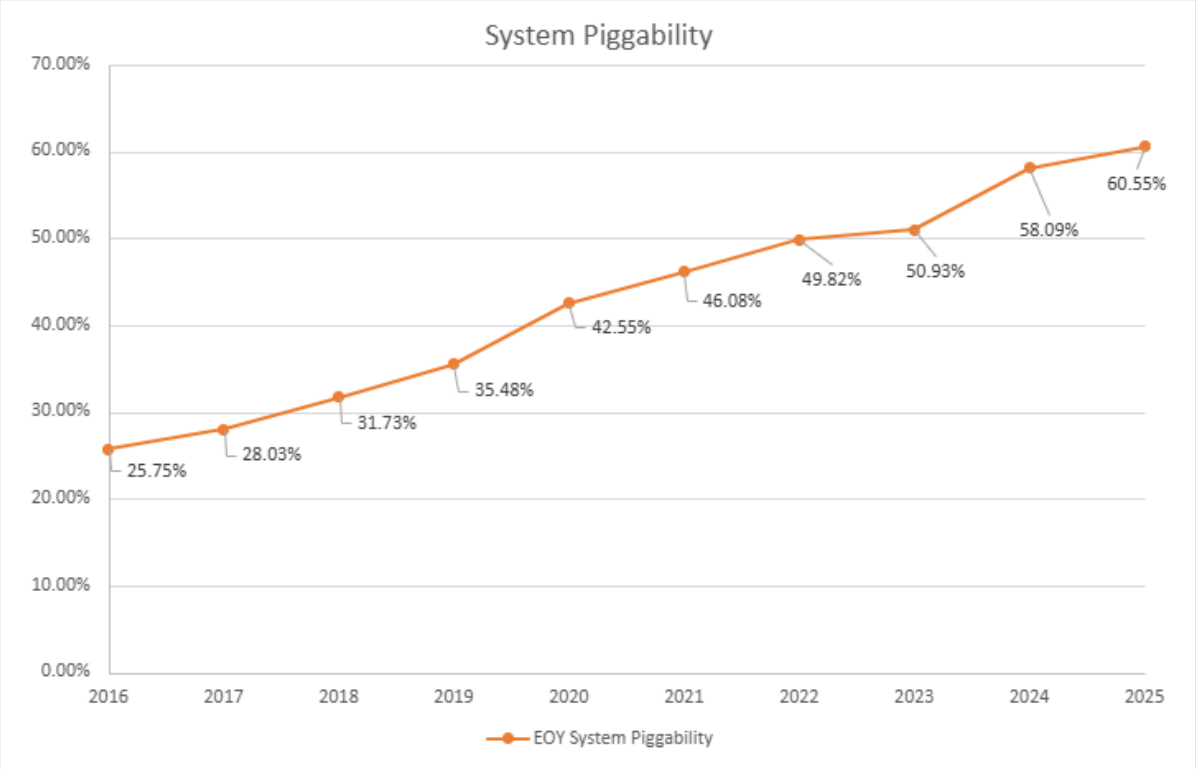
Risks: Catastrophic Damage Involving High-Pressure Pipeline Failure.[26]

Category: Gas

Units: Miles and percentage

Summary:

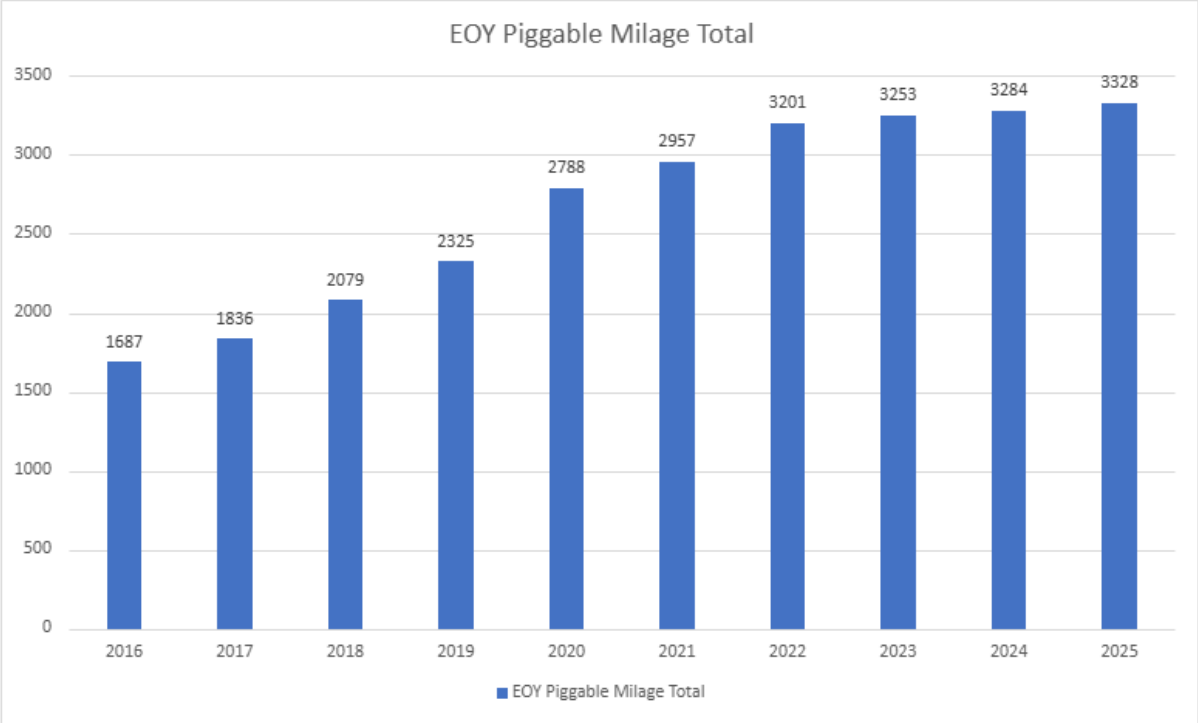
FIGURE 5-13A
GAS PIPELINES THAT CAN BE INTERNALLY-INSPECTED (ANNUAL)



Note: (a) Piggability % is dynamic since the current system total mileage changes over the course of the year.
(b) Monthly data is not available since the number of transmission miles is constantly changing.

[26] The Corporate Risk Register now has the following risks: (1) Loss of Containment on Gas Transmission Pipeline.

FIGURE 5-13B
GAS PIPELINES THAT CAN BE INTERNALLY-INSPECTED (ANNUAL)



Note: (a) Piggability % is dynamic since the current system total mileage changes over the course of the year.
(b) Monthly data is not available since the number of transmission miles is constantly changing.
(c) Due to the change in Pacific Gas and Electric Company's (PG&E) Transmission Definition, over 901 miles of Transmission pipe has been reclassified to Distribution operating > 60 pounds per square inch gauge.
(d) Metrics may change with the issuance of the Pipeline and Hazardous Materials Safety Administration report.
(e) Piggable miles may change each year as the Geographic Information System data is updated.

Narrative Context: In-Line Inspection (ILI) is the most effective pipeline integrity assessment tool currently available to natural gas pipeline operators to assess the internal and external condition of transmission line pipe. In 2025, PG&E upgraded 42.80 miles, for a total of 3,328 system piggable miles.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Gas Pipelines that can be internally inspected was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Gas Pipelines that can be internally inspected is not linked to 2025 individual or group performance goals for one or more Director-level, or higher, positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Gas Pipelines that can be internally inspected is not linked to 2025 individual performance goals for Director-level, or higher, positions.

Bias Controls: Monitoring controls exist for this metric. Metric results are reported monthly in the Centralized Metrics Repository, facilitated by the Operations Support, Reporting and Analytics team, and performance is reviewed monthly at Operating Reviews. Any required leadership support is requested in these Reviews.

Rate Case Safety Goal Progress: This metric supports PG&E's safety goal described in the 2023 General Rate Case (GRC) to upgrade the system to be capable of ILI for 4,553 transmission pipeline miles by the end of 2036.[27] However, the 2023 GRC Decision (Decision (D.) 23-11-069) reduced the number of ILI Upgrade projects per year from PG&E's forecasted 12 to 4.[28] As a result, the goal has since been adjusted to make approximately 3,573 miles of the system capable of ILI by the end of 2038.

This metric is not tied to a safety goal in the 2024 Risk Assessment and Mitigation Phase (RAMP). However, ILI upgrade work, a component of the ILI control, is discussed as an integral part of the Transmission Integrity Management Program, working alongside other safety measures such as direct assessment, strength testing, and various threat identification and mitigation programs.[29]

Monthly Data: See Attachment A at the end of this report.

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27 See 2023 GRC Exhibit (PG&E-3), p. 5-27.

28 See D.23-11-069, p. 88.

29 See PG&E 2024 RAMP Report (May 15, 2024), Application 24-05-008, p. 1-31.

Metric 14: Employee DART Rate

Metric Name and Description: Employee Days Away, Restricted, or Transferred (DART) Rate – DART Rate is calculated based on number of Occupational Safety and Health Administration (OSHA) recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer, and hours worked.

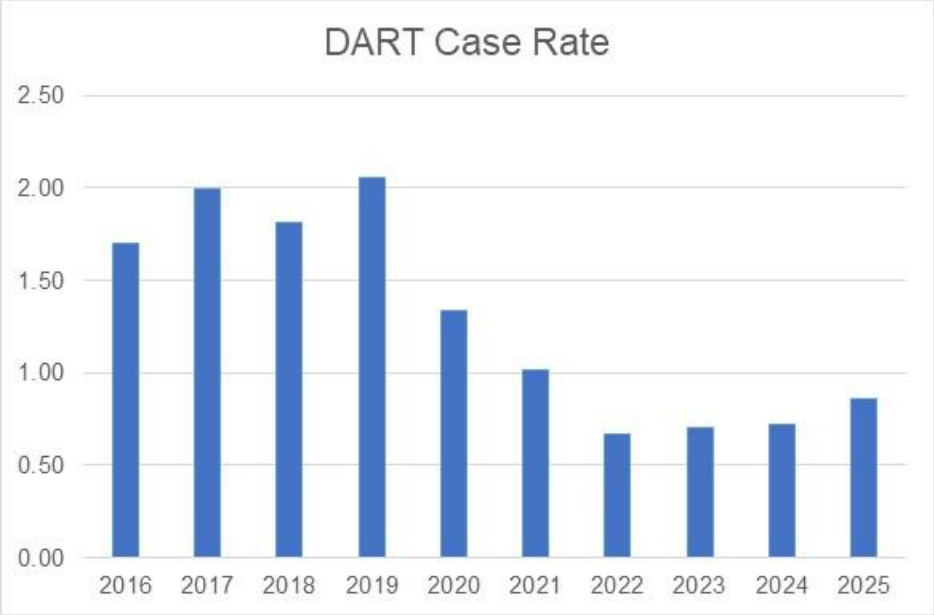
Risks: Employee Safety[30]

Category: Injuries

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

Summary:

FIGURE 5-14
EMPLOYEE DART CASE RATE METRIC DATA (ANNUAL)



Narrative Context: PG&E has reduced the employee DART Case Rate by 49 percent since 2016.

Efforts supporting the reduction include the expansion of PG&E's ergonomics programs and the increase in the number of Industrial Athlete Specialists. A primary goal of the efforts is reduced injury severity through injury prevention and early intervention care for employees. In alignment with this, we

30 The Corporate Risk Register now includes the following risk: Employee Safety Incident.

have strengthened the identification of the highest risk work groups and tasks for field and vehicle ergonomic injuries through annual self-assessments and partnerships with Grassroots and safety teams. We identify high risk computer users through annual self-assessments and provide targeted interventions. Additional efforts also include enhanced injury management containment for injuries at risk for escalation to DART and providing our people leaders with additional injury management training.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Employee DART Rate was not used as Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Employee DART Rate is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Employee DART Rate:

- **Chief:** Customer & Enterprise Solutions (1), Electric Operations (2), Electric Engineering (2), Engineering, Planning and Strategy (1), Enterprise Health and Safety (1), Finance (1), Generation (3), Gen Counsel, Ethics, Risk & Compliance (1), People (1), Information Technology (1), Operations (1);
- **Director:** Corporate Affairs (3), Customer & Enterprise Solutions (9), Electric Engineering (8), Electric Operations (45), Engineering, Planning & Strategy (8), Gas Operations (6), Generation (14), Information Technology (5), Operations (12);
- **Senior Director:** Corporate Affairs (5), Customer & Enterprise Solutions (3), Electric Engineering (7), Electric Operations (19), Engineering, Planning & Strategy (1), Enterprise Health & Safety (1), Gas Operations (8), Generation (1), Information Technology (1), Operations (7);

- **Vice President:** Corporate Affairs (1), Customer & Enterprise Solutions (1), Electric Engineering (1), Electric Operations (4), Generation (3), Operations (2); and
- **Senior Vice President:** Electric Engineering (1), Gen Counsel, Ethics, Risk & Compliance (1), Generation (1).

Bias Controls: OSHA regulates the definition of a DART case and we use multiple sources to determine if the injury meets the criteria for DART. This includes feedback from the physician, the employee, and the supervisor.

Rate Case Safety Goal Progress: The metric is specifically stated in the 2023 General Rate Case (GRC) Enterprise Health and Safety chapter (Chapter 1).[31] The annual average number of DART cases was used in the 2020 and 2024 Risk Assessment Mitigation Phase model consequence analyses for the Employee Safety Incident risk.[32,33]

Monthly Data: See Attachment A at the end of this report.

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31 2023 GRC Decision (D.23-11-069), GRC Exhibit (PG&E-7), Chapter 1, Enterprise Health and Safety, p. 1-24.

32 PG&E 2020 RAMP Report, Chapter 16, Risk Mitigation Plan: Employee Safety Incident.

33 PG&E 2024 RAMP Report, Chapter 3, Risk Mitigation Plan: Employee Safety Incident.

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

Metric Name and Description: Rate of SIF Actual (SIF-A) (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 Electric Institute's (EEI) Occupational Safety and Health Committee (OS&HC) Safety and Classification Learning (SCL) 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 report SIF Actual Rate data based on California Division of Occupational Safety and Health (Cal/OSHA) reporting requirements under Section 6409.1 of the California Labor Code.

Risks: Employee Safety[34]

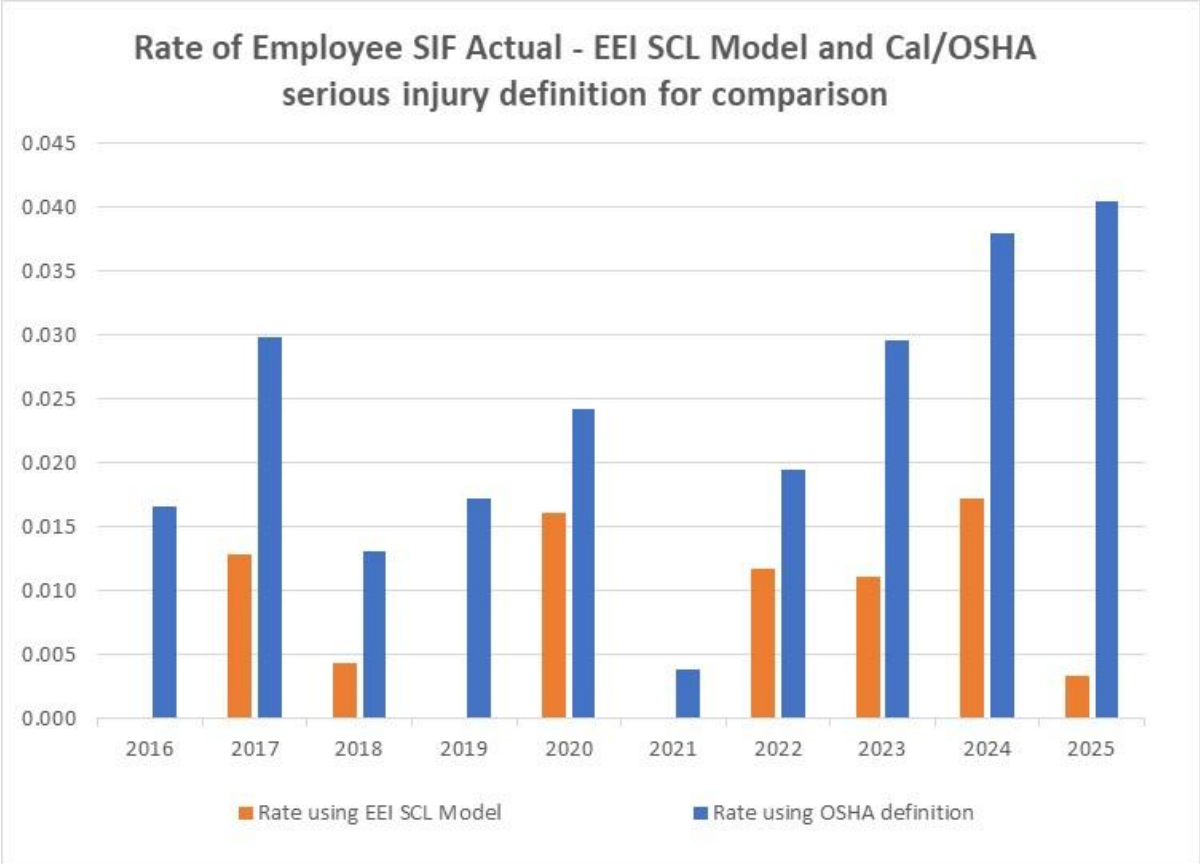
Category: Injuries

Units: Rate of SIF-Actual (Employee) cases among employees x 200,000/employee hours worked

34 The Corporate Risk Register now includes the following risk: Employee Safety Incident.

Summary:

FIGURE 1-15
RATE OF EMPLOYEE SIF ACTUAL – EEI SCL MODEL AND CAL/OSHA SERIOUS INJURY DEFINITION FOR COMPARISON



Note: Per Cal/OSHA, a serious injury or illness is defined as one involving inpatient hospitalization, regardless of length of time, for other than medical observation or diagnostic testing; amputation; loss of an eye; or serious degree of permanent disfigurement.

Narrative Context: Pacific Gas and Electric Company's (PG&E or the Company) SIF Program was deployed at the end of 2016 to establish a classification and cause evaluation process for coworker and contractor SIF.[35] The goal of PG&E's SIF Program is to reduce the number and severity of safety incidents that result in a SIF. The program's objective is to learn from safety

[35] Per Investigation14-08-022, Kern Order Instituting Investigation (Aug. 28, 2014) Settlement Agreement with California Public Utilities Commission (CPUC) see Decision 15-07-014.

incidents by performing cause evaluations on each SIF-A and SIF-P incident, implementing corrective actions, and sharing key findings across the enterprise.

In August of 2020, PG&E adopted EEI SCL Model to mature classification of its SIF incidents.[36] Adopting the EEI SCL Model has improved PG&E's SIF Program by bringing a consistent and objective approach to reviewing and classifying SIF incidents and identifying high-energy tasks. The EEI SCL model does not directly define a SIF-A, rather it classifies incidents into categories: High-Energy SIF (HSIF),[37] Low-Energy SIF (LSIF),[38] Potential SIF (PSIF),[39] Capacity,[40] Exposure,[41] Success,[42] and Low Severity.[43] The HSIF terminology is fairly new to the industry; however, it is equivalent to a SIF-A with regard to how serious life threatening, life-altering or fatalities are determined.[44] The SPM definition includes the use of the EEI OS&HC serious injury criteria,[45] which defines a serious injury using fourteen specific injury criteria. In operation, and in discussions with peer utilities and EEI, PG&E finds that the OS&HC criteria do not align with the life altering/life threatening aspects of the SIF Program objective and is in contradiction to the SCL model purpose. PG&E does, however, define serious injury in its SIF Program,[46] which is substantially

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36 See, SCL Model at https://esafetyline.net/eei/docs/eeiSCLmodel.pdf at p. 17.

37 *Id*. at p. 17, HSIF is defined as: "Incident with a release of high energy in the absence of a direct control where a serious injury is sustained."

38 *Id.* at p. 17, LSIF is defined as: "Incident with a release of low energy in the absence of a direct control where a serious injury is sustained."

39 *Id*. at p. 17, PSIF is defined as: "Incident with a release of high energy in the absence of a direct control where a serious injury is not sustained."

40 *Id*. at p. 17, Capacity is defined as: "Incident with a release of high energy in the presence of a direct control where a serious injury is not sustained."

41 *Id*. at p. 17, Exposure is defined as: "Condition where high energy is present in the absence of a direct control."

42 *Id*. at p. 17, Success is defined as: "Condition where a high energy incident does not occur because of the presence of a direct control."

43 *Id*. at p. 17, Low Severity is defined as: "Incident with a release of low energy where no serious injury is sustained."

44 EEI SCL Model, Serious Injury or Fatality defined as Life-threatening or life-altering incident.

45 OS&HC: SIF Criteria can be reviewed at: https://images.magnetmail.net/images/clients/EEI_//attach/Environment/hsif2022.pdf.

46 SAFE-1100S: SIF Standard, Appendix A Examples of a Serious Injury.

similar to the OS&HC criteria. The difference is that PG&E considers life altering/life threatening a substantial factor in serious injury determination.[47]

As allowed by CPUC SPM definition for a SIF-A (Employee) incident, PG&E uses substantially similar criteria to classify an injury as serious as compared to the EEI OS&HC criteria including life threatening/life altering into the SIF-A determination. This determination can also include a third-party medical consultant to review and concur with a serious injury classification. This model allows the Company to focus its safety and risk mitigation efforts on the most serious outcomes and highest risk work where a high energy incident occurred.

There were 20 SIF-A Employee incidents between 2017 and 2025, which include four employee work related fatalities and 16 serious injuries. The events involved injuries caused by an intentional act of violence by a third-party (stabbing), electrical contacts, a pipeline drying (pigging) line-of-fire incident, a compressor station ignition, finger amputation, and Motor Vehicle Incidents (including Utility Terrain Vehicles (UTV)) Corrective actions have been taken to address the identified causes and prevent potential future similar outcomes including:

- Added engineering controls to Class 1 UTV's, including speed governing, seatbelt interlock, cab doors or nets, eliminated use of front middle seat, ensure equipped with Rollover Protective Structure, and revamped hands on multi day training with requalification requirements.
- Strengthened lone worker procedures;
- Stood down all barehand electrical work until further notice;
- Established the Enterprise Safe Access Asset Program Proposal to inspect and maintain PG&E road access to our assets; and
- Republication of the job safety analysis standard and reinforcing its consistent use through field safety observations.

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47 Per SAFE-1100S: PG&E defines a SIF-A (analogous to a EEI SCL HSIF) as: A work-related high-energy incident consequential from work at or for PG&E that results in any of the following to employees, contractors, or directly supervised contractors:

- A fatality – work-related fatal injury or illness;
- A life-threatening injury or illness that required immediate life-preserving action that if not applied immediately would likely have resulted in the death of that person; and
- A life-altering injury or illness that resulted in a permanent and significant loss of a major body part or organ function.

The implementation of the PG&E Safety Excellence Management System and the organizational culture and safety mindset continue to strengthen workforce safety initiatives, such as development of critical risk standards, enhancing the field safety observations program, leader engagement, and lean operating model, will continue to reduce this trend. Regarding Cal/OSHA reporting requirements, there were 12 work-related[48] serious incidents involving PG&E employees in 2025, one of which were classified as SIF-Actual incidents using PG&E criteria. Cause evaluations were performed, and corrective actions have been or are being implemented.

TABLE 5-16
[2025 SIF-ACTUAL INCIDENTS]

Date	SIF Type	Incident Summary
7/11/2025	Serious injury	Coworker sustained injury to head and back after falling from walkway into a trench.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Rate of SIF Actual (Employee) was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Rate of SIF Actual (Employee) is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Rate of SIF Actual (Employee):

- **Chief:** Corporate Affairs (2), Customer and Enterprise Solutions (1), Electric Engineering (1), Electric Operations (2) Enterprise Health and Safety (2), Finance (1), General Counsel, Ethics, Risk & Compliance (1), Generation (3), Operations (1), People (1);

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48 EEI Serious Injury and Fatality (SIF) Criteria Appendix 1, an injury is considered work-related if it is OSHA recordable.

- **Director:** Corporate Affairs (1), Customer & Enterprise Solutions (7), Electric Engineering (3), Electric Operations (49), Engineering, Planning & Strategy (11), Enterprise Health & Safety (19), Gas Operations (9), Generation (14), Information Technology (5), Operations (10);
- **Senior Director:** Corporate Affairs (2), Customer & Enterprise Solutions (3), Electric Operations (20), Engineering, Planning, and Strategy (3), Enterprise Health & Safety (5), Gas Operations (11), Generation (1), Information Technology (1) Operations (5);
- **Vice President:** Corporate Affairs (1), Customer & Enterprise Solutions (1), Electric Operations (5), Enterprise Health & Safety (1), Engineering Planning and Strategy (1), Finance (1), Generation (4), Operations (2); and
- **Senior Vice President:** Customer & Enterprise Solutions (1), General Counsel, Ethics, Risk & Compliance (1), Generation (1), Operations (1).

Bias Controls: Data is compiled by the Enterprise Health & Safety Team. Employee SIF events are reviewed weekly. Internal Auditing periodically evaluated in 2025 processes and controls supporting the metric.

Rate Case Safety Goal Progress: This metric is not specifically stated in the 2023 GRC Enterprise Health and Safety chapter (Chapter 1) as a safety goal metric. The number of employee SIF Actuals was included in the 2024 Risk Assessment Mitigation Phase Risk Assessment Mitigation Phase (RAMP) model consequence analysis for the Employee Safety Incident risk.[49]

Monthly Data: See Attachment A at the end of this report.

[49] PG&E 2024 RAMP Report, Chapter 3, Risk Mitigation Plan: Employee Safety Incident.

Metric 16: Rate of Serious Injuries or Fatalities (SIF) Actual (Contractor)

Metric Name and Description: Rate of SIF Actual (Contractor) 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 Electric Institute's (EEI) Occupational Safety and Health Committee (OS&HC) Safety and Classification Learning (SCL) 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 SCL 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 California Division of Occupational Safety and Health (Cal/OSHA) reporting requirements under Section 6409.1 of the California Labor Code.

Risks: Contractor Safety[50]

Category: Injuries

Units: Rate of SIF Actual (Contractor) cases among contractors x 200,000/contractor hours worked

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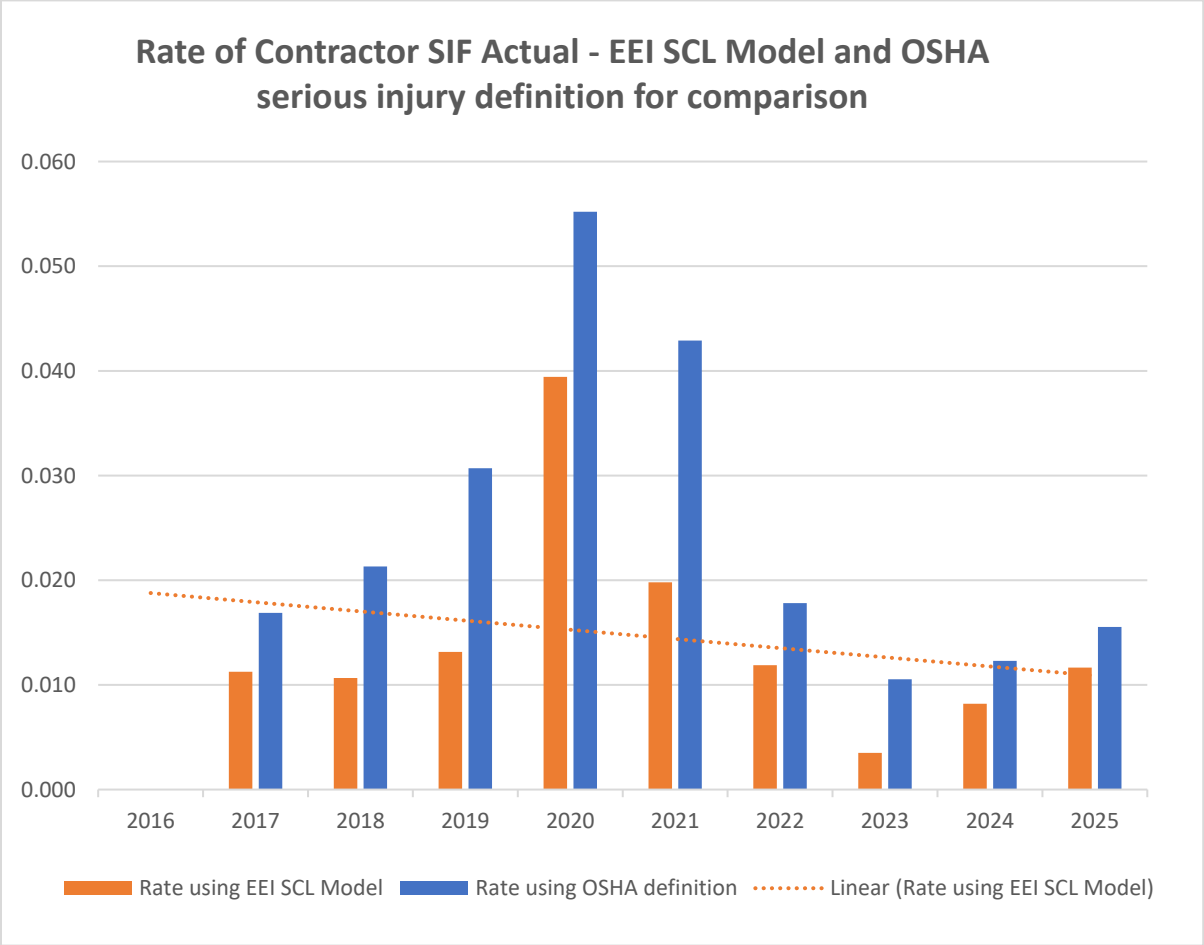
50 The Corporate Risk Register now includes the following risk: Contractor Safety Incident.

Summary:

FIGURE 5-16
RATE OF SIF ACTUAL (CONTRACTOR) EEI SCL MODEL AND CAL/OSHA[(a)] DEFINITIONS COMPARISON



(a) Per Cal/OSHA, a serious injury or illness is defined as one involving inpatient hospitalization, regardless of length of time, for other than medical observation or diagnostic testing; amputation; loss of an eye; or serious degree of permanent disfigurement.

Narrative Context: Pacific Gas and Electric Company's (PG&E or the Company) SIF Program was deployed at the end of 2016 to establish a classification and cause evaluation process for coworker and contractor serious injuries and fatalities.[51] The goal of PG&E's SIF Program is to reduce the number and severity of safety incidents that result in a SIF. The program's

[51] Per Investigation 14-08-022, Kern Order Instituting Investigation (Aug. 28, 2014) Settlement Agreement with California Public Utilities Commission (CPUC) see Decision 15-07-014.

objective is to learn from safety incidents by performing cause evaluations on each SIF Actual (SIF-A) and SIF Potential (SIF-P) incident, implementing corrective actions, and sharing key findings across the enterprise.

In August of 2020, PG&E adopted EEI SCL Model to mature classification of its SIF incidents.[52] Adopting the EEI SCL Model has improved PG&E's SIF Program by bringing a consistent and objective approach to reviewing and classifying SIF incidents and identifying high-energy tasks. The EEI SCL model does not directly define a SIF-A, rather it classifies incidents into categories: High-Energy SIF (HSIF),[53] Low-Energy SIF (LSIF),[54] Potential SIF (PSIF),[55] Capacity,[56] Exposure,[57] Success,[58] and Low Severity.[59] The HSIF terminology is fairly new to the industry; however, it is equivalent to a SIF-A with regard to how serious life threatening, life-altering or fatalities are determined.[60]

As allowed by CPUC SPM definition for a SIF-A (Employee) incident, PG&E uses substantially similar criteria to classify an injury as serious, as compared to the EEI OS&HC criteria including life threatening/life altering into the SIF-A determination. This determination also includes a third-party medical consultant to review and concur with the serious designation. This model allows the Company to focus its safety and risk mitigation efforts on the most serious outcomes and highest risk work where a high energy incident occurred.

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52 See, SCL Model at https://esafetyline.net/eei/docs/eeiSCLmodel.pdf at p. 17.

53 *Id.* at p. 17, HSIF is defined as: "Incident with a release of high energy in the absence of a direct control where a serious injury is sustained."

54 *Id.* at p. 17, LSIF is defined as: "Incident with a release of low energy in the absence of a direct control where a serious injury is sustained."

55 *Id.* at p. 17, PSIF is defined as: "Incident with a release of high energy in the absence of a direct control where a serious injury is not sustained."

56 *Id.* at p. 17, Capacity is defined as: "Incident with a release of high energy in the presence of a direct control where a serious injury is not sustained."

57 *Id.* at p. 17, Exposure is defined as: "Condition where high energy is present in the absence of a direct control."

58 *Id.* at p. 17, Success is defined as: "Condition where a high energy incident does not occur because of the presence of a direct control."

59 *Id.* at p. 17, Low Severity is defined as: "Incident with a release of low energy where no serious injury is sustained."

60 EEI SCL Model, SIF defined as Life-threatening or life-altering incident.

There have been 31 contractor SIF-A incidents between 2017 and 2025, which include 14 fatalities and 17 serious injuries. There is no common thread between the incidents. The events encompass broad job task types including, helicopter operations, dropped objects, vegetation management, Motor Vehicle Incident or Off-Highway Utility Vehicles, and electrical contacts. There were two serious injuries and one fatality in 2025.

- On 5/3/2025 a foreman attempted to retrieve a stuck throwline using both hands and a stick for leverage pulling the throwline with a throwball through a crotch in the tree when the throwball became stuck. As he continued to pull, he lost footing and rolled approximately 15 feet downhill, causing the throwline wrapped around the fingers of the left hand to tighten and amputate two fingers (index and middle/third finger).
- On 9/2/2025, a contractor crew was backfilling a trench with approximately 40 feet of the trench open. A sudden storm developed, bringing strong storms to the area causing a 60ft tree to break and fall toward the work zone. The tree struck a crew member, resulting in fatal injuries.
- On 12/8/2025, a contract line crew was re-insulating Tower 42/188 on the Metcalf-Moss Landing #2 230kV circuit when a crew member received an electric shock while removing grounds. The crew used life preserving means, an AED, to revive the lineperson.

Implementation of the Contractor Safety Program (CSP), in addition to executing corrective actions will drive down incidents. The CSP, evaluated as part of the 2024 Risk Assessment Mitigation Plan (RAMP) Report, is in progress through 2030. Please see Metric 19 narrative for additional details about the additional programs being implemented.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2024, Rate of SIF Actual (Contractor) was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Rate of SIF Actual (Contractor) is linked to 2024 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2024, the following position(s) include individual performance goals that are linked to Rate of SIF-Actual (Contractor):

- **Chief:** Corporate Affairs (2), Customer & Enterprise Solutions (1), Electric Engineering (1), Electric Operations (2), Enterprise Health and Safety (2), Finance (1), General Counsel, Ethics, Risk & Compliance (1), Generation (3), Operations (1), People (1);
- **Director:** Corporate Affairs (1), Customer & Enterprise Solutions (7), Electric Engineering (3), Electric Operations (49), Engineering Planning and Strategy (11), Enterprise Health and Safety (19), Gas Operations (5), Generation (14), Information Technology (5), Operations (10);
- **Senior Director:** Corporate Affairs (2), Customer & Enterprise Solutions (3), Electric Operations (20), Engineering Planning and Strategy (3), Enterprise Health and Safety (5), Gas Operations (7), Information Technology (1), Operations (5);
- **Vice President:** Corporate Affairs (1), Customer & Enterprise Solutions (1), Electric Operations (5), Enterprise Health and Safety (1), Finance (1), Generation (4), Operations (2), People (1); and
- **Senior Vice President:** Customer & Enterprise Solutions (1), General Counsel, Ethics, Risk & Compliance (1), Generation (1) Operations (1).

Bias Controls: Data is compiled by the Enterprise Health & Safety Team. Contractor SIF events are reviewed weekly. Internal Auditing periodically evaluated in 2025 processes and controls supporting the metric.

Rate Case Safety Goal Progress: This metric is not specifically stated in the 2023 General Rate Case Enterprise Health and Safety chapter (Chapter 1) as a safety goal metric. The number of contractor SIF Actuals was included in the 2024 RAMP model consequence analysis for the Contractor Safety Incident risk.[61] RAMP model results for the risk reduction programs being implemented indicate a reduction in contractor SIF Actuals through 2030.

Monthly Data: See Attachment A at the end of this report.

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[61] PG&E 2024 RAMP Report, Chapter 1, Risk Mitigation Plan: Contractor Safety Incident.

Metric 17: Rate of Serious Injuries or Fatalities (SIF) Potential (Employee)

Metric Name and Description: 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 Edison Electric Institute (EEI) Safety Classification and Learning Model.[62]
- If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF Potential (SIF-P), the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF-P using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF-P differs and why it chose to use it.
- As a supplemental reporting requirement to the rate of SIF Potential (Employee), all utilities shall provide information about the key lessons learned from Potential SIF (Employee) incidents.

Risks: Employee Safety[63]

Category: Injuries and Near Hits

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

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62 EEI Safety Classification and Learning Model at: EEISCLmodel.pdf

63 The Corporate Risk Register now includes the following risk: Employee Safety Incident.

Summary:

FIGURE 5-17
RATE OF SIF POTENTIAL (EMPLOYEE)

Narrative Context: Pacific Gas and Electric Company's (PG&E) SIF Prevention Program was deployed at the end of 2016 to establish a classification and cause evaluation process for coworker and contractor serious injuries or fatalities.[64] The goal of PG&E's SIF program is to reduce the number and severity of safety incidents that result in a SIF. The program objective is to learn from safety incidents by performing cause evaluations on each SIF-Actual (SIF-A) and SIF-P incident, implementing corrective actions, and sharing key findings across the enterprise. As such, this metric is considered bi-directional as a higher rate can indicate that employees have an increased willingness to report SIF Potential incidents. As part of PG&E's Speak Up culture, employees and contractors are encouraged to report all safety incidents. Leaders are expected to create the

64 Per Investigation 14-08-022, Kern Order Instituting Investigation (Aug. 28, 2014) Settlement Agreement with California Public Utilities Commission see Decision 15-07-014.

space for workers to feel comfortable to speak up and escalate safety concerns and failures.

From 2017 to mid-2020, SIF-P classification was based on the reasonable chance that the incident could have resulted in a SIF-A.[65] This classification was subjective and left room for interpretation. In August of 2020, PG&E adopted Edison Electric International's SCL Model to classify its SIF incidents.[66] Adopting the EEI SCL Model improved PG&E's SIF program by bringing a consistent and objective approach to reviewing and classifying SIF incidents and identifying high-energy tasks. The EEI SCL model classifies incidents into very distinct categories: High-Energy SIF (HSIF),[67] Low-Energy SIF (LSIF),[68] Potential SIF (PSIF),[69] Capacity,[70] Exposure,[71] Success[72] & Low Severity.[73] PG&E has fully adopted the PSIF terminology into its SIF Program.[74]

In 2021 through 2022, PG&E saw a slight decrease in SIF-P Employee incidents and then a 52 percent decrease in 2024 as compared to 2023. From 2024 to 2025, PG&E saw an increase in the number of SIF-Ps for employees due to greater emphasis placed on evaluating Essential Controls by the Enterprise SIF Review Team (SRT). This effort was started in February 2025 to centralize and standardize SIF classification. The most common events involved working at height and suspended loads, electrical grounding, motor

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65 SAFE-1100P-01 Rev.0 Published 03/31/0217.

66 See, SCL Model at EEISCLmodel.pdf at p. 19.

67 *Id.* at p. 17, HSIF is defined as: "Incident with a release of high energy in the absence of a direct control where a serious injury is sustained."

68 *Id.* at p. 17, LSIF is defined as: "Incident with a release of low energy in the absence of a direct control where a serious injury is sustained."

69 *Id.* at p. 17, PSIF is defined as: "Incident with a release of high energy in the absence of a direct control where a serious injury is not sustained."

70 *Id.* at p. 17, Capacity is defined as: "Incident with a release of high energy in the presence of a direct control where a serious injury is not sustained."

71 *Id.* at p. 17, Exposure is defined as: "Condition where high energy is present in the absence of a direct control."

72 *Id.* at p. 17, Success is defined as: "Condition where a high energy incident does not occur because of the presence of a direct control."

73 *Id.* at p. 17, Low Severity is defined as: "Incident with a release of low energy where no serious injury is sustained."

74 SAFE-1100S Rev 5, p. 10. Also, see SAFE-1100S Rev 5 Attachment 1, SIF Determination Flowchart.

vehicle incidents, hand and power tool usage, and incomplete job safety analyses. Field safety measures are continuing to be implemented by the Regional Safety Directors through safety campaigns and communications and problem-solving sessions. The implementation of the PG&E Safety Excellence Management System and stronger focus on workforce safety initiatives, such as the SIF capacity and learning model and high energy control assessments, enhanced the field safety observations program, leader engagement, and lean operating model, is expected to continue to reduce this trend.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Rate of SIF Potential (Employee) was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Rate of SIF-P(Employee), is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Rate of SIF Potential (Employee):

- **Chief:** Electric Operations (1, Enterprise Health and Safety (1);
- **Director:** Electric Operations (31), Enterprise Health and Safety (19), Gas Operations (5);
- **Senior Director:** Electric Operations (16), Enterprise Health & Safety (4), Gas Operations (7);
- **Vice President:** Electric Operations (4), Enterprise Health & Safety (1), Generation (1), People (1); and
- **Senior Vice President:** Operations (1).

Bias Controls: All SIF events are reviewed 3 times per week by a cross-functional SRT led by Enterprise Health & Safety.

Rate Case Safety Goal Progress: This metric is not specifically stated in the 2023 GRC Enterprise Health and Safety Chapter (Chapter 1) or the 2024 Risk Assessment Mitigation Phase (RAMP) as a safety goal metric however employee SIF-Ps were included in the 2024 RAMP model driver analysis for the Employee Safety Incident risk.[75]

This metric is tracked internally as track and trend only.

Monthly Data: See Attachment A at the end of this report.

[75] PG&E 2024 RAMP Report, Chapter 3, Risk Mitigation Plan: Employee Safety Incident.

Metric 18: Rate of Serious Injuries or Fatalities (SIF) Potential (Contractor)

Metric Name and Description: Rate of SIF Potential (SIF-P) (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 Edison Electric Institute (EEI) Safety Classification and Learning Model.[76]
- If a utility has implemented a replicable, substantially similar evaluation methodology for assessing SIF-P, the utility may use that method for reporting this metric. If a utility opts to report the rate of SIF-P using a method other than the EEI Safety Classification Model, it must explain how its methodology for counting SIF-P differs and why it chose to use it.
- As a supplemental reporting requirement to the Rate of SIF Potential (Contractor), all utilities shall provide information about key lessons learned from SIF-P (Contractor) incidents.

Risks: Contractor Safety[77]

Category: Injuries & Near Hits

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

Summary:

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76 EEI Safety Classification and Learning Model at eeiSCLmodel.pdf p. 8.

77 The Corporate Risk Register now includes the following risk: Contractor Safety Incident.

FIGURE 5-18
RATE OF SERIOUS INJURIES OR FATALITIES (SIF) POTENTIAL (CONTRACTOR)

Narrative Context: PG&E's SIF Prevention program was deployed at the end of 2016 to establish a classification and cause evaluation process for coworker and contractor serious injuries or fatalities.[78] The goal of PG&E's SIF program is to reduce the number and severity of safety incidents that result in a SIF. The program objective is to learn from safety incidents by performing cause evaluations on each SIF-Actual (SIF-A) and SIF-P incident, implementing corrective actions, and sharing key findings across the enterprise. As such, this metric is considered bi-directional as a higher rate can indicate that contractors have an increased willingness to report SIF Potential incidents. As part of PG&E's Speak Up culture, employees and contractors are encouraged to report all safety incidents.

78 Per Investigation 14-08-022, Kern Order Instituting Investigation (Aug. 28, 2014) Settlement Agreement with California Public Utilities Commission see Decision 15-07-014.

In June of 2020, PG&E expanded the SIF Prevention Program to include investigating contractor incidents rising to SIF-P classification.[79] This increased the number and types of injuries and incidents that contractors are required to report in 2020 through 2022. Prior to 2020, only contractor incidents that resulted in a SIF-A[80] were investigated by PG&E. The contractor was responsible for investigating all other incidents and reporting action plans back to PG&E.

From 2017 to mid-2020, SIF-P classification was based on the reasonable chance that the incident could have resulted in a SIF-A.[81] This classification was subjective and left room for interpretation. In August of 2020, PG&E adopted EEI's Safety Classification and Learning (SCL) Model to classify its SIF incidents.[82] Adopting the EEI SCL Model improved PG&E's SIF program by bringing a consistent and objective approach to reviewing and classifying SIF incidents and identifying high-energy tasks. The EEI SCL model classifies incidents into very distinct categories: High-Energy SIF (HSIF),[83] Low-Energy SIF (LSIF),[84] Potential SIF (PSIF),[85] Capacity,[86] Exposure,[87] Success[88] &

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79 SAFE-1100S-B001: Contractor SIF-P Incidents: Requiring SIF-P Incidents and Cause Evaluations Published 6/2020.

80 Per SAFE-1100S Rev.00 (2017): Serious Injury or Fatality Standard, an incident resulting in a fatality or serious injury that was life threatening or life altering.

81 SAFE-1100P-01 Rev.0 Published 03/31/0217.

82 See, SCL Model at EEISCLmodel.pdf at p. 19.

83 *Id.* at p. 17, HSIF is defined as: "Incident with a release of high energy in the absence of a direct control where a serious injury is sustained."

84 *Id.* at p. 17, LSIF is defined as: "Incident with a release of low energy in the absence of a direct control where a serious injury is sustained."

85 *Id.* at p. 17, PSIF is defined as: "Incident with a release of high energy in the absence of a direct control where a serious injury is not sustained."

86 *Id.* at p. 17, Capacity is defined as: "Incident with a release of high energy in the presence of a direct control where a serious injury is not sustained."

87 *Id.* at p. 17, Exposure is defined as: "Condition where high energy is present in the absence of a direct control."

88 *Id.* at p. 17, Success is defined as: "Condition where a high energy incident does not occur because of the presence of a direct control."

Low Severity.[89] PG&E has fully adopted the PSIF terminology into its SIF Program.[90]

Between 2020 and 2025, there have been a total of 158 SIF-P contractor incidents. The most common events involved electrical contacts, motor vehicle incidents (including traffic control hit by third party) and falls from heights (electrical poles and trees). As discussed above, PG&E is continuing to implement Contractor Safety pre-qualification and Functional Area oversight program improvements through the Regional Safety Directors including safety campaigns and communications, problem-solving sessions, and contractor safety oversight improvement.

The continuous improvement of the Contractor Safety Program, including pre-qualification and oversight programs continue to address program gaps identified in the Contractor Safety Quality Assurance Reviews, which are conducted with selected Contractors with adverse trends in safety performance The SIF Capacity & Learning Program redefines safety as the identification of high-energy hazards and the presence of essential controls to give the ability to fail safely.

The implementation of the PG&E Safety Excellence Management System brings a stronger focus on workforce safety initiatives, such as development of essential controls, critical risk standards, and the enhancement of the field safety observations program.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Rate of SIF Potential (contractor), was not used as a Short-Term Incentive Plan metric.

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89 *Id.* at p. 17, Low Severity is defined as: "Incident with a release of low energy where no serious injury is sustained."

90 SAFE-1100S Rev 5, p. 10. Also, see SAFE-1100S Rev 5 Attachment 1, SIF Determination Flowchart.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Rate of SIF-P (contractor), is not linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, Rate of SIF-P (contractor) is not linked to 2025 individual performance goals for Director-level or higher positions.

- **Chief:** Electric Operations (1), Enterprise Health and Safety (1);
- **Director:** Electric Operations (31), Enterprise Health and Safety (19), Gas Operations (1);
- **Senior Director:** Electric Operations (16), Enterprise Health & Safety (4), Gas Operations (3);
- **Vice President:** Electric Operations (4), Enterprise Health and Safety (1), Generation (1), People (1); and
- **Senior Vice President:** Operations (1).

Bias Controls: All SIF events are reviewed 3 times per week by a cross-functional SIF Review Team led by Enterprise Health & Safety.

Rate Case Safety Goal Progress: A rate of SIF-P (Contractor) metric is not specifically stated in the 2023 General Rate Case Enterprise Health and Safety chapter (Chapter 1) or the 2024 Risk Assessment Mitigation Phase (RAMP), however contractor SIF Potentials were included in the 2024 RAMP model driver analysis for the Contractor Safety Incident risk.[91]

This metric is tracked internally as track and trend only.

Monthly Data: See Attachment A at the end of this report.

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91 PG&E 2024 RAMP Report, Chapter 1, Risk Mitigation Plan: Contractor Safety Incident.

Metric 19: Contractor (Days Away, Restricted, or Transferred) DART

Metric Name and Description: Contractor DART – DART Rate: DART Cases include Occupational Safety and Health Administration (OSHA) recordable LWD 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.[92]

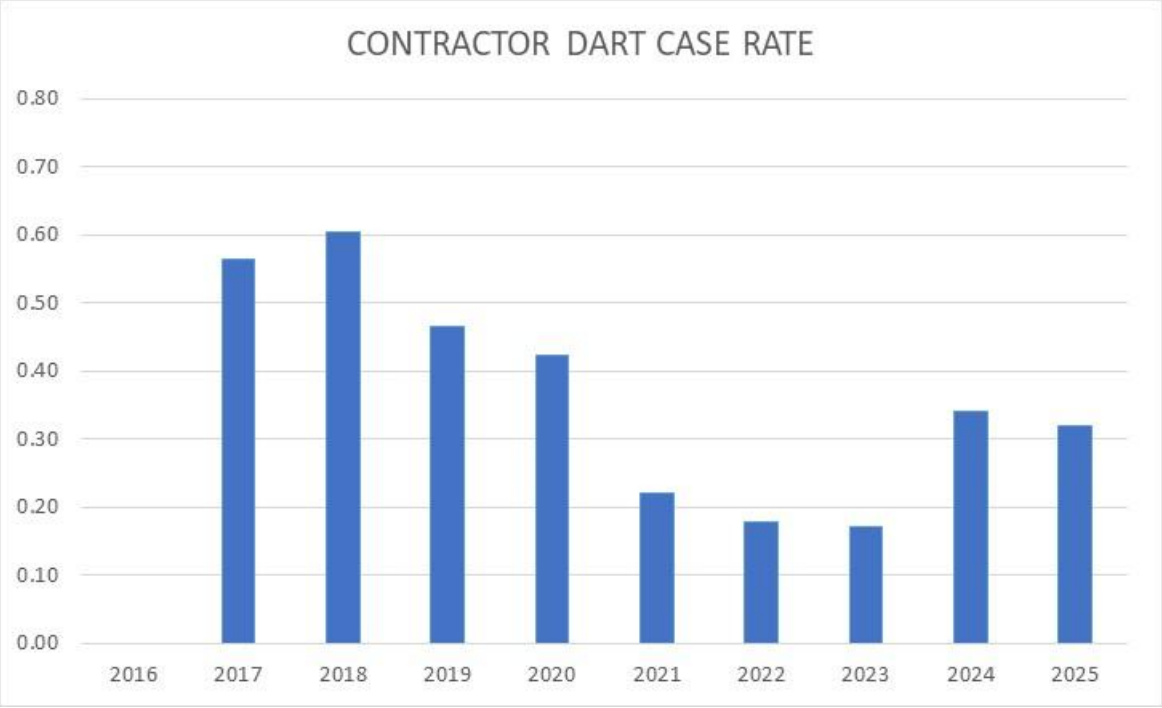
Risks: Contractor Safety[93]

Category: Injuries

Units: OSHA recordable times 200,000 divided by contractor hours worked associated with work for the reporting utility

Summary:

FIGURE 5-19
CONTRACTOR DART RATE METRIC DATA (ANNUAL)



92 Contractors included are performing medium to high-risk work.

93 The Corporate Risk Register now includes the following risk: Contractor Safety Incident.

Narrative Context: Contractor DART case rate data became available with the implementation of the Contractor Safety Program which was fully in place at the beginning of 2017. Data show that DART case rates for Pacific Gas and Electric Company (PG&E) contractors decreased by 47 percent from 2018 through 2025. The reduction in DART cases can be attributed to strengthened foundational elements of the contractor safety program, including improved contract planning and risk scoping, clearer roles and responsibilities, higher-quality job hazard analyses, and increased field verification and safety leadership engagement. Enhanced contractor prequalification, targeted oversight of higher-risk scopes, and a timelier corrective action prioritization and closure further reduced exposure to high-severity hazards during work execution. Sustainability of this improvement is supported by ongoing monitoring of leading indicators such as field validation rates, program implementation assessment results and the associated corrective action sustainability and closure timeliness.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Contractor DART – DART Rate was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Contractor DART – DART Rate is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Contractor DART – DART.

- **Chief:** Corporate Affairs (1), Customer and Enterprise Solutions (4);
- **Director:** Corporate Affairs (18), Customer and Enterprise Solutions (15);
- **Senior Director:** Corporate Affairs (22); and
- **Vice President:** Corporate Affairs (4).

Bias Controls: OSHA regulates the definition of a DART case. The PG&E specific information is self-reported by the contractors. The contractor company OSHA logs are verified annually by an external third party.

Rate Case Safety Goal Progress: The metric is specifically stated in 2023 General Rate Case (GRC) Enterprise Health and Safety chapter (Chapter 1),[94] however was not included in the 2024 Risk Assessment and Mitigation Phase filing. The Narrative Context section above summarizes the continued steps PG&E is taking to reduce the Contractor DART Rate.

Monthly Data: See Attachment A at the end of this report.

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94 2023 GRC Decision (D.23-11-069), Chapter 1, Enterprise Health and Safety and Health, p. 1-24

Metric 20: Public SIF

Metric Name and Description: Public serious injuries or fatalities (SIF) – A fatality or personal injury requiring in-patient hospitalization involving utility facilities or equipment. Equipment includes utility vehicles used during the course of business.

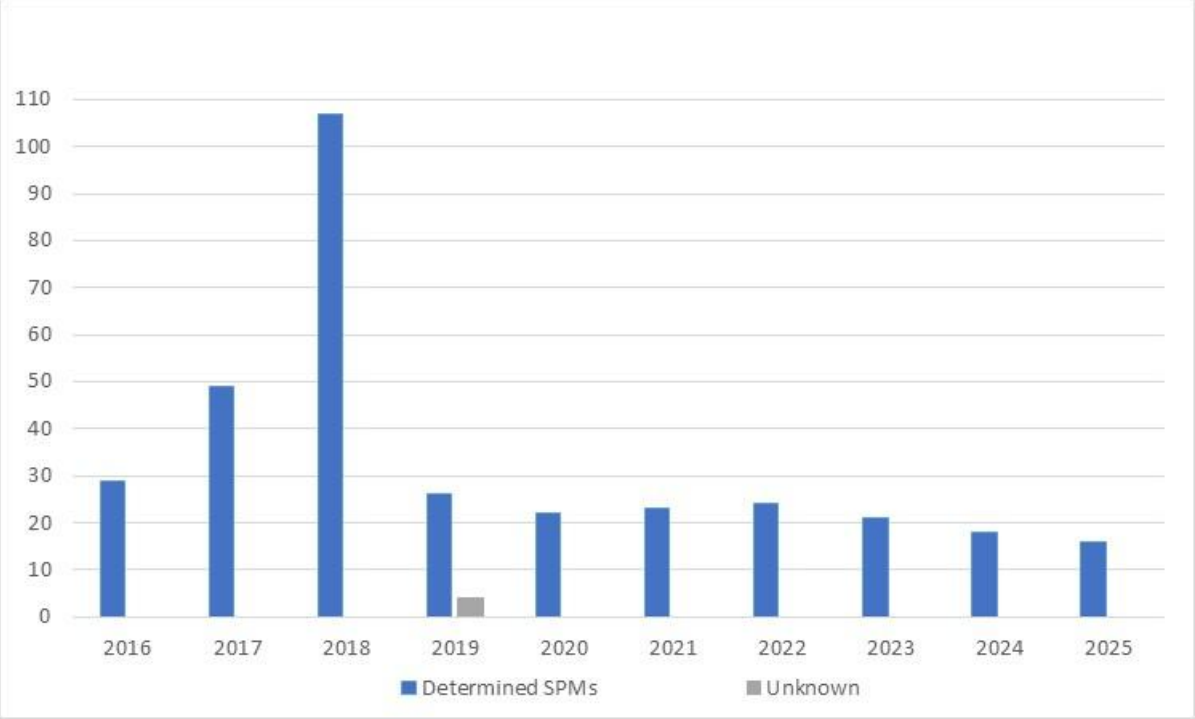
Risks: Public Safety[95]

Category: Injuries

Units: Number of SIF

Summary:

FIGURE 5-20
PUBLIC SIF METRIC DATA (ANNUAL)



Notes: At this time Pacific Gas and Electric Company (PG&E) has included injuries reported with the Kincade (2019) wildfire as unknown subject to additional review.

Starting in 2024 PG&E no longer includes car pole incidents in its Safety Performance metrics (SPM) report Public SIF reporting unless they result in death or injury attributable to contact with utility owned electrical facilities.

[95] The Corporate Risk Register now includes the following risk: (1) Public Contact with (Intact) Energized Electrical Equipment (PCEEE).

Narrative Context: The Public SIF metric includes all public safety incidents involving a PG&E asset, where a member of the public was seriously injured, regardless of assigned fault. The data is reported by the total number of injuries per incident. In general, the number of Public SIF incidents (and injuries) has trended down since 2016, with the exception of the incidents in 2018 due to wildfires. Excluding wildfire, the primary drivers for the incidents include motor vehicle/distribution pole incidents, third-party electric contact, and incidents on PG&E hydroelectric owned or managed property including drownings.[96]

In 2025, there were 15 confirmed Public Safety Incidents that resulted in a total of 16 Public SIFs (seven serious injuries and nine fatalities) meeting the SPM Public SIF definition (involving a PG&E asset regardless of fault). The confirmed public incidents included:

- Electric contact Incidents – Five incidents that resulted in a total of five Public SIFs (four serious injuries and one fatality);
- Company or Contractor Motor Vehicle Incidents – Five incidents that resulted a total of six Public SIFs including a third-party cyclist contacting a PG&E parking vehicle (one incident resulted in two serious injuries for a total of three serious injuries and three fatalities); and
- PG&E owned or managed recreational area Incidents – Five drowning/boating accident incidents that resulted in five Public SIFs (Five fatalities).

For the 2025 SPM report there are seven updates as follows:

- Third-party slip and fall on a PG&E enclosure on 9/25/2024. Notification was received by the PG&E Claims Department on May 7, 2025;
- One Public SIF incident that occurred on 6/7/2024 was changed from a fatality to a serious injury. This incident involved contact with intact energized equipment;
- A third-party individual received an electric shock when a ladder contacted PG&E overhead lines on 11/15/2023. Notification was received by PG&E Claims on December 11, 2025;

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96 For Fire Ignition metric information see Metric 4. For electric contact information see Metrics 1 and 2. Public SIF related to the failure of an asset are included in the risk analysis for asset-based event risks.

- Third-party slip and fall on a PG&E splice box on 9/17/2023. Notification was received by the PG&E Claims Department on May 22, 2025;
- Removed 7/8/2023, airplane contact as non-reportable due to not directly caused by PG&E electrical equipment;
- Third-party slip and fall on a PG&E enclosure on 1/12/2023. Confirmation was received by the PG&E Claims Department on February 7, 2025; and
- The Zogg wildfire that occurred on September 27, 2020, was classified as an SPM, four fatalities and one serious injury.

The 2024 Risk Assessment and Mitigation Phase (RAMP) filing includes the 3rd-Party (Human) Contact with Intact Electric Equipment risk which focuses on public contact with intact energized lines. Risk reduction leverages Functional Area (previously Line of Business) controls and mitigations specific to public safety including Electric Operations (EO), Gas Operations (GO), and Hydroelectric Operations Public Awareness and Job Site Safety programs, EO Transmission and Distribution safety design requirements, GO physical security controls including Meter Protection, and Hydroelectric Dam Surveillance monitoring and warning systems and signage.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Public SIF was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Public SIF is not linked to 2025 individual or group performance for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Public SIF is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: Internal Auditing performed a validation of the 2025 metric performance and periodically evaluated in 2025 processes and controls supporting the metric.

Rate Case Safety Goal Progress: The Third-Party Safety Incident risk was added to the PG&E event-based risk register in 2020 to place greater emphasis on third party safety incidents that do not involve the failure of a PG&E asset. A Public SIF metric for incidents related to asset failure is specifically stated in the 2023 General Rate Case (GRC) Enterprise Health and Safety Chapter (Chapter 1).[97]

The Public SIF metric dataset was used with the 2020 RAMP[98] and 2024 RAMP[99] analyses. For the 2024 RAMP filing the risk was refined to PCEEE to place greater emphasis on hazards associated with intact and energized electrical equipment.

Monthly Data: See Attachment A at the end of this report.

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97 2023 GRC Decision (Decision 23-11-069), Chapter 1, Enterprise Health and Safety, p. 1-24.

98 PG&E 2020 RAMP Report, Chapter 15, Risk Mitigation Plan: Third-Party Safety Incident.

99 PG&E 2024 RAMP Report, Exhibit (PG&E-4), Chapter 3: Public Contact with Intact Energized Electrical Equipment

Metric 21: Helicopter/Flight Accident or Incident

Metric Name and Description: Helicopter/Flight Accident or Incident – Defined by Federal Aviation Regulations (FAR), reportable to the Federal Aviation Administration (FAA) per 49 Code of Federal Regulations (CFR) Section 830.

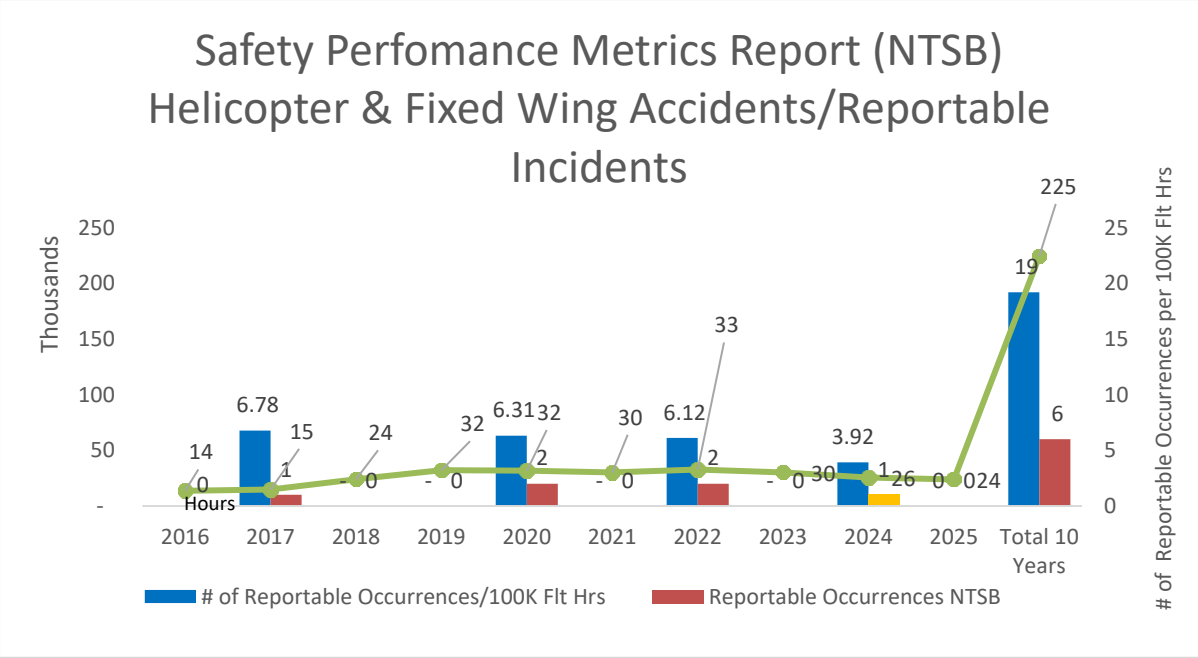
Risks: Aviation Safety, Helicopter Operations, Public Safety, Worker Safety, Employee Safety[100]

Category: Vehicle

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

Summary:

FIGURE 5-21
HELICOPTER/FLIGHT ACCIDENT OR INCIDENT METRIC DATA (ANNUAL)



Narrative Context: For the past 10 years, there have been six reportable incidents per 49 CFR 830.5.

[100] The Corporate Risk Register now has the following risks: (1) Aviation Occurrence, (2) Employee Safety Incident, (3) Contractor Safety Incident, (4) Public Contact with (Intact) Energized Electrical Equipment.

Risk Reduction Measures:

- We continue to hold an industry leading standard of using only fleets of modern helicopters to serve Pacific Gas and Electric Company (PG&E).
- Helicopter Operations continuously utilizes a third-party auditor to conduct regular gap analysis of all Aviation Services Helicopter Contractors holding them to the International Standards for Business Aviation Organization (IS-BAO). All Helicopter Contractors currently hold a Level I IS-BAO certificate.
- In 2025 PG&E Aviation Services became one of the first Utility Companies to submit their declaration of compliance with the FAA's 14 CFR Part 5, Voluntary Safety Management Systems regulation.
- Helicopter Operations continues to provide management oversight by conducting internal audits, known as Health Checks on each Aviation Services Helicopter Contractor. Results of these audits are used by Aviation Services Leadership to ensure the highest level of safety and compliance of each of the selected contractors.
- Helicopter Operations Field Audits are conducted in the field by Helicopter Specialists; these audits serve to verify safety and compliance to PG&E requirements and regulations. In 2025 PG&E Helicopter Specialists completed 614 Field Audits.
- Aviation Services continues to develop and manage a comprehensive training and qualification program for all internal and external FAA-licensed pilots.
- In 2025, Aviation Services Fixed Wing Operations received their Level III certification by the IS-BAO, the highest level of achievement awarded.
- PG&E utilizes a Flight Data Management program which has sensors installed on the PG&E owned UH60 Blackhawk helicopters and the Cessna 208 Caravan aircraft. This system monitors flight characteristics to validate pilot compliance with standards and company procedures.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Helicopter/Flight Accident or Incident was not listed as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Helicopter/Flight Accident or Incident is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Helicopter/Flight Accident or Incident.

- **Director:** Information Technology (1).

Bias Controls: None.

Rate Case Safety Goal Progress: This metric does not represent a 2023 General Rate Case or 2024 Risk Assessment Mitigation Phase stated safety goal. This metric is a key risk indicator for the Aviation Incident risk.

Monthly Data: See Attachment A at the end of this report.

Metric 22: Percentage of Serious Injury and Fatality (SIF) Corrective Actions Completed on Time

Metric Name and Description: Percentage of SIF Corrective Actions Completed on Time. A SIF corrective action is one that is tied to a SIF actual or potential injury or near hit.

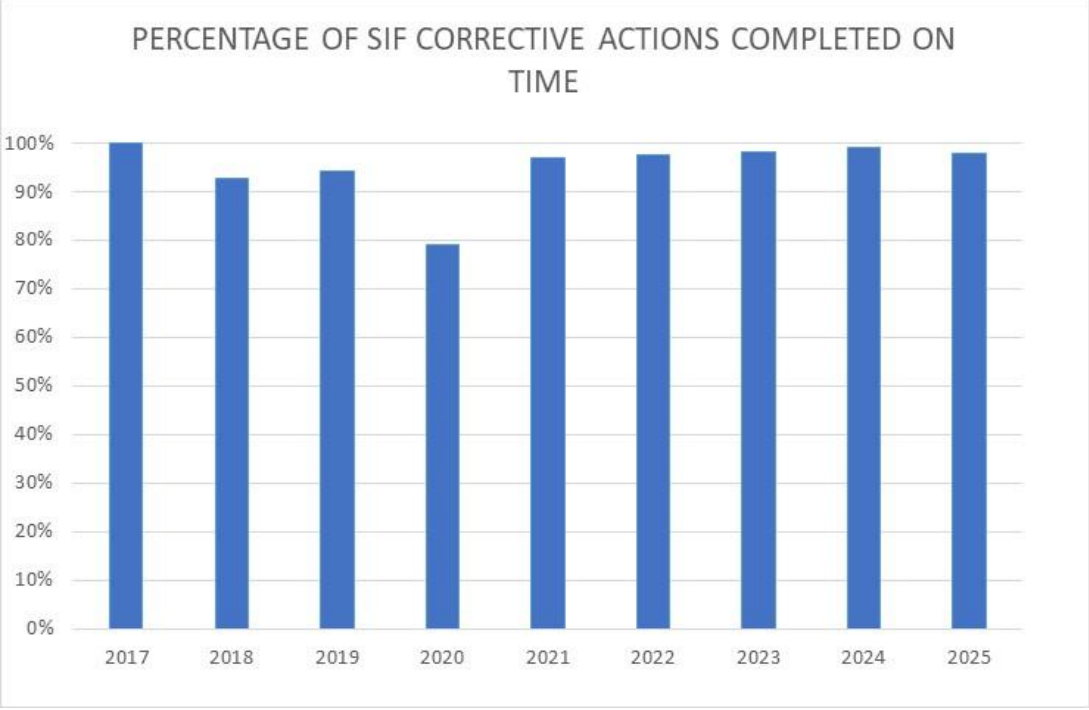
Risks: Employee Safety, Contractor Safety, and Public Safety.[101]

Category: Injuries and Near Hits

Units: Total number of SIF corrective actions completed on time (as measured by the due date accepted by Functional Area (FA)[102] Corrective Action Review Boards) divided by the total number of SIF corrective actions past due or completed.

Summary:

FIGURE 5-22
SIF TIMELINESS OF CORRECTIVE ACTIONS METRIC DATA (ANNUAL)



[101] The Corporate Risk Register now has the following risks: (1) Employee Safety Incident, (2) Contractor Safety Incident, (3) Motor Vehicle Safety Incident, (4) Public Contact with (Intact) Energized Electrical Equipment.

[102] Previously Line of Business.

Narrative Context: Corrective action timeliness is a key ingredient to ensuring that measures are taken to strengthen the capacity to work safely while performing high-energy- job tasks by implementing effective direct controls. Pacific Gas and Electric Company (PG&E) began tracking corrective action timeliness in 2017. The drop in 2020 can be attributed to the pandemic, which caused cancellations of field visits and delayed shipment of tools or materials required to complete corrective actions on time. In addition, in 2020, PG&E prohibited the extension of any corrective actions related to SIF incidents, without justification and the Chief Safety Officer's approval. In previous years, approval to extend due dates was based on the line of business action owner and their leadership. Since 2021, corrective actions have been consistently completed on time with an annual average of 97 to 99 percent. In 2025, PG&E achieved 100 percent on-time completion of SIF Corrective Actions every month, except September and December, when completion rates were 86 percent and 95 percent, respectively.

PG&E continues to monitor and review corrective actions on a daily basis to ensure the support, tools and resources are available to complete actions on time and with quality.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, percentage of SIF Corrective Actions Completed on Time was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, percentage of SIF Corrective Actions Completed on Time is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to percentage of SIF Corrective Actions Completed on Time:

- **Chief:** Enterprise Health and Safety (1), Finance (1), Information Technology (1), People (1);

- **Director:** Customer & Enterprise Solutions (2), Electric Operations (13) , Engineering, Planning & Strategy (4), Enterprise Health and Safety (15), Finance (1), Gas Operations (3), Gen Counsel, Ethics, Risk & Compliance (7), Information Technology (3);
- **Senior Director:** Electric Engineering (1), Electric Operations (6), Enterprise Health and Safety (4), Gen Counsel, Ethics, Risk & Compliance (2), Gas Operations (1); and
- **Vice President:** Electric Operations (2), Enterprise Health and Safety (1), Gen Counsel, Ethics, Risk & Compliance (4).

Bias Controls: None

Rate Case Safety Goal Progress: This metric is specifically stated as a safety metric in the 2023 General Rate Case (GRC) Enterprise Health and Safety chapter (Chapter 1).[103] This metric was not included in the 2020 nor 2024 Risk Assessment and Mitigation Phase filings.

Monthly Data: See Attachment A at the end of this report.

[103] 2023 GRC Decision (Decision 23-11-069), Exhibit (PG&E-7), Chapter 1, Safety and Health, p. 1-24.

Metric 23: Hard Brake Rate

Metric Name and Description: Hard Brake Rate – The total number of hard braking events (greater than or equal to 8 miles per hour per second decrease in speed) per thousand miles driven in a given period.

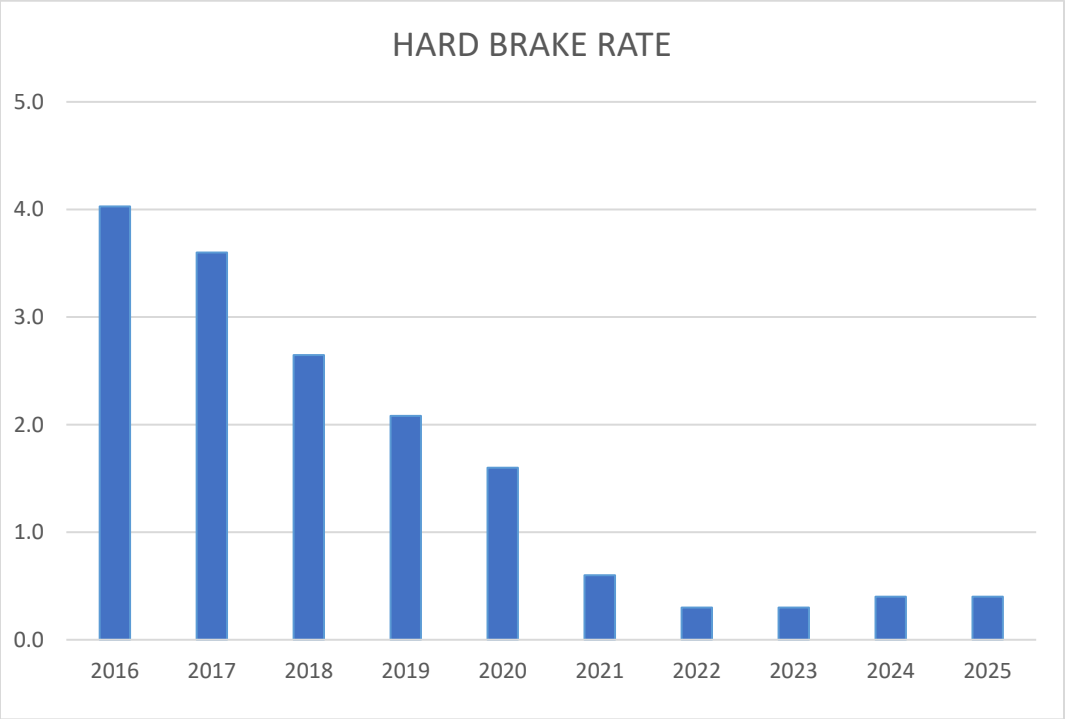
Risks: Motor Vehicle Safety[104]

Category: Vehicle

Units: Total number of hard braking events per thousand miles driven in a given period.

Summary:

FIGURE 5-23
HARD BRAKE RATE METRIC DATA (ANNUAL)



Narrative Context: Hard-braking telematics data provides a valuable basis for identifying opportunities for targeted driver coaching and assessing the frequency of harsh driver inputs while the vehicle is operating at speed. Telematics data is also used in post incident reviews and investigations. In

[104] The Corporate Risk Register now includes the following risks: Motor Vehicle Safety Incident.

2025, Pacific Gas and Electric Company's (PG&E) fleet with telematics devices increased by 658 for a total of 10,876 vehicles and mileage across the entire PG&E fleet increased by 3 percent from 159 million miles to 164 million miles compared to 2024. Despite the increase in mileage and additional risk exposure, the hard braking rate in 2025 remained flat to the 2024 rate of 0.4. Since PG&E began tracking this metric in 2016, there has been a 90 percent improvement in the hard braking rate.

PG&E tracks this metric as a leading indicator to safe driving. In 2025, PG&E achieved the best ever Serious Preventable Motor Vehicle Incident and Preventable Motor Vehicle Incidents rate in company history, resulting in top quartile performance in Edison Electric Institute (EEI) benchmarking.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Hard Brake Rate was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Hard Brake Rate is not linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Hard Brake Rate is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: Data on Hard Brake Rate is provided by a third-party vendor.

Rate Case Safety Goal Progress: This metric is specifically stated in the 2023 General Rate Case (GRC) Enterprise Health and Safety chapter (Chapter 1).[105] It is also part of the Safe Driving Rate metric, which also includes Hard Acceleration. The Motor Vehicle Safety Incident risk was not included in the 2024 RAMP report as a Risk Assessment and Mitigation Phase risk.

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[105] 2023 GRC Decision (Decision 23-11-069), Chapter 1, Enterprise Health and Safety, p. 1-24.

Monthly Data: See Attachment A at the end of this report.

Metric 24: Driver's Call Complaint Rate

Metric Name and Description: Driver's Call Complaint Rate – This metric measures the total number of driver complaint calls received per 1 million miles driven by utility-owned vehicles[106].

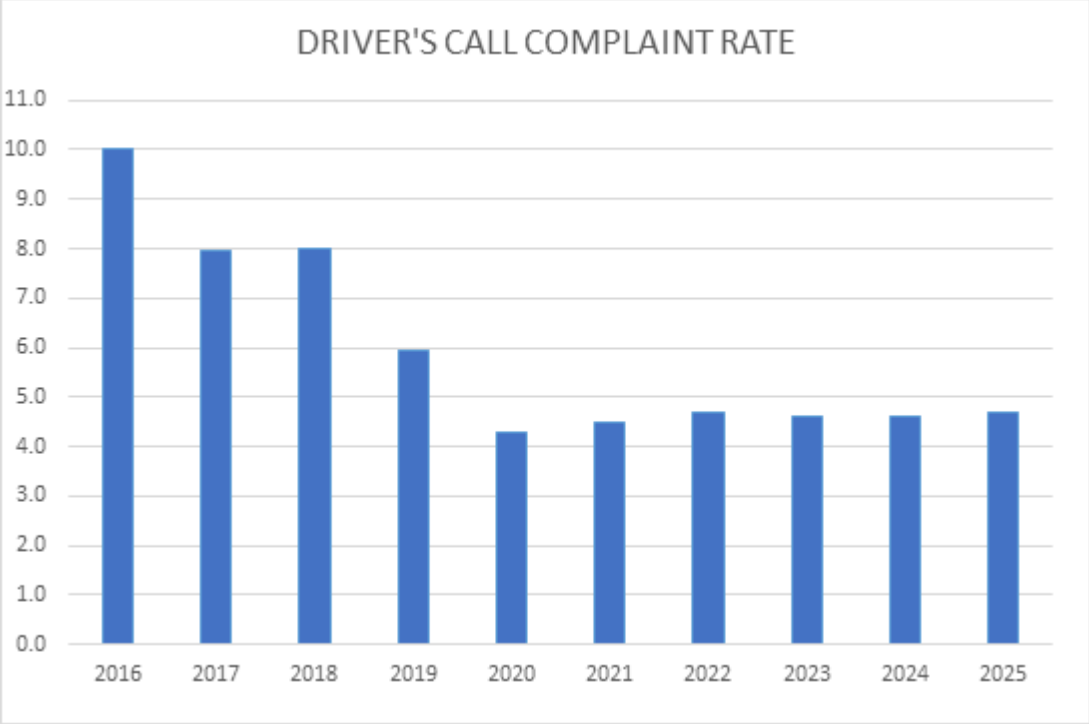
Risk: Motor Vehicle Safety[107]

Category: Motor Vehicle

Units: Total number of Drivers Alert complaint reports received per 1 million miles driven

Summary:

FIGURE 5-24
DRIVER'S CALL COMPLAINT RATE METRIC DATA (ANNUAL)



[106] The metric is part of the Drivers Alert Program. As additional background, driver reports are received from the "How Am I Driving" hotline or generated from telematics data. Supervisors are required to investigate and take corrective measures. Driver complaint reports feed into the Safe Driver Coaching Program and are included on the Driver's Scorecard.

[107] The Corporate Risk Register now has the following risks: (1) Motor Vehicle Safety Incident.

Narrative Context: Driver call complaints are an important part of our driver safety program and provide leaders with opportunities to coach drivers on observed behaviors that are reported to PG&E. Call complaint history for all drivers is visible to leaders and tracked in PG&E's Driver Scorecard. For every complaint there is an e-mail to the Supervisor, which requires follow-up and coaching with the employee. Employees that receive a second validated call complaint lose driving privileges and require the completion of a formal action plan documented in PG&E's Corrective Action Program . The driver complaint rate has decreased by 53 percent since PG&E began tracking this metric in 2016. Over the last 4 years the rate has been between 4.6 and 4.7, despite year-over-year increased risk exposures, mileage, and fleet size.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Driver's Call Complaint Rate was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Driver's Call Complaint Rate is not linked to 2025 individual or group performance goals for Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Driver's Call Complaint Rate is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: Data on driver check calls is provided by a third-party vendor. IA evaluated in 2025 processes and controls supporting the metric.

Rate Case Safety Goal Progress: This metric is specifically stated in the 2023 GRC Enterprise Health and Safety chapter (Chapter 1) as "Driver's Check Rate" and as track and trend only safety goal.[108] The name has since been updated to Driver's Call Complaint Rate. The Motor Vehicle Safety Incident risk was not included in the 2024 RAMP report as a RAMP risk.

[108] 2023 GRC Decision (D.23-11-069), Chapter 1, Enterprise Health and Safety, p. 1-24.

Monthly Data: See Attachment A at the end of this report.

Metric 25: Wires Down not resulting in Automatic De-energization

Metric Name and Description: Wires down not resulting in Automatic De-energization – This metric is defined as the number of occurrences of wires 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.

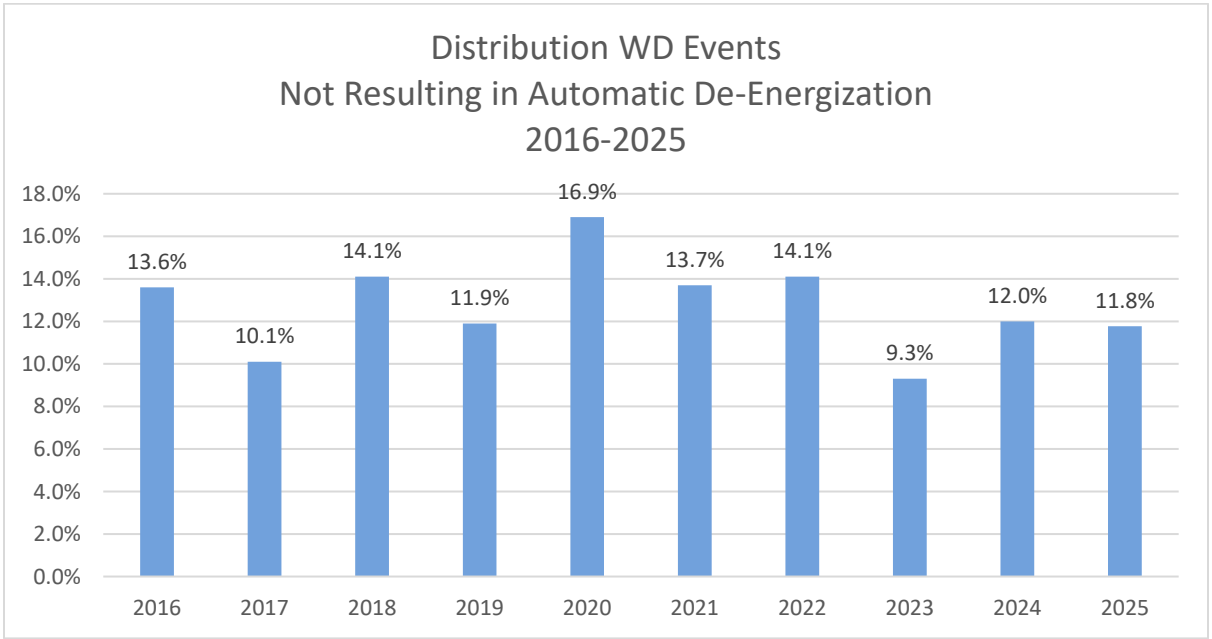
Risks: Electric Overhead, Wildfire[109]

Category: Electric

Units: Percentage of wires down occurrences

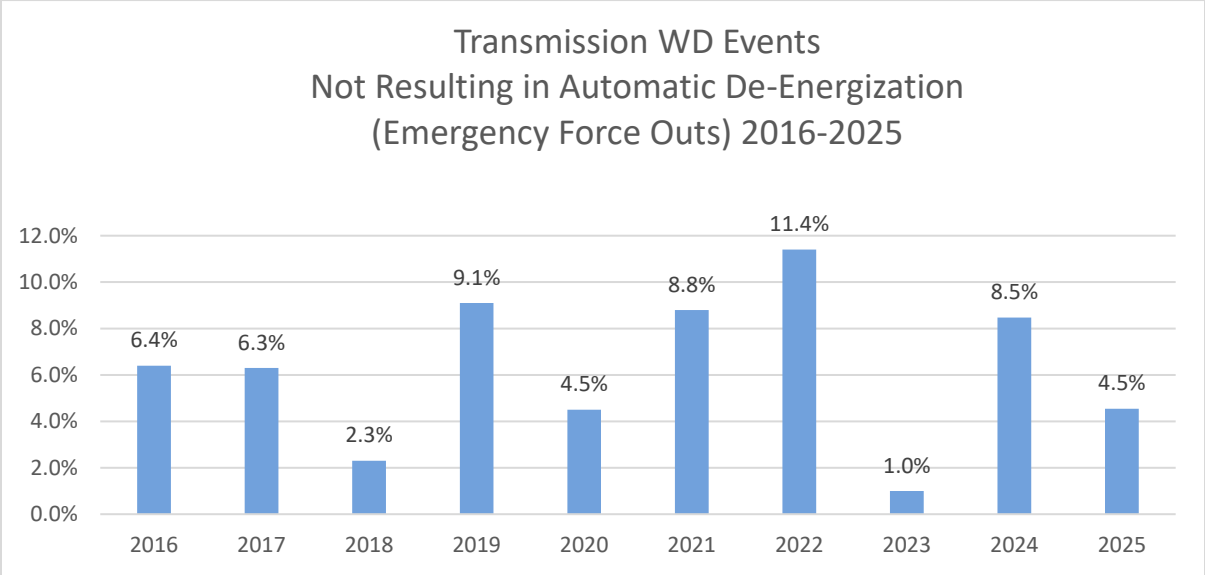
Summary:

FIGURE 5-25A
DISTRIBUTION WIRES DOWN NOT RESULTING IN AUTOMATIC DE-ENERGIZATION (ANNUAL)



[109] Corporate Risk Register now has the following risks: (1) Wildfire, (2) Failure of Electric Distribution Overhead Assets, (3) Failure of Electric Transmission Overhead Assets.

FIGURE 5-25B
TRANSMISSION WIRES DOWN NOT RESULTING IN AUTOMATIC DE-ENERGIZATION (ANNUAL)



Note: The data in these figures are subject to change based on continuing review of prior period outages.

Narrative Context:

PG&E updated its outage reporting tools in 2015, allowing field personnel to report energized distribution and transmission wires down events upon arrival. The following year, 2016, represented the first full year this detail was recorded in the outage database.

Referenced in the charts above, in 2025, Distribution systems recorded 11.8 percent wires down events not resulting in automatic de-energization (Figure 5-25A), and Transmission systems recorded 4.5 percent wires down events not resulting in automatic de-energization recorded (Figure 5-25B). Although PG&E has not tracked this specific metric in the past, field personnel typically treat unknown wires down events as energized for safety reasons. The data referenced in above charts represent confirmed energized wires down events.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Wires Down not resulting in Automatic De-energization was not used as a Short-Term Incentive Plan metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Wires Down not resulting in Automatic De-energization is not linked to 2025 individual or group performance goals for Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Wires Down not resulting in Automatic De-energization is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls Wires down events are reported by field and control center personnel per uniform reporting guidelines as the events occur.

- Engineers conduct post wire down event reviews (typically for the non-MED events), and initiates corrections to the data via the outage quality team, to ensure the reporting guidelines were followed, and the records align with information reported by repair crews.
- The outage quality team processes all valid change requests received, and initiates corrections based on their reviews and findings of the collected outage information.

Rate Case Safety Goal Progress: This metric is not a 2023 GRC or 2024 Risk Assessment and Mitigation Phase stated safety goal.

Significant work was performed to reduce wires down, including replacing overhead conductor, vegetation clearing, hardening of distribution circuits, infrared inspections of overhead lines to identify and repair hot spots, investigating wires down incidents, and implementing learnings/corrective actions.

Monthly Data: See Attachment A at the end of this report.

Metric 26: Missed Inspections and Patrols for Electric Circuits

Metric Name and Description: Missed Inspections and Patrols for Electric Circuits – 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 General Order (GO) 165. "Structures" refers to electric assets such as transformers, switching protective devices, capacitors, lines, poles, etc.

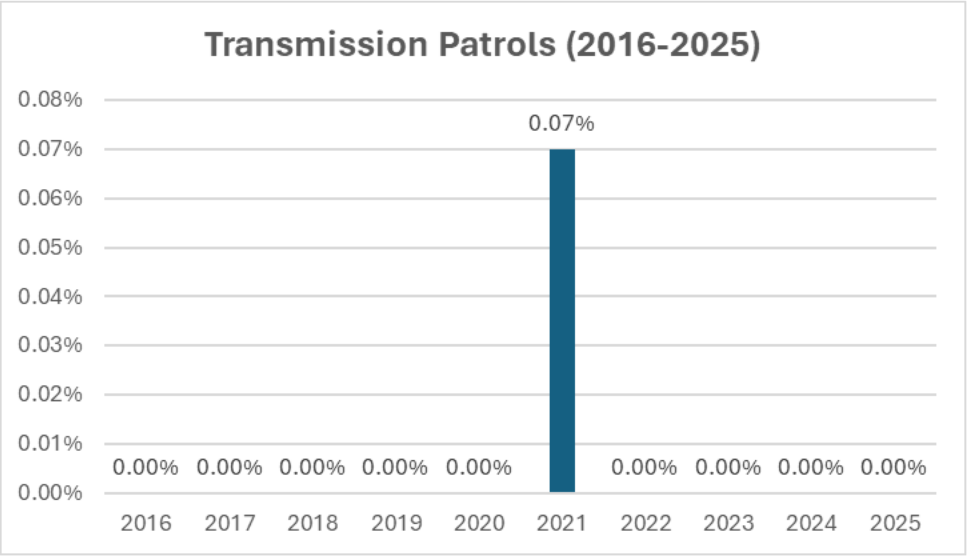
Risks: Electric Overhead, wildfire[110]

Category: Electric

Units: **Percent**age of structures that missed inspection relative to total required structures.

Summary:

FIGURE 5-26A
MISSED INSPECTIONS AND PATROLS FOR ELECTRIC CIRCUITS (ANNUAL)
(TRANSMISSION PATROLS)



[110] The Corporate Risk Register now has the following risks: (1) Wildfire, (2) Failure of Transmission Overhead Assets, (3) Failure of Distribution Overhead Assets

FIGURE 5-26B
MISSED INSPECTIONS AND PATROLS FOR ELECTRIC CIRCUITS (ANNUAL)
(TRANSMISSION INSPECTIONS)

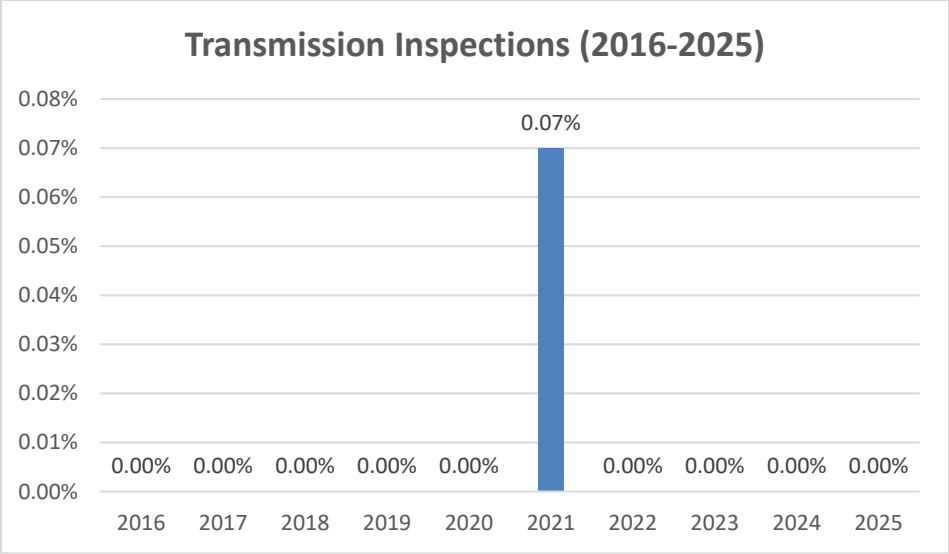
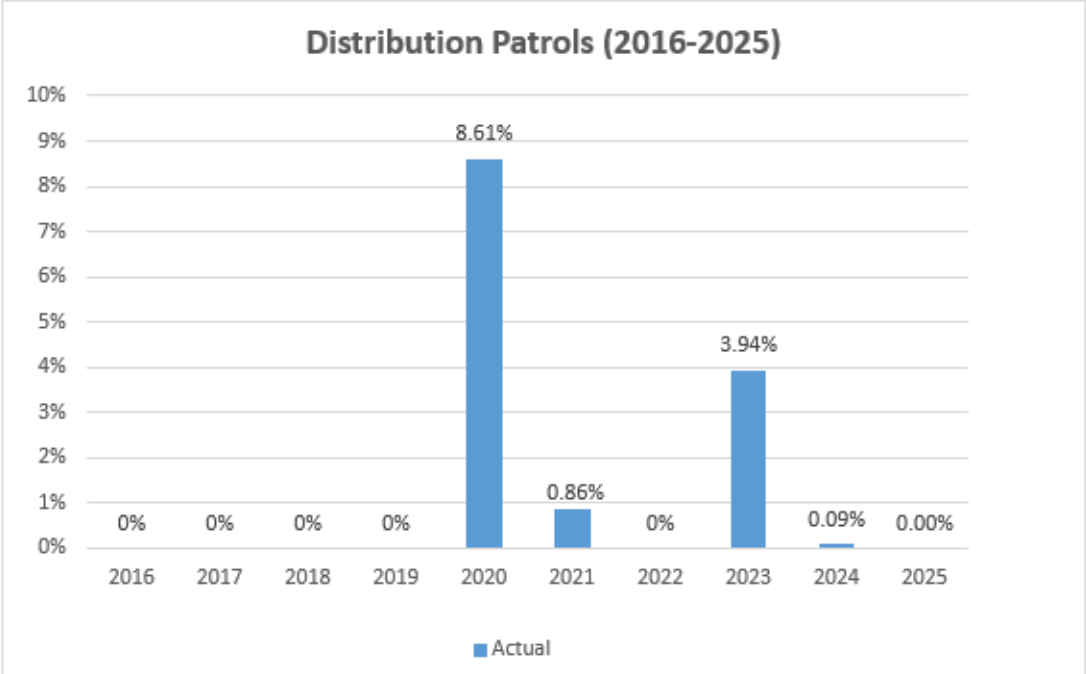
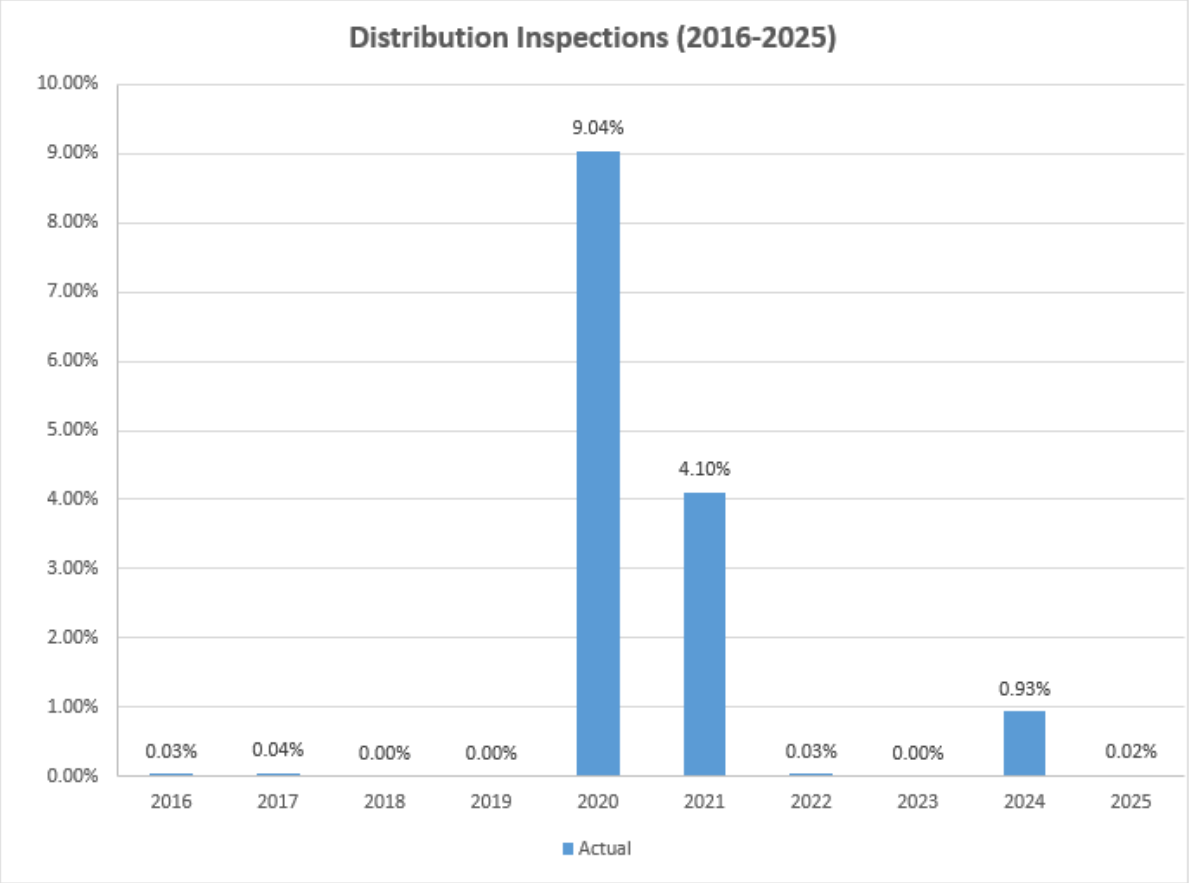


FIGURE 5-26C
MISSED INSPECTIONS AND PATROLS FOR ELECTRIC CIRCUITS (ANNUAL)
(DISTRIBUTION PATROLS)



Note: 2024 late percentage was corrected to 0.09 percent from 0 percent. These changes have been addressed in SOMs 3.7 and 3.8 9/30/2025 filing.

FIGURE 5-26D
MISSED INSPECTIONS AND PATROLS FOR ELECTRIC CIRCUITS (ANNUAL)
(DISTRIBUTION INSPECTIONS)[111]



111 2020 late percentage was corrected to 9.04 percent from 9.01 percent. 2024 late percentage was corrected to 0.93 percent from 0 percent. These changes have been addressed in SOMs 3.7 and 3.8 9/30/2025 filing.

Narrative Context:

Distribution Patrols and Inspections

Prior to year 2014, GO 165 required that patrols and inspections be completed any time between January 1 and December 31 each year.

Starting in 2015 and through 2019, we implemented the new GO 165 requirement to complete patrols and inspections each year within a prescribed timeframe, based on the date of the last patrol or inspection. Our interpretation and implementation of this new language calculated the due date for each patrol or inspection each year as follows:

The California Public Utilities Commission (CPUC) twelve plus three (12+3) month Patrol and Inspection requirement defines:

- The due date for each “plat map” is based on the date the map was last inspected or patrolled.
- Inspections or patrols (of the facilities on a map) may not exceed 3 additional months past the previous inspection or patrol date of that facilities on that map (maximum 15 months).
- Inspections or patrols may be performed before the due date.
- Inspections or patrols are performed by the end of the calendar year (12/31).
- The start of an inspection or a patrol starts a new inspection or patrol interval that must be completed within the prescribed timeframe.

For the years 2020 and 2021, we pivoted away from the “12+3” due date for completing patrols and inspections (of the facilities on a map), and instead directed our inspection program towards accelerating inspections for all inspectable electric facilities in the High Fire Threat Districts (HFTD) to be completed in first half of year and Non-HFTD inspections for second half of year. As a result, we completed patrols and inspections by “static” due dates of 8/31 for HFTD areas, and 12/31 for Non-HFTD areas.

In 2023, PG&E completed 555,194 Distribution Patrols out of which 21,853 were completed late leading to 3.94 percent patrols being completed late. PG&E also completed 230,502 Distribution inspections out of which 10 were completed late leading to 0 percent inspections being completed late.

In 2024, PG&E completed 636,769 Distribution Patrols out of which 543 were completed late leading to 0.09 percent patrols being completed late.

PG&E also completed 10,065 inspections out of which 94 were completed late leading to 0.93 percent inspections being completed late.

In 2025, PG&E completed 638,100 Distribution Patrols out of which 0 were completed late leading to 0 percent patrols being completed late. PG&E also completed 9,085 inspections out of which 2 were completed late leading to 0.02 percent inspections being completed late.

Transmission Patrols and Inspections

Patrols involve simple visual observations to identify obvious nonconformances. All assets require either a detailed inspection or a patrol each year. While detailed inspections have shifted from circuit-based cycles to an inspection frequency that depends on HFTD and structure-level risk considerations, patrols remain circuit-based. Therefore, any line that does not receive a detailed inspection from end-to-end will require a patrol and it is possible for some structures to receive both an inspection and a patrol in the same year. Patrols may be performed either by air (helicopter) or ground (walking or driving).

The overhead transmission detailed inspection program has undergone significant evolution over the reporting period for the metric. Prior to 2019, detailed ground inspections were performed by circuit with a frequency depending on the voltage and whether the majority of the structures on the circuit were wood (2-year cycle) or steel (5-year cycle). The Wildfire Safety Inspection Program (WSIP), which began in late 2018 and extended into 2019, introduced several key improvements to overhead transmission inspections: the use of an 'enhanced' inspection methodology with a questionnaire developed from a wildfire-ignition Failure Modes and Effects Analysis and the addition of aerial inspections using high-resolution drone photographs to provide a second vantage point from above to complement the ground inspections performed with the inspector standing at the base of the structure. These improvements from WSIP were incorporated into the regular overhead inspection program beginning in 2020. The 2020 inspections replaced the old wood- or steel-based inspection cycles with cycles that called for more frequent inspections in HFTD, annually for Tier 3 and on a 3-year cycle for Tier 2, compared to a 5-year cycle for non-HFTD. The 2020 inspections also included non-HFTD structures in

PG&E-designated High Fire Risk Areas (HFRA), which were treated like Tier 2. The inspection program in 2021 continued using the HFTD-based cycles introduced in 2020 and imposed an in-year deadline for HFTD and HFRA inspections of 7/31, which PG&E committed to in the 2021 Wildfire Mitigation Plan (WMP). The intent of this deadline was to allow completion of the inspections and any emergency repairs found from the inspections prior to peak fire season. Monthly validations of the inspection plan were started in June 2021 to ensure that all assets requiring an inspection under their prescribed cycles were included in the plan, including assets that were newly added to the asset registry. The 2022 inspection scope introduced the use of wildfire risk and consequence scores at the structure level to inform the selection of assets to be inspected.

Data provided for 2015-2019 reflects systemwide performance. HFTD-specific performance is not available prior to 2020. The HFTD data for patrols and inspections was tracked in SAP starting in 2020.

In 2023, PG&E completed 44,981 Transmission Patrols out of which 0 structures fell below the minimum inspection frequency requirements leading to 0 percent patrols being completed late. PG&E also completed 54,717Transmission inspections out of which 0 structures fell below the minimum inspection frequency requirements leading to 0 percent inspections being completed late.

In 2024, PG&E completed 49,813 Transmission Patrols out of which 0 structures fell below the minimum inspection frequency requirements leading to 0 percent patrols being completed late. PG&E also completed 44,910 Transmission inspections out of which 0 structures fell below the minimum inspection frequency requirements leading to 0 percent inspections being completed late.

In 2025, PG&E completed 44,962 Transmission Patrols out of which 0 structures fell below the minimum inspection frequency requirements leading to 0 percent patrols being completed late. PG&E also completed 37,831 Transmission inspections, out of which 1 structure fell below the minimum inspection frequency requirements leading to 0 percent inspections being completed late.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Missed Inspections and Patrols for Electric Circuits, was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Missed Inspections and Patrols for Electric Circuits is not linked to 2025 individual or group performance goals for Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Missed Inspections and Patrols for Electric Circuits is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: Tracking spreadsheet at the division level for each of the 18 distribution compliance offices, with all maintenance plans that are due for the year – including the following:

- Patrols: Date of last patrol, with calculated CPUC due date;
- Inspections: Date of last inspection, with calculated CPUC due date;
- As work is completed, entries are made into the spreadsheet including the date that the work was started and completed, Inspector Name and LAN ID, etc.; and
- Tracking column indicating if the work was completed <= the CPUC due date.

Division spreadsheets are merged into a master file every week, with the following tracking mechanisms:

- "At Risk" report, which provides the work that is coming due in the next 2 weeks & 6 weeks, for visibility;
- Summary report, by Division, showing volume of facilities that were completed on time or late;
- Recurring calls with Area Managers and Supervisor, to review the "At Risk" report to ensure visibility of upcoming due dates, understanding of any late units; and

- For late units, centralized tracking of all late units within the System Inspections “data response” team, including reason for work being complete late, remediation efforts needed, etc.

Supervisors have visibility into CPUC due dates, are required to dispatch work to Inspectors in time to meet dates. Inspectors see CPUC due dates on paper map package and in the Inspect application, so that they can prioritize and ensure they complete the work by the due date. Due date requirements are covered during Inspector training courses. Contract resources have visibility into due dates, expectation is that they complete all assigned work by due dates.

“Engage” application – scheduling tool for Supervisor to assign OH inspections, includes the due date for each maintenance plan, so that supervisors have visibility and can ensure they are dispatching work in time to meet the CPUC due date. Daily “Attainment Report” for OH inspections completed in the Inspect application, which includes “asset required date” (CPUC due date and/or WMP date, whichever date is sooner) and completion date.

Various monthly reporting and metrics showing volume of patrols and inspections completed on time or late.

IA performed a validation of the 2025 metric performance and evaluated in 2025 processes and controls supporting the metric.

Rate Case Safety Goal Progress: Missed Inspections and Patrols for Electric Circuits is not a stated safety goal in the 2024 RAMP or the 2023 General Rate Case. The Missed Inspections and Patrols metric is related to PG&E’s commitment to perform its Detailed Electric Distribution and Transmission Inspections in Compliance with its WMP, but also with GO 165. Significant work was performed to ensure electric facilities were inspected within their respective compliance timelines, but to ensure the inspections were effective in identifying non-conformances that required urgent repairs to mitigation for the potential of catastrophic wildfires. Furthermore, additional planning controls were developed to ensure all inspectable facilities are in a planned inspection cycle to avoid inspections being missed. See the 2023 GRC (A.21.06.021) Exhibit 4 Chapter 10 for a complete description of PG&E’s inspection programs and improvements for years 2023-2026.

Monthly Data: See Attachment A at the end of this report.

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

Metric Name and Description: Overhead Conductor Size in High Fire Threat District, Tiers 2 and 3, HFTD – percentage of primary distribution overhead conductors in Tiers 2 and 3 HFTD that is #6 copper (6Cu). Secondary conductors are excluded.

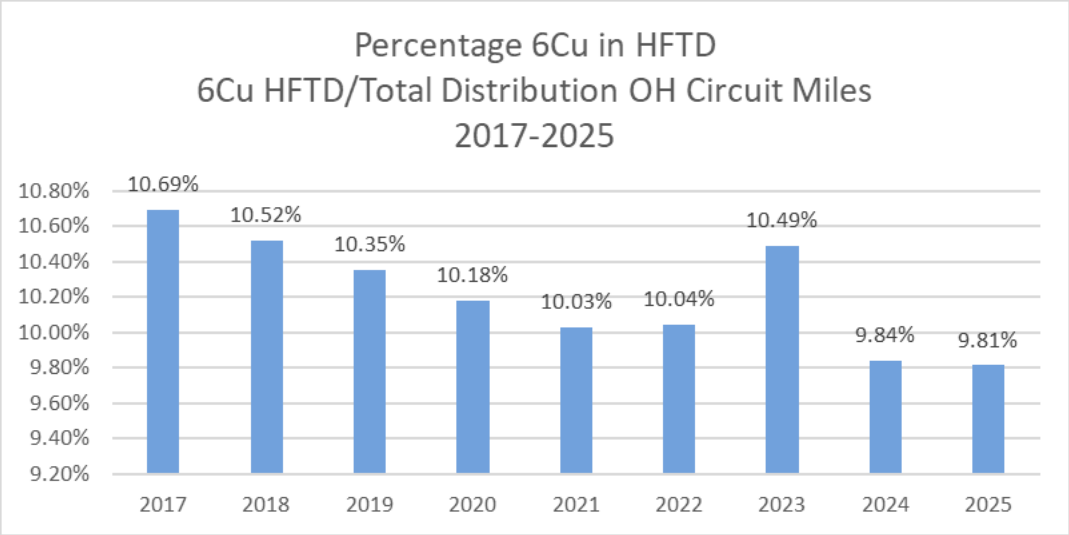
Risks: Electric Overhead, Wildfire[112]

Category: Electric

Units: Percentage relative to total circuit miles

Summary:

FIGURE 5-27
OVERHEAD CONDUCTOR SIZE IN HIGH FIRE THREAT DISTRICT, TIERS 2 AND 3, (HFTD) (ANNUAL)



Narrative Context: Pacific Gas and Electric Company's (PG&E) system of record for our electric distribution facilities is Electric Distribution Geographic Information System (EDGIS). The EDGIS data points above (Figure 5-27), show a reduction of 6Cu over time within PG&E's distribution system recording 9.81 percent in 2025.

[112] The Corporate Risk Register now has the following risks: (1) Wildfire, (2) Failure of Electric Distribution Overhead Assets, (3) Failure of Electric Transmission Overhead Assets.

EDGIS system capabilities only have annual data snapshots as far back as 2017 and we currently do not have the ability to display the results in a monthly manner. PG&E has eliminated the use of 6Cu in new construction; however, it is still used in cases of maintenance and emergency work. There is approximately 2,421 6Cu circuit miles in HFTD areas for 2025.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Overhead Conductor Size in High Fire Threat District, Tiers 2 and 3, (HFTD) was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Overhead Conductor Size in High Fire Threat District, Tiers 2 and 3, (HFTD) is not linked to 2025 individual or group performance goals for Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Overhead Conductor Size in High Fire Threat District, Tiers 2 and 3, (HFTD) is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: There are currently no bias controls in place for measuring the amount of 6Cu in our system. There are a total of approximately 24,673 Distribution overhead circuit miles located in the Tier 2 and Tier 3 HFTD areas as of 2025. PG&E's data bases reflect the circuit miles that currently exist and do not maintain the historical values specifically in the Tier 2/3 areas. As such, PG&E has assumed these values have remained the same for all years from 2013 through 2022 and assuming annual variances due to the circuit miles are very small. Beginning with 2023 performance, PG&E will report the nominally updated circuit mileage total annually.

Rate Case Safety Goal Progress: Overhead Conductor Size in High Fire Threat District, Tiers 2 and 3, (HFTD) is not a 2023 GRC or 2024 RAMP stated safety goal.

Monthly Data: See Attachment A at the end of this report.

Metric 28: Gas Operation Corrective Actions Backlog

Metric Name and Description: Gas Operation (GO) Corrective Actions Backlog – Total number of overdue work orders generated to correct 49 Code of Federal Regulations (CFR) Part 192 non-compliances or infractions Notices of Violation that exceeded the maximum allowable/allotted time frame to complete the work order in the past calendar year divided by the total number of closed or still-open non-compliance or infraction Notices of Violation-related work orders in past calendar year, evaluated at the end of the year. Maximum allowable/allotted time is based on either applicable requirement in 49 CFR Part 192, or the utility's internal standards. Separate metrics are provided for gas distribution (GD) and gas transmission (GT).

Risks: Gas Safety.[113]

Category: Gas

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

Summary:

[113] The Corporate Risk Register now has the following risks: (1) Large Overpressure Event Downstream of Gas Measurement and Control Facility, (2) Loss of Containment at Gas Measurement and Control or Compression and Processing Facility, (3) Loss of Containment at Natural Gas Storage Well or Reservoir, (4) Loss of Containment on CNG Station Equipment, (5) Loss of Containment on Gas Customer Connected Equipment, (6) Loss of Containment on Gas Distribution Main or Service, (7) Loss of Containment on Gas Transmission Pipeline, (8) Loss of Containment on LNG/CNG Portable Equipment.

FIGURE 5-28A
GAS OPERATIONS CORRECTIVE ACTIONS BACKLOG DISTRIBUTION (ANNUAL)

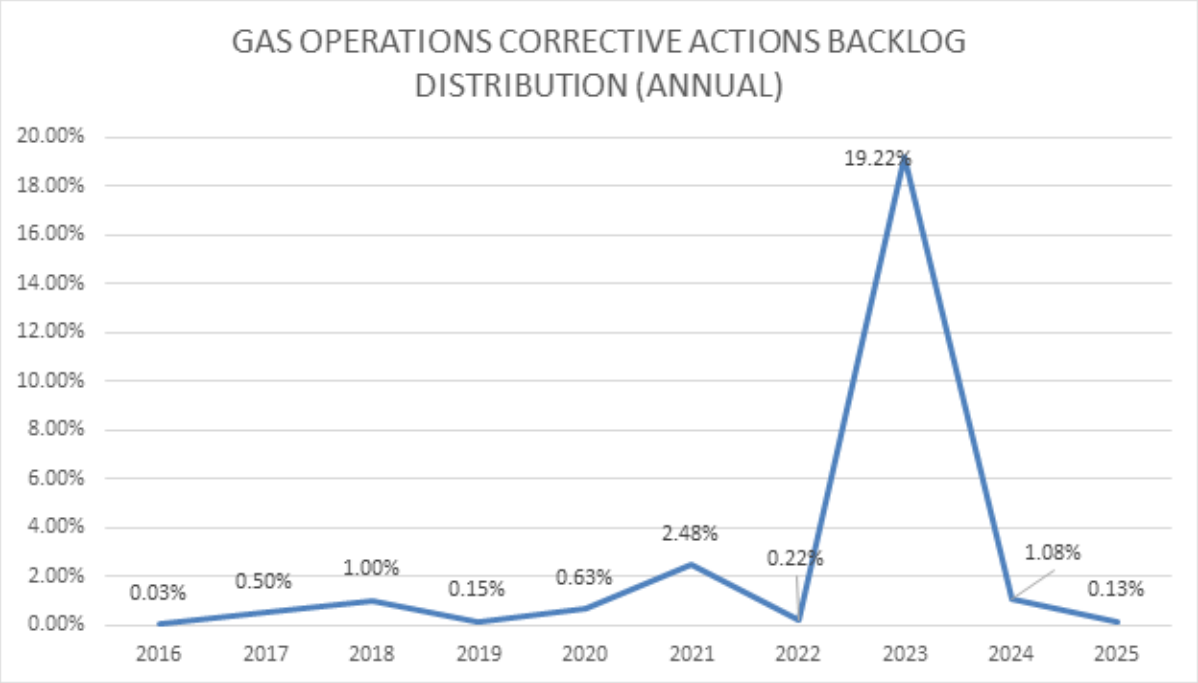
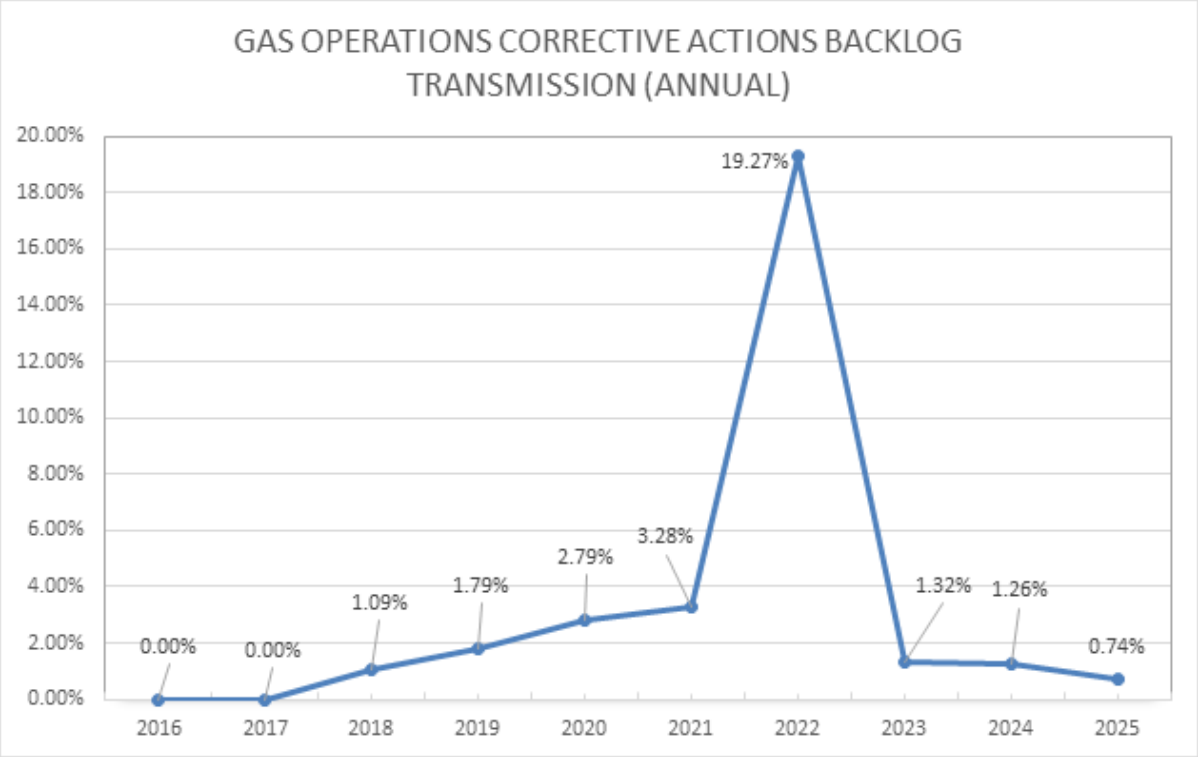


FIGURE 5-28B
GAS OPERATIONS CORRECTIVE ACTIONS BACKLOG TRANSMISSION (ANNUAL)



Narrative Context:

These metrics measure overdue corrective work orders (leveraging timeframes outlined in 49 CFR Part 192) as a percentage of total corrective workorders in a given calendar year. PG&E includes actions resulting from low cathodic protection reads and atmospheric corrosion remediation of bad coating or wrap at the air to soil interface in the calculation of this metric.

In 2025, Gas Distribution Corrective Action Backlog was <1 percent of total work orders performed. In 2025, the Gas Transmission Corrective Action Backlog was <1 percent of total work orders performed and decreased vs. 2024 performance.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, GO Corrective Actions Backlog was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, GO Corrective Actions Backlog is linked to 2025 individual or group performance goals for one or more Director-level, or higher, position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to GO Corrective Actions Backlog:

- **Director:** Gas Engineering (1), Gas Operations (5);
- **Senior Director:** Electric Operations (1), Gas Operations (2), General Counsel, Ethics, Risk and Compliance (1); and
- **Senior Vice President:** Operation (2).

Bias Controls: Work orders are generated in our system of record and assigned due dates per guidance in 49 CFR Part 192. Overdue items are tracked by our compliance team and issued via a "self-report" to the CPUC. The data is tracked through monthly attainment reporting for different asset types.

Rate Case Safety Goal Progress: This safety metric is not related to a safety goal described in the 2023 General Rate Case or 2024 Risk Assessment Mitigation Phase.

Monthly Data: See Attachment A at the end of this report.

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

Metric Name and Description: General Order (GO)-95 Corrective Actions (Tiers 2 and 3, High Fire Threat District (HFTD)) – 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.

Risks: Electric safety and wildfire[114]

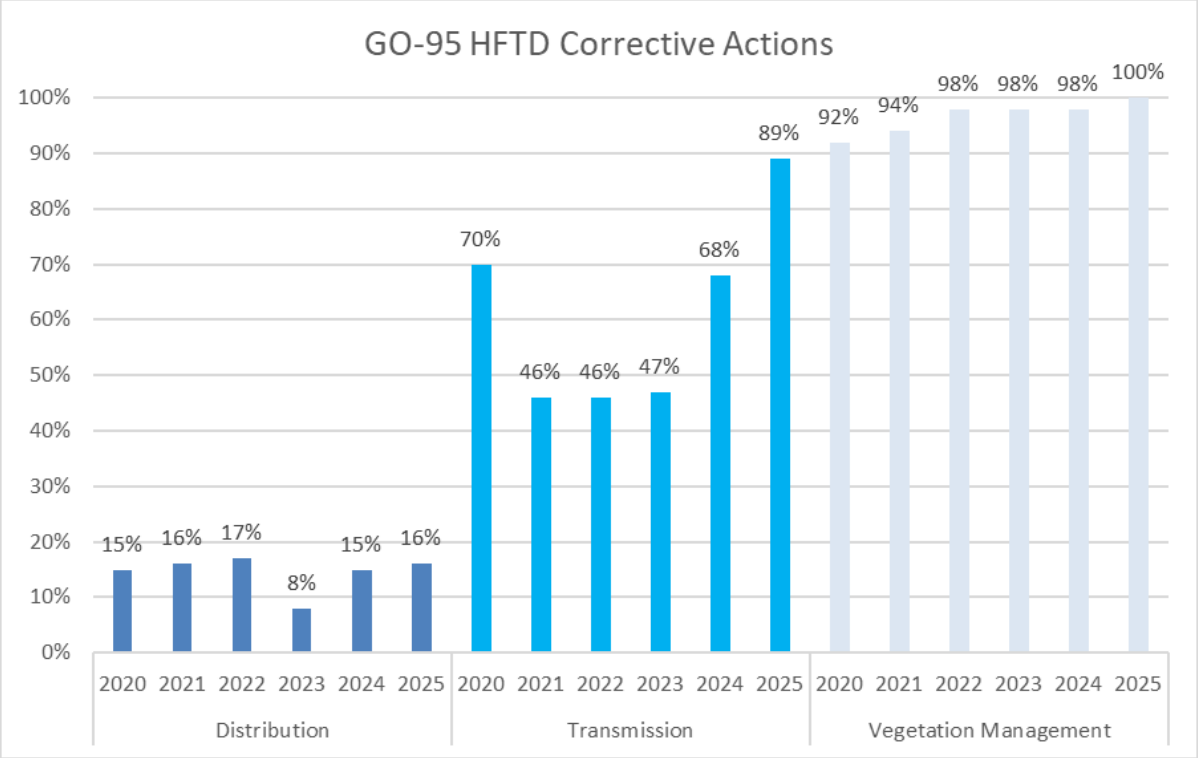
Category: Electric

Units: Percentage of corrective actions completed on time

Summary:

[114] The Corporate Risk Register now has the following risks: (1) Wildfire, (2) Electric Transmission System-Wide Blackout, (3) Failure of Electric Distribution Overhead Assets, (4) Failure of Electric Distribution Underground Assets (5) Failure of Electric Transmission Overhead Assets, (6) Failure of Electric Distribution Substation Assets, (7) Failure of Electric Transmission Underground Assets, (8) Failure of Electric Transmission Substation Assets, 9) Motor Vehicle Safety Incident, 10) Contractor Safety Incident, 11) Employee Safety Incident.

FIGURE 5-29
GO-95 CORRECTIVE ACTIONS (TIERS 2 AND 3, HFTD) (ANNUAL)[115]



Narrative Context: The GO 95 Corrective Actions in HFTD metric measures the number of Priority Level 2 corrective notifications (tags) in HFTD that are completed in accordance with the GO 95 Rule 18 timelines.

This metric is associated with our Failure of Electric Distribution Overhead Asset Risk and Wildfire Risk, which are part of our 2024 Risk Assessment and Mitigation Phase Report filing.

The metric performance comprises an aggregated performance in electric distribution, transmission, and vegetation management. Metric performance is further discussed in the Safety & Operational Metric Report, Chapter 3-11.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, GO-95 Corrective Actions (Tiers 2 and 3, HFTD) was not used as a STIP metric.

115 2021 metric values have been corrected.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, GO-95 Corrective Actions (Tiers 2 and 3, HFTD) is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to GO-95 Corrective Actions (Tiers 2 and 3, HFTD):

- **Chief:** Operations (1);
- **Director:** Operations (3);
- **Senior Director:** Electric Engineering (3)**;**
- **Vice President:** Operations (1).

Bias Controls:

- **Transmission:** Once a notification is released to Line Corrective notifications, the Inspection Review Specialists (IRS) are the only group that can edit the priority, fire tier, and scope of work (via Facility Damage Action (FDA)/Work Type Code (WTC)), due date, and other fields. Changes are controlled by adding the user status code PRTO status, which severely limits the editable fields. IRS adds this status to all notifications that are reviewed.
- **Distribution:** Once a notification is entered into SAP, it is released for review in the gatekeeper screen, which has SAP controls built into it based on the FDA table that has the various FDAs (facility/damage/action), WTC (work type codes), tag priority, duration/due date, etc. The tags information (pictures, map, comments) is reviewed by Inspection Review Specialists and confirmed as EC. Once a tag is converted to an EC, edit functions to certain fields are limited to the compliance group.
- IA performed a validation of the 2025 metric performance.

Rate Case Safety Goal Progress: This metric is not a 2024 RAMP or a 2023 General Rate Case (GRC) stated safety goal. The two-way balancing account established by the California Public Utilities Commission (Commission) in the 2023 GRC will continue to track work associated with Overhead and

Underground Electric Distribution Maintenance tags resulting from inspections and other reporting. The Commission stated in the 2023 GRC Decision (D.23-11-069) that:

> *A balancing account will protect ratepayers from paying the cost of untracked deferred work and allow PG&E the flexibility to perform the work it can cost-effectively perform. In this balancing account, PG&E shall separately account for any additional costs associated with difficult to access or remote areas.*[116]

PG&E continues to focus its GO 95 Corrective Actions in HFTDs with a risk-informed prioritization of its work plans. PG&E's strategy focuses on reducing wildfire risk associated with open corrective notifications while deploying safety controls to manage the lower risk Level 2 Priority "E" corrective notifications. This approach allows strategic and targeted wildfire risk reductions to remain our primary focus.

See 2023 GRC (A.21.06.021) Exhibit 4 Chapter 11 for a detailed description of PG&E's Electric Distribution Overhead and Underground Maintenance program for PG&E's approach to GO-95 Corrective Actions.

Monthly Data: See Attachment A at the end of this report.

[116] See D.23-11-069 page 353 and Ordering Paragraph 117.

Metric 30: Gas Overpressure Events

Metric Name and Description: Gas Overpressure Events – CPUC-reportable overpressure events are those that met the conditions specified in General Order 112-F, 122.2(d)(5) but are reported on the same frequency as the other Safety Performance Metrics. Separate metrics are provided for distribution and transmission systems. This metric measures both gas operational performance and the integrity of gas pipelines.

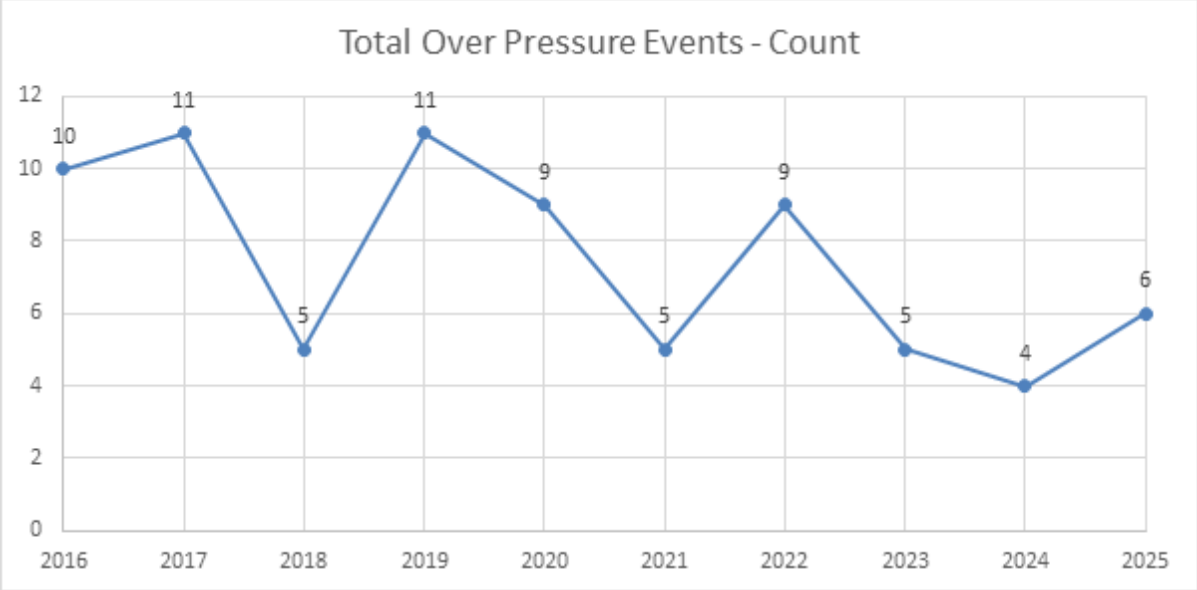
Risks: Gas Transmission and Distribution.[117]

Category: Gas

Units: Number of occurrences

Summary:

FIGURE 5-30
GAS OVERPRESSURE EVENTS (ANNUAL)



Notes: By definition, OP events on PG&E low pressure systems are not included in the total metric count for either SOM or SPM as these events are not quantified in federal code.

Total Over Pressure Events - Count chart includes events for both Transmission and Distribution systems less any events that occurred, on low pressure systems, per the previous note.

[117] The Corporate Risk Register now has the following risks: (1) Loss of Containment on Gas Distribution Main or Service, (2) Loss of Containment on Gas Transmission Pipeline.

Narrative Context: A large Overpressure event is defined as any verified pressure reading that exceeds the design limits set forth in the Code of Federal Regulations (CFR) – 49 CFR 192.201. This metric tracks the occurrence of Overpressure events, which includes:

1. High pressure Gas Distribution
    a. (Maximum Allowable Operating Pressure (MAOP) 1 pound per square inch gauge (psig) to 12 psig) greater than 50 percent above MAOP
    b. (MAOP 12 psig to 60 psig) greater than 6 psig
2. Gas Transmission pipelines greater than 10 percent above MAOP (or the pressure produces a hoop stress of ≥75 percent Specified Minimum Yield Strength, whichever is lower)

Overpressure events on low pressure systems are excluded from this metric because they are not defined in federal code 49 CFR 192.201. In the past 10 years, the number of Overpressure events range between 4 to 11 with 6 occurrences in 2025. PG&E continues to review operations and look for opportunities to perform work to further reduce OP events and contribute to system safety.

PG&E has identified human performance and equipment failure as the two most common causes for Overpressure events. Actions to eliminate Overpressure events were implemented, including station design and construction best practices; lock-out/tag-out process improvements; and distribution of information around associated Overpressure risk factors through training and communication initiatives. PG&E has been installing Supervisory Control and Data Acquisition (SCADA) points in the past years to increase system real-time visibility in the Gas Control Center which could provide better detection capabilities and allow more Overpressure events to be identified and recorded. PG&E also began installing sulfur filters on pilot-operated equipment in 2018. Large Volume Customer primary regulation sets also received accelerated inspections in 2018.

PG&E continues to review operations and look for opportunities to perform work to further limit potential MAOP exceedances. Each activity builds on the goal to eliminate large Overpressure events, thereby contributing to system safety and reliability.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Gas Overpressure Events was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Gas Overpressure Events is linked to 2025 individual or group performance goals for one or more Director-level or higher position.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Gas Overpressure Events:

- **Director:** Gas Operations (1);
- **Senior Director:** Gas Engineering & Gas Operations (2); and
- **Senior Vice President:** Gas Operations (1).

Bias Controls: PG&E has both an automated process and field process for logging Gas Overpressure events. For the automated process, SCADA system monitors equipment pressure and notifies potential issues to Gas Control through alarms. For the field process, field personnel are required to gauge pressure during maintenance and clearances, and report to Gas Control if an abnormal operating condition arises.

IA performed a validation of the 2025 metric performance.

1. Each Overpressure event is entered into our SAP Corrective Action Program (CAP) system of record to ensure retention of record history.
2. Each Overpressure event's datasets (location, CAP number, date, cause, corrective action, etc.) are reviewed by the Facility Integrity Management Program team to ensure accuracy and are logged in the Overpressure master list which is viewable by all PG&E employees.
3. Each Overpressure event is distributed to stakeholders by an electronic page (epage) and an email (Quick Hit), which is reviewed in the next Daily Operations Briefing with leadership.

Rate Case Safety Goal Progress: This metric supports a safety goal described in the 2023 General Rate Case (GRC) to utilize PG&E's Overpressure Protection Enhancements Program to mitigate large overpressure events due to equipment-related failure at regulator stations.[118] However, it should be noted the 2023 GRC decision did not approve continued funding of this program for the 2023-2026 rate case period.[119]

This metric was not stated in the 2024 Risk Assessment and Mitigation Phase (RAMP). However, in the 2024 RAMP, PG&E stated plans to take a strategic approach going forward by identifying risk remaining in the system and specific high-risk locations that remain to be mitigated. This assessment of specific station locations is currently in progress and is anticipated to inform program forecasts presented in the 2023 GRC.[120]

Monthly Data: See Attachment A at the end of this report.

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[118] See 2023 GRC Exhibit (PG&E-3), pp. 6-60, line 4 to 6-60, line 2.

[119] See D.23-11-069, p. 139.

[120] PG&E 2024 RAMP Report (May 15, 2024), A.24-05-008, pp. 3-33.

Metric 31: Gas In-Line Inspections Missed

Metric Name and Description: Gas In-Line Inspections Missed - The number of gas pipeline in-line inspections that missed the required reassessment interval, according to the relevant intervals established pursuant to 49 Code of Federal Regulations (CFR), Part 192.

Risks: Gas Transmission.[121]

Category: Gas

Units: Number of Missed Inspections

Summary:

TABLE 5-31
GAS IN-LINE INSPECTIONS MISSED

Narrative Context: From 2015–2025, there were no instances of gas pipeline in-line inspections that missed the required reassessment interval, according to the relevant intervals established pursuant to 49 CFR, Part 192. However, in 2021 and in 2022, PG&E recorded 1 instance of gas pipeline in-line inspection that missed the required reassessment interval. These missed inspections were due to potential customer reliability impacts and safety concerns related to

[121] The Corporate Risk Register now has the following risk: (1) Loss of Containment on Gas Transmission Pipeline.

fatigue of the construction and operations personnel. In 2023, 2024, and 2025, there were no instances of missed gas pipelines inspections.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Gas In-Line Inspections Missed was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

Yes, Gas In-Line Inspections Missed is linked to 2025 individual or group performance goals for Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

Yes, in 2025, the following position(s) include individual performance goals that are linked to Gas In-Line Inspections:

- **Director:** Gas Engineering (1), Gas Operations (1).

Bias Controls: Missed gas in-line inspections identified through the corrective action program are reviewed as a non-conformance by the Gas Regulatory Compliance Department. Non-conformance results are then reported to the California Public Utilities Commission, as required.

Rate Case Safety Goal Progress: Non-compliance for missed in-line inspections is tied to a safety goal in the 2023 General Rate Case as it is a mandatory federal safety requirement PG&E is committed to meeting.

This metric was not tied to a safety goal in the 2024 Risk Assessment and Mitigation Phase (RAMP). However, the 2024 RAMP discusses ILI, a component of the In-Line Inspection control, as a critical component in managing risks in gas system operations as it involves cleaning, inspecting, and assessing the integrity of gas transmission pipelines. This process helps identify potential issues such as corrosion or defects that could lead to leaks or ruptures, thereby enhancing the safety and reliability of the gas transmission system.[122]

Monthly Data: See Attachment A at the end of this report.

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122 See PG&E 2024 RAMP Report (May 15, 2024), A.24-05-008, pp. 1-31.

Metric 32: Overhead Conductor Safety Index

Metric Name and Description: Overhead Conductor Safety Index – 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.

Risks: Wildfire, Transmission Overhead Conductor, Distribution Overhead Conductor Primary[123]

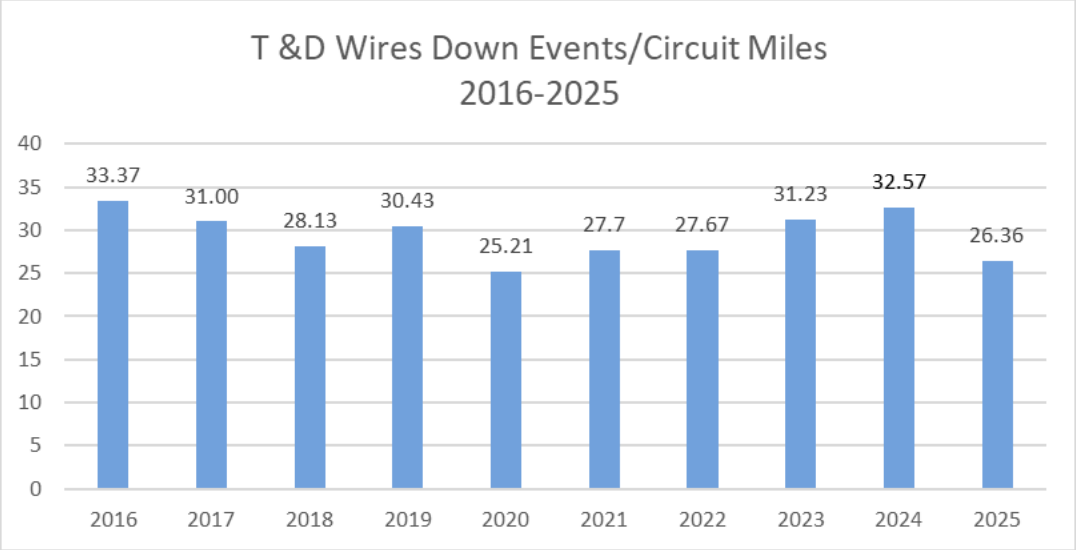
Category: Electric

Units: Number of occurrences per 1,000 circuit miles

[123] The Corporate Risk Register now has the following risks: (1) Wildfire, (2) Failure of Electric Distribution Overhead Assets, (3) Failure of Electric Transmission Overhead Assets.

Summary:

FIGURE 5-32
OVERHEAD CONDUCTOR SAFETY INDEX (ANNUAL)



Note: The data in this figure is subject to change based on continuing review of prior period outages. 2024 performance has been updated from 32.56 to 32.57.

Narrative Context: PG&E does not currently have the ability to report on this metric per the five subcomponents listed above, as we do not track conductor failures at that level of granularity. PG&E, along with the other CA IOUs, report the Overhead Conductor Safety Index metric as a rate of T&D wires down (excluding MEDs and secondary wires). The rate is calculated as the number of T&D wires down divided by total overhead circuit miles (97,946) multiplied by 1,000. PG&E's Overhead Conductor Safety Index for 2025 recorded 26.36.

Is Metric Used for the Purposes of Determining Executive (Director Level or Higher) Compensation Levels and/or Incentives?

No, in 2025, Overhead Conductor Safety Index was not used as a STIP metric.

Is Metric Linked to the Determination of Individual or Group Performance Goals?

No, Overhead Conductor Safety Index is not linked to 2025 individual or group performance goals for Director-level or higher positions.

Is Metric Linked to Executive (Director Level or Higher) Positions?

No, Overhead Conductor Safety Index is not linked to 2025 individual performance goals for Director-level or higher positions.

Bias Controls: The wires down events are reported by field and control center personnel per uniform reporting guidelines as the events occur.

- Engineers conduct post wire down event reviews (typically for the non-MED events) and initiates corrections to the data via the outage quality team to ensure the reporting guidelines were followed and the records align with information reported by repair crews.
- The outage quality team processes all valid change requests received and initiates corrections based on their reviews and findings of the collected outage information.
- IA performed a validation of a subset of the 2025 metric performance.

Rate Case Safety Goal Progress: This metric is not a 2023 GRC or 2024 RAMP stated safety goal.

Significant work was performed to reduce wires down, including replacing overhead conductors, vegetation clearing, hardening of distribution circuits, infrared inspections of overhead lines to identify and repair hot spots, investigating wires down incidents, and implementing learnings/corrective actions.

Monthly Data: See Attachment A at the end of this report.

PACIFIC GAS AND ELECTRIC COMPANY

2025 SAFETY PERFORMANCE METRICS REPORT

ATTACHMENT A

MONTHLY METRIC DATA TABLES

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 1

TRANSMISSION AND DISTRIBUTION (T&D) OVERHEAD WIRES DOWN - NON-MAJOR EVENT DAYS

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	430	184	511	270	225	211	224	178	213	343	219	292	3,300
2	2017	283	376	378	242	263	238	233	215	230	204	246	157	3,065
3	2018	216	174	370	231	209	231	272	204	167	213	208	287	2,782
4	2019	335	249	335	238	311	206	198	210	216	138	232	341	3,009
5	2020	159	172	245	228	235	213	196	240	192	180	237	196	2,493
6	2021	261	187	292	174	217	238	213	181	208	255	248	265	2,739
7	2022	276	149	189	274	212	255	196	171	195	142	252	425	2,736
8	2023	383	231	772	211	175	152	177	253	147	157	197	219	3,074
9	2024	310	532	345	212	203	201	234	161	176	137	411	277	3,199
10	2025	182	411	301	154	180	146	187	183	202	171	261	204	2,582

(a) PG&E has utilized its Integrated Logging Information System-Operations Data Base (ILIS-ODB) to provide the number of distribution outages that involved distribution wire down event conditions.

(b) Distribution wire down conditions during PSPS events are not included in these totals since these typically occur when the lines are de-energized and are generally not the initiating cause of the reported outage event.

(c) PG&E's current definition for distribution wire down events are only related to sustained outages of its primary distribution system reported in its ILIS-ODB data base.

(d) Transmission wire down events were not tracked until 2012 and 2013 was the first year distribution wire down events were uniformly tracked.

(e) The data in this table is subject to change based on continuing review of prior period outages.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 2

TRANSMISSION AND DISTRIBUTION (T&D) OVERHEAD WIRES DOWN - MAJOR EVENT DAYS

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	430	274	714	270	225	211	224	178	213	397	219	292	3,647
2	2017	1,947	1,402	378	468	263	253	233	215	325	486	246	256	6,472
3	2018	216	174	431	231	214	231	283	204	167	219	334	287	2,991
4	2019	880	1,786	335	238	311	229	198	219	232	283	524	341	5,576
5	2020	264	393	515	228	235	213	196	375	233	206	237	196	3,291
6	2021	1,471	187	292	174	217	238	224	222	224	775	248	1,547	5,819
7	2022	276	149	189	274	212	255	196	171	223	142	252	793	3,132
8	2023	2,166	1,627	1,679	211	175	152	177	253	160	157	197	219	7,173
9	2024	310	1,594	447	212	203	201	234	161	176	144	421	573	4,676
10	2025	182	411	301	154	180	153	187	183	202	171	261	819	3,204

(a) PG&E has utilized its Integrated Logging Information System-Operations Data Base (ILIS-ODB) to provide the number of distribution outages that involved distribution wire down event conditions.

(b) Distribution wire down conditions during PSPS events are not included in these totals since these typically occur when the lines are de-energized and are generally not the initiating cause of the reported outage event.

(c) PG&E's current definition for distribution wire down events are only related to sustained outages of its primary distribution system reported in its ILIS-ODB data base.

(d) Transmission wire down events were not tracked until 2012 and 2013 was the first year distribution wire down events were uniformly tracked.

(e) The data in this table is subject to change based on continuing review of prior period outages.

(f) This data is the total of all Wires Down events that occurred on non-MED and MED days.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 3

ELECTRIC EMERGENCY RESPONSE TIME

"Average and median time in minutes to respond on-site"

2016-2025

Line No.	Year		January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	avg	29	28	29	29	28	29	30	29	29	29	30	29	29
		med	27	27	27	28	27	29	29	28	28	28	30	28	28
2	2017	avg	34	35	29	37	29	29	31	30	32	32	30	30	32
		med	31	32	29	31	28	28	31	28	29	30	29	29	30
3	2018	avg	28	28	29	32	30	30	31	30	30	30	32	31	30
		med	26	28	27	29	29	28	30	28	30	29	29	30	29
4	2019	avg	41	36	31	31	32	31	30	31	30	45	32	30	34
		med	32	32	29	30	31	30	30	30	30	32	30	29	31
5	2020	avg	31	40	29	29	28	28	30	33	30	30	30	30	31
		med	30	32	29	29	28	27	30	30	28	29	29	29	29
6	2021	avg	36	30	30	29	29	29	29	31	30	35	32	34	32
		med	32	29	29	27	29	28	29	30	30	32	31	30	30
7	2022	avg	37	30	30	30	29	30	30	30	30	30	31	31	31
		med	30	30	30	30	30	30	30	30	30	30	30	30	30
8	2023	avg	34	34	37	36	35	34	34	33	33	32	32	32	32
		med	32	32	32	31	31	31	30	30	30	30	30	29	30
9	2024	avg	28	28	29	29	28	28	27	28	28	28	32	33	29
		med	27	28	28	29	27	27	26	27	27	27	28	30	27
10	2025	avg	28	29	28	27	28	28	28	28	28	28	28	34	29
		med	27	28	26	26	27	27	26	28	28	27	26	30	27

2025 SAFETY PERFOMANCE METRIC REPORT

TABLE 4

FIRE IGNITIONS

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	2	5	1	26	38	82	67	66	58	37	7		389
2	2017	9	3	7	19	44	99	110	80	69	103	23	19	585
3	2018	5	8	6	11	39	101	88	73	50	35	30	3	449
4	2019	4	6	3	18	41	83	73	63	71	81	35	7	485
5	2020	1	16	11	17	52	108	67	86	54	60	28	16	516
6	2021	43	12	18	33	74	95	64	45	33	50	9	5	481
7	2022	6	18	20	46	64	80	68	57	57	33	15	2	466
8	2023	8	17	4	18	25	54	76	60	47	32	27	9	377
9	2024	0	3	9	25	81	82	99	72	68	60	25	8	532
10	2025	8	4	12	17	83	69	75	59	47	27	6	5	412

(a) Metric includes all powerline-involved fire incidents annually reportable to the CPUC per Decision 14-02-015 and within the entire PG&E service territory (not just HFTD). CPUC Fire Incident Data Collection Plan - For the purposes of the Data Collection Proposal, a reportable event is any event where utility facilities are associated with the following conditions: 1) A self-propagating fire of material other than electrical and/or communication facilities, and 2) The resulting fire traveled greater than one linear meter from the ignition point, and 3) The utility has knowledge that the fire occurred.

(b) PG&E began tracking this metric in 2014. The full year of metric data is only available for 2015-2024.

(c) The Ignition Investigation CPUC reportable counts are subject to potential changes as new finding emerge during the ongoing investigation process. PG&E reserves making the final determination on CPUC reportability until our reporting data to the commission, April 1st the following calendar year, to allow for the maximum time to perform necessary due diligence on incidents under active investigation. Incidents that are still under investigation at the time of regulatory submittal will be included in regulatory submittal at the direction of Law. Incidents and Data are subject to change as there may be additional findings and data gathered throughout the investigation process.

2025 SAFETY PERFORMANCE METRICS

TABLE 5

GAS DIG-INS

2016-2025

Line No.	Year	UOM	January	February	March	April	May	June	July	August	September	October	November	December	EOY
4	2016	Gas Tickets	60154	68599	73839	69660	74564	76594	70610	84300	78050	73127	68549	60,926	858,972
5	2016	3rd Party Dig-ins	84	115	114	147	149	179	167	211	190	142	145	91	1,734
6	2016	3rd Party Dig-in Ratio	1.40	1.68	1.54	2.11	2.00	2.34	2.37	2.50	2.43	1.94	2.12	1.49	2.02
7	2017	Gas Tickets	62163	61145	82191	73287	85823	84379	77764	90450	81709	89552	80815	73,387	942,665
8	2017	3rd Party Dig-ins	65	79	155	128	175	181	192	205	162	172	129	137	1,780
9	2017	3rd Party Dig-in Ratio	1.05	1.29	1.89	1.75	2.04	2.15	2.47	2.27	1.98	1.92	1.60	1.87	1.89
10	2018	Gas Tickets	82986	77901	84149	89657	95567	91232	94206	104059	87105	101917	85994	74,937	1,069,710
11	2018	3rd Party Dig-ins	93	127	96	137	195	160	179	174	159	164	131	103	1,718
12	2018	3rd Party Dig-in Ratio	1.12	1.63	1.14	1.53	2.04	1.75	1.90	1.67	1.83	1.61	1.52	1.37	1.61
13	2019	Gas Tickets	90140	93011	122101	130536	128393	122987	145646	157091	155556	165328	129355	115,970	1,556,114
14	2019	3rd Party Dig-ins	83	76	98	132	135	161	188	193	156	178	137	82	1,619
15	2019	3rd Party Dig-in Ratio	0.92	0.82	0.80	1.01	1.05	1.31	1.29	1.23	1.00	1.08	1.06	0.71	1.04
16	2020	Gas Tickets	132997	130127	124530	119393	126695	142897	140577	134692	141309	136592	102979	102,140	1,534,928
17	2020	3rd Party Dig-ins	88	111	96	114	123	153	188	175	169	148	119	120	1,604
18	2020	3rd Party Dig-in Ratio	0.66	0.85	0.77	0.95	0.97	1.07	1.34	1.30	1.20	1.08	1.16	1.17	1.05
19	2021	Gas Tickets	104556	129518	165637	167973	156393	162111	150562	162597	128307	119879	119327	106,685	1,673,545
20	2021	3rd Party Dig-ins	114	104	118	143	134	169	150	163	151	130	97	58	1,531
21	2021	3rd Party Dig-in Ratio	1.09	0.80	0.71	0.85	0.86	1.04	1.00	1.00	1.18	1.08	0.81	0.54	0.91
22	2022	Gas Tickets	123,346	118,056	136,994	120,911	128,489	133,665	120,526	147,872	151,495	163,674	135,757	103,980	1,584,765
23	2022	3rd Party Dig-ins	111	101	132	110	139	140	135	144	114	122	90	41	1,379
24	2022	3rd Party Dig-in Ratio	0.90	0.86	0.96	0.91	1.08	1.05	1.12	0.97	0.75	0.75	0.66	0.39	0.87
25	2023	Gas Tickets	84,550	81,594	101,177	110,662	111,848	104,490	99,867	116,426	113,640	124,174	114,519	90,616	1,253,563
26	2023	3rd Party Dig-ins	75	76	62	109	121	119	106	128	137	108	116	73	1,230
27	2023	3rd Party Dig-in Ratio	0.89	0.93	0.61	0.98	1.08	1.14	1.06	1.10	1.21	0.87	1.01	0.81	0.98
28	2024	Gas Tickets	104,412	99,520	109,498	117,613	119,730	106,646	119,301	119,652	116,389	132,076	105,366	105,631	1,355,834
29	2024	3rd Party Dig-ins	74	64	78	105	112	110	128	147	133	121	87	65	1,224
30	2024	3rd Party Dig-in Ratio	0.71	0.64	0.71	0.89	0.94	1.03	1.07	1.23	1.14	0.92	0.83	0.62	0.90
28	2025	Gas Tickets	117,816	108,990	120,324	133,207	125,741	124,924	135,975	134,318	140,625	153,409	119,152	124,439	1,538,920
29	2025	3rd Party Dig-ins	73	54	66	94	119	116	148	129	129	125	56	69	1,178
30	2025	3rd Party Dig-in Ratio	0.62	0.50	0.55	0.71	0.95	0.93	1.09	0.96	0.92	0.81	0.47	0.55	0.77

2025 SAFETY PERFORMANCE METRICS REPORT
TABLE 6
GAS IN-LINE INSPECTION
2016-2025
"Miles Inspected"

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY (miles inspected)	Current System Total (Transmission)	% of Transmission Lines Inspected Annually
1	2016	3.0	7.1	0.8	15.9	29.0	12.8	57.5	8.6	7.7	114.6	1.9	0.6	259.5	6530	4%
2	2017	0.7	21.3	0.0	0.0	33.4	73.4	9.1	28.0	27.3	0.0	55.4	60.2	308.8	6535	5%
3	2018	43.2	22.4	7.4	36.9	42.9	0.6	1.3	18.3	6.0	75.2	43.2	0.0	297.4	6531	5%
4	2019	0.0	22.5	39.9	44.8	88.7	54.1	13.7	121.8	17.1	12.8	53.3	9.3	478.0	6498	7%
5	2020	0.4	0.0	29.0	62.7	67.3	120.9	17.1	25.7	1.3	8.9	22.4	4.0	359.6	6551	5%
6	2021	0.0	94.9	91.6	0.1	73.0	160.5	108.8	152.5	137.7	0.1	74.6	76.7	970.5	6417	15%
7	2022	0.0	0.0	85.2	6.5	73.2	27.2	0.1	125.9	33.6	12.9	110.1	22.8	497.6	6425	8%
8	2023	0.0	9.9	54.6	22.0	0.1	38.3	10.1	76.6	11.5	172.9	54.7	10.8	461.5	6386	7%
9	2024	0.0	34.2	145.9	0.6	0.0	19.3	1.1	14.0	61.8	7.6	81.3	0.6	366.5	5653	6%
10	2025	0.0	23.4	43.2	90.9	28.8	10.0	36.3	63.1	49.7	91.2	59.4	53.3	549.4	5496	10%

(a) Includes miles inspected for PSEP and base reliability work

(b) Due to the change in PG&E's Transmission Definition, over 901 miles of Transmission pipe has been reclassified to Distribution operating > 60 psig

(c) Metrics may change with the issuance of the PHMSA report

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 7

GAS IN-LINE UPGRADE

2016-2025

"Miles Upgraded"

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Miles Upgraded
1	2016	1.5	0.0	0.0	0.0	44.3	21.7	11.9	0.0	4.8	10.5	12.4	0.0	107.2
2	2017	0.0	0.0	0.0	0.0	0.0	54.2	0.0	0.0	0.0	53.4	22.4	24.4	154.4
3	2018	0.0	0.0	0.0	0.0	0.0	0.0	13.1	0.0	0.0	97.9	63.2	68.7	243.0
4	2019	0.0	0.0	36.3	62.8	2.6	0.0	3.1	0.0	70.7	10.7	0.0	59.6	245.7
5	2020	0.0	0.0	44.0	43.6	47.2	55.9	85.9	0.0	0.0	48.8	95.5	43.3	464.2
6	2021	0.0	0.0	0.0	26.7	65.9	21.9	6.6	0.0	14.5	0.0	0.0	10.0	145.6
7	2022	0.0	0.0	4.7	0.0	39.4	36.0	4.6	24.7	40.5	82.2	20.4	0.0	252.5
8	2023	0.0	0.0	0.0	0.0	0.0	0.0	32.9	0.0	12.2	9.9	0.0	5.7	60.8
9	2024	0.0	0.0	0.0	0.0	0.0	36.5	0.0	0.0	0.0	0.0	0.0	0.0	36.5
10	2025	0.0	0.0	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0	0.0	5.5	42.8

(a) Includes miles upgraded in both PSEP and base reliability programs.

(b) Year end total for 2022 was corrected from 252.6 to 252.5 due to calculation error.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 8

SHUT IN THE GAS MEDIAN TIME - MAINS

2016-2025

"Median Number of Minutes"

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY (Median)	EOY (Avg)
1	2016													87.0	104.4
2	2017													89.0	103.8
3	2018													76.1	88.8
4	2019													76.0	85.1
5	2020													79.2	93.7
6	2021													79.1	102.6
7	2022													82.1	97.0
8	2023													80.0	96.6
9	2024													83.6	98.4
10	2025													81.9	100.2

(a) Monthly data not available due to various tools/databases utilized to measure SITG since 2012.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 9

SHUT IN THE GAS AVERAGE TIME - SERVICES

2016-2025

"Median Number of Minutes"

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY (Median)	EOY (Avg)
1	2016													37.0	45.8
2	2017													36.0	45.2
3	2018													37.2	43.3
4	2019													36.8	41.4
5	2020													36.7	41.9
6	2021													36.3	43.5
7	2022													36.8	47.5
8	2023													35.1	45.4
9	2024													34.2	44.5
10	2025													30.6	39.3

(a) Monthly data not available due to various tools/databases utilized to measure SITG since 2012.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 10

CROSS BORE INTRUSIONS

2016-2025

Line No.	Year	Unit Type	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	Inspections Complete	707	520	1467	1023	901	748	2064	1874	5276	2233	4494	2346	23,653
2	2016	Cross Bores Found	4	1	7	6	7	9	11	11	7	11	8	8	90
3	2016	Find Rate	5.66	1.92	4.77	5.87	7.77	12.03	5.33	5.87	1.33	4.93	1.78	3.41	3.81
4	2017	Inspections Complete	509	1000	1438	1923	2031	1936	653	3023	4707	5481	6291	6168	35,160
5	2017	Cross Bores Found	1	5	15	4	5	1	2	1	1	3	0	0	38
6	2017	Find Rate	1.96	5.00	10.43	2.08	2.46	0.52	3.06	0.33	0.21	0.55	0.00	0.00	1.08
7	2018	Inspections Complete	3232	3215	2166	4419	3568	4407	4463	5613	4851	2701	3844	3569	46,048
8	2018	Cross Bores Found	2	5	4	4	6	2	3	4	1	6	1	7	45
9	2018	Find Rate	0.62	1.56	1.85	0.91	1.68	0.45	0.67	0.71	0.21	2.22	0.26	1.96	0.98
10	2019	Inspections Complete	1739	1647	4365	2086	2816	9120	3480	6103	3035	3780	3880	1374	43,425
11	2019	Cross Bores Found	5	3	6	3	3	1	5	5	3	2	2	2	40
12	2019	Find Rate	2.88	1.82	1.37	1.44	1.07	0.11	1.44	0.82	0.99	0.53	0.52	1.46	0.92
13	2020	Inspections Complete	1788	1211	493	1435	1295	3052	681	1743	396	1720	622	2229	16,665
14	2020	Cross Bores Found	5	3	7	10	4	1	7	3	4	3	6	3	56
15	2020	Find Rate	2.80	2.48	14.20	6.97	3.09	0.33	10.28	1.72	10.10	1.74	9.65	1.35	3.36
16	2021	Inspections Complete	1317	1389	1954	2300	1583	1629	2413	2593	3945	3278	3512	2380	28,293
17	2021	Cross Bores Found	0	1	9	2	0	2	2	3	3	0	0	1	23
18	2021	Find Rate	0.00	0.72	4.61	0.87	0.00	1.23	0.83	1.16	0.76	0.00	0.00	0.42	0.81
19	2022	Inspections Complete	3923	3137	4020	4178	3890	3711	4353	4535	5804	5928	2796	3430	49,705
20	2022	Cross Bores Found	0	0	1	1	8	8	2	2	2	4	2	2	32
21	2022	Find Rate	0.00	0.00	0.25	0.24	2.06	2.16	0.46	0.44	0.34	0.67	0.72	0.58	0.64
22	2023	Inspections Complete	1542	1429	1160	980	634	875	664	584	153	8	23	33	8,085
23	2023	Cross Bores Found	0	1	3	9	2	3	0	2	2	2	3	2	29
24	2023	Find Rate	0.00	0.70	2.59	9.18	3.15	3.43	0.00	3.42	13.07	250.00	130.43	60.61	3.59
25	2024	Inspections Complete	0	0	0	0	6	40	270	309	1324	540	325	841	3,655
26	2024	Cross Bores Found	0	0	0	0	0	9	3	1	0	4	2	0	19
27	2024	Find Rate	0.00	0.00	0.00	0.00	0.00	225.00	11.11	3.24	0.00	7.41	6.15	0.00	5.20
28	2025	Inspections Complete	1384	1238	1260	849	710	841	144	0	0	0	42	433	6,901
29	2025	Cross Bores Found	3	1	1	0	1	2	0	0	0	0	0	0	8
30	2025	Find Rate	2.17	0.81	0.79	0.00	1.41	2.38	0.00	0.00	0.00	0.00	0.00	0.00	1.16

(a) PG&E did not track this metric before 2013.

(b) From 2013-2015,the Cross-Bore Inspection Program was executed by an external contractor. Monthly data is not currently available.

(c) 2022 Inspections Complete and Find Rate numbers amended due to calculation error.

(d) 2017-2025 Monthly Find Rates corrected due to calculation error (find rates previously hard coded vs. utilizing formula). Year end totals were not impacted as total year end inspections complete & cross bores found were correct, resulting in accurately reported year end Find Rates.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 11A

GAS EMERGENCY RESPONSE TIME

2016-2025

MEDIAN MINUTES

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Median Emergency Response Time
1	2016	18.8	18.5	18.4	18.4	18.2	18.1	18.1	18.2	18.0	18.0	15.2	18.3	18.3
2	2017	18.4	18.2	18.1	18.2	18.4	18.8	19.5	19.0	18.8	19.2	15.4	19.1	18.7
3	2018	18.8	18.6	18.5	18.8	18.7	18.8	18.9	19.3	19.3	19.1	18.7	18.5	18.8
4	2019	18.7	19.1	18.9	18.4	18.4	19.0	19.0	19.0	19.3	19.4	19.3	18.9	18.9
5	2020	19.0	19.1	17.8	17.7	18.5	19.1	19.2	19.1	18.7	18.9	19.1	18.8	18.8
6	2021	19.0	19.0	18.9	18.8	18.9	18.7	18.7	18.7	18.8	18.8	19.0	18.8	18.8
7	2022	18.7	18.3	17.8	18.0	18.4	18.2	18.1	18.1	18.4	18.2	18.3	18.5	18.3
8	2023	18.9	18.4	18.3	18.7	18.3	17.9	18.0	18.2	17.9	18.0	17.9	17.6	18.2
9	2024	17.8	18.0	18.0	17.9	18.0	18.2	18.2	18.1	18.2	18.2	18.2	18.3	18.1
10	2025	18.2	18.4	18.4	18.2	18.5	18.2	18.1	18.1	17.9	18.1	18.3	18.3	18.2

TABLE 11B

GAS EMERGENCY RESPONSE TIME

2016-2025

AVERAGES

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Average Emergency Response Time
1	2016	20.6	20.2	20.1	20.2	19.8	19.9	19.8	19.7	20.0	19.6	19.9	20.0	20.0
2	2017	20.2	19.9	19.7	19.8	20.0	20.5	21.1	20.8	21.1	20.9	20.8	21.0	20.4
3	2018	20.5	20.5	20.3	20.5	20.4	20.5	20.8	21.2	21.3	21.0	20.4	20.4	20.6
4	2019	20.6	21.0	20.7	20.0	20.1	20.8	20.9	20.8	21.2	21.2	21.3	20.8	20.8
5	2020	20.9	20.9	19.5	19.4	20.0	20.7	20.8	20.9	20.3	20.4	21.5	20.5	20.5
6	2021	20.8	20.7	20.7	20.6	20.6	20.6	20.6	20.5	20.5	20.5	20.6	20.6	20.6
7	2022	20.4	19.7	19.4	19.6	19.9	19.9	19.8	19.6	20.2	19.9	20.0	20.4	19.9
8	2023	20.7	20.0	20.0	20.2	19.8	19.5	19.6	19.8	19.4	19.5	19.6	19.2	19.8
9	2024	19.3	19.6	19.4	19.3	19.4	19.9	19.7	19.5	19.7	19.7	19.8	20.0	19.6
10	2025	19.7	19.9	20.1	19.6	19.9	19.8	19.3	19.7	19.4	19.7	20.0	20.0	19.8

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 12

NATURAL GAS STORAGE BASELINE INSPECTIONS PERFORMED

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Well Baseline Inspections	EOY % Progress to Goal
1	2016	0	0	0	0	1	1	0	2	3	0	1	1	9	0%
2	2017	0	0	0	0	0	0	1	1	2	2	1	0	7	0%
3	2018	0	0	0	3	2	4	1	2	1	0	0	0	13	0%
4	2019	0	0	1	1	2	2	2	2	1	1	2	0	14	13%
5	2020	0	0	0	3	3	5	3	4	2	0	0	0	20	31%
6	2021	0	0	1	1	4	5	5	0	0	0	1	0	17	47%
7	2022	0	0	3	3	3	5	2	1	1	0	0	0	18	63%
8	2023	0	0	3	1	2	3	2	3	2	3	1	1	21	83%
9	2024	0	0	0	0	2	3	4	6	2	0	0	0	17	98%
10	2025	0	0	2	2	1	4	3	0	0	0	3	2	17	100%

(a) End of Year (EOY) progress to goal calculations = cumulative EOY Well Baseline Inspections (2019-2025) / 109 (goal).

(b) 2025 total Inspection counts are inclusive of Well Baseline and Reassessment Inspections.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 13

GAS SYSTEM INTERNAL INSPECTION STATUS

2016-2025

System Piggability

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY System Piggability	Piggable Milage
1	2016	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	25.75%	1687
2	2017	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	28.03%	1836
3	2018	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	31.73%	2079
4	2019	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	35.48%	2325
5	2020	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	42.55%	2788
6	2021	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	46.08%	2957
7	2022	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49.82%	3201
8	2023	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	50.93%	3253
9	2024	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	58.09%	3284
10	2025	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	60.55%	3328

(a) Piggability % is dynamic since the current system total mileage changes over the course of the year.

(b) Monthly data is not available since the number of transmission miles is constantly changing.

(c) Due to the change in PG&E's Transmission Definition, over 901 miles of Transmission pipe has been reclassified to Distribution operating > 60 psig

(d) Metrics may change with the issuance of the PHMSA report

(e) Piggable miles may change each year as the GIS data is updated.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 14

DART RATE

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	0.57	1.41	1.39	1.31	1.33	1.31	1.35	1.51	1.58	1.52	1.59	1.70	1.70
2	2017	0.36	0.83	1.05	1.61	1.90	1.89	2.03	2.03	2.01	2.02	1.99	1.99	1.99
3	2018	1.22	1.30	1.29	1.47	1.56	1.51	1.65	1.74	1.81	1.78	1.74	1.81	1.81
4	2019	0.65	0.98	1.43	1.66	1.76	1.89	1.96	2.09	2.01	2.03	2.04	2.05	2.05
5	2020	0.76	1.44	1.34	1.30	1.19	1.17	1.22	1.37	1.31	1.36	1.37	1.34	1.34
6	2021	0.36	0.76	0.78	0.94	1.05	1.13	1.07	1.02	0.98	1.02	1.02	1.01	1.01
7	2022	0.10	0.33	0.53	0.61	0.58	0.60	0.63	0.64	0.65	0.63	0.62	0.67	0.67
8	2023	0.26	0.44	0.47	0.53	0.62	0.61	0.62	0.69	0.72	0.71	0.70	0.70	0.70
9	2024	0.09	0.34	0.62	0.59	0.69	0.69	0.70	0.70	0.69	0.69	0.69	0.72	0.72
10	2025	0.61	0.61	0.65	0.68	0.78	0.83	0.84	0.83	0.90	0.92	0.89	0.86	0.86

(a) Rates are company-wide

(b) Rates are cumulative

(c) Rates are by classification date

2025 SAFETY PERFORMANCE METRICS REPORT
TABLE 15A
Rate of EMPLOYEE SIF Actual using EEI SCL Model
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY	EOY Rate SPM (SCL model)	EOY Labor Hours
1	2016															
2	2017	0	1	0	1	0	0	0	0	0	0	0	0	3	0.013	46,859,884
3	2018	0	0	0	0	0	0	0	1	0	0	0	0	1	0.004	45,913,811
4	2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000	46,684,596
5	2020	0	0	1	0	0	0	0	1	0	0	1	1	4	0.016	49,672,364
6	2021	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000	51,877,570
7	2022	0	0	0	1	0	0	1	0	1	0	0	0	3	0.012	51,472,190
8	2023	1	0	0	1	0	1	0	0	0	0	0	0	3	0.011	54,186,956
9	2024	1	1	0	0	1	0	1	0	0	0	0	1	5	0.017	57,965,552
10	2025	0	0	0	0	0	0	1	0	0	0	0	0	1	0.003	59,272,476

(a) PG&E started tracking Employee SIF Actuals using the EEI SCL Model in 2017.

Labor hours by Month

Years	January	February	March	April	May	June	July	August	September	October	November	December
2017	3,896,332	3,771,980	4,333,833	3,765,548	4,251,370	4,004,976	3,517,755	4,135,723	3,745,093	4,308,181	3,687,157	3,441,936
2018	3,598,158	3,610,153	4,120,015	3,753,500	3,965,469	3,745,561	3,670,275	4,221,669	3,549,021	4,264,909	4,117,251	3,297,829
2019	3,707,483	3,823,635	3,939,982	3,934,818	3,955,298	3,654,569	3,867,271	3,984,534	3,793,261	4,672,068	3,610,817	3,740,862
2020	3,673,876	3,681,169	4,145,234	4,038,426	3,761,387	4,256,322	4,421,339	4,334,463	4,573,318	4,882,418	3,694,751	4,209,662
2021	3,839,472	4,020,854	4,883,961	4,466,083	4,094,847	4,471,078	4,233,635	4,554,241	4,353,125	4,468,465	3,940,192	4,551,618
2022	3,979,524	3,956,927	4,904,881	4,401,608	4,469,137	4,307,925	3,926,194	4,691,017	4,362,886	4,413,172	4,020,005	4,038,914
2023	4,579,056	4,113,526	5,275,478	4,094,301	4,596,734	4,394,232	4,144,950	4,843,326	4,497,490	5,048,984	4,487,642	4,111,237
2024	4,498,410	4,814,835	4,933,224	5,125,676	5,108,311	4,324,917	5,068,417	5,017,088	4,653,968	5,422,608	4,302,190	4,695,908
2025	4,599,297	4,557,938	5,073,420	5,307,928	5,057,382	4,719,726	5,144,634	4,934,435	5,101,794	5,657,881	4,096,681	5,021,361

2025 SAFETY PERFORMANCE METRICS REPORT
TABLE 15B
Rate of EMPLOYEE SIF Actual using OSHA Definition
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY	EOY Rate	EOY Labor Hours
1	2016	1	0	0	0	0	0	1	0	1	0	1	0	4	0.017	48,269,076
2	2017	1	2	0	2	0	1	1	0	0	0	0	0	7	0.030	46,859,884
3	2018	0	0	0	1	0	0	0	1	0	0	0	1	3	0.013	45,913,811
4	2019	1	1	0	0	0	0	0	0	1	0	1	0	4	0.017	46,684,596
5	2020	1	0	1	0	0	0	0	2	0	0	1	1	6	0.024	49,672,365
6	2021	0	0	0	0	0	0	0	0	1	0	0	0	1	0.004	51,877,570
7	2022	0	0	0	2	0	1	1	0	1	0	0	0	5	0.019	51,472,190
8	2023	1	1	1	1	1	2	1	0	0	0	0	0	8	0.030	54,186,956
9	2024	1	1	0	0	1	0	3	0	2	1	0	2	11	0.038	57,965,552
10	2025	0	0	0	2	1	1	2	4	1	1	0	0	12	0.040	59,272,476

Note - The year 2024 updated to include OSHA reportable work-related serious injuries only

Labor hours by Month

Years	January	February	March	April	May	June	July	August	September	October	November	December	EOY
2017	3,896,332	3,771,980	4,333,833	3,765,548	4,251,370	4,004,976	3,517,755	4,135,723	3,745,093	4,308,181	3,687,157	3,441,936	46,859,884
2018	3,598,158	3,610,153	4,120,015	3,753,500	3,965,469	3,745,561	3,670,275	4,221,669	3,549,021	4,264,909	4,117,251	3,297,829	45,913,811
2019	3,707,483	3,823,635	3,939,982	3,934,818	3,955,298	3,654,569	3,867,271	3,984,534	3,793,261	4,672,068	3,610,817	3,740,862	46,684,596
2020	3,673,876	3,681,169	4,145,234	4,038,426	3,761,387	4,256,322	4,421,339	4,334,463	4,573,318	4,882,418	3,694,751	4,209,662	49,672,364
2021	3,839,472	4,020,854	4,883,961	4,466,083	4,094,847	4,471,078	4,233,635	4,554,241	4,353,125	4,468,465	3,940,192	4,551,618	51,877,570
2022	3,979,524	3,956,927	4,904,881	4,401,608	4,469,137	4,307,925	3,926,194	4,691,017	4,362,886	4,413,172	4,020,005	4,038,914	51,472,190
2023	4,579,056	4,113,526	5,275,478	4,094,301	4,596,734	4,394,232	4,144,950	4,843,326	4,497,490	5,048,984	4,487,642	4,111,237	54,186,956
2024	4,498,410	4,814,835	4,933,224	5,125,676	5,108,311	4,324,917	5,068,417	5,017,088	4,653,968	5,422,608	4,302,190	4,695,908	57,965,552
2025	4,599,297	4,557,938	5,073,420	5,307,928	5,057,382	4,719,726	5,144,634	4,934,435	5,101,794	5,657,881	4,096,681	5,021,361	59,272,476

Rates

Years	January	February	March	April	May	June	July	August	September	October	November	December
2017	0.051	0.106	0.000	0.106	0.000	0.050	0.057	0.000	0.000	0.000	0.000	0.000
2018	0.000	0.000	0.000	0.053	0.000	0.000	0.000	0.047	0.000	0.000	0.000	0.061
2019	0.054	0.052	0.000	0.000	0.000	0.000	0.000	0.000	0.053	0.000	0.055	0.000
2020	0.054	0.000	0.048	0.000	0.000	0.000	0.000	0.092	0.000	0.000	0.054	0.048
2021	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.046	0.000	0.000	0.000
2022	0.000	0.000	0.000	0.091	0.000	0.046	0.051	0.000	0.046	0.000	0.000	0.000
2023	0.044	0.049	0.038	0.049	0.044	0.091	0.048	0.000	0.000	0.000	0.000	0.000
2024	0.044	0.042	0.000	0.000	0.039	0.000	0.118	0.000	0.086	0.037	0.000	0.085
2025	0.000	0.000	0.000	0.075	0.040	0.042	0.078	0.162	0.039	0.035	0.000	0.000

2025 SAFETY PERFORMANCE METRICS REPORT
TABLE 16A
Rate of CONTRACTOR SIF Actual using EEI SCL Model
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Rate
1	2016													
2	2017													0.01
3	2018													0.01
4	2019													0.01
5	2020	0.000	0.000	0.000	0.000	0.000	0.253	0.103	0.000	0.078	0.038	0.000	0.000	0.04
6	2021	0.000	0.000	0.049	0.000	0.094	0.041	0.000	0.000	0.000	0.030	0.034	0.000	0.02
7	2022	0.000	0.000	0.000	0.000	0.033	0.000	0.000	0.065	0.000	0.000	0.000	0.055	0.01
8	2023	0.048	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
9	2024	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.041	0.000	0.000	0.050	0.000	0.01
10	2025	0.000	0.000	0.000	0.000	0.046	0.000	0.000	0.000	0.045	0.000	0.000	0.051	0.012

(a) PG&E started tracking Contractor SIF Actuals using the EEI SCL Model in 2017 annually and 2020 monthly.

(b) ISNetworld program implementation began in 2017. Contractor monthly hours not available until 2020 with addtional reporting changes.

SIF A Counts

Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Total
2017				1						1			2
2018		1							1				2
2019						1	2						3
2020	0	0	0	0	0	5	2	0	2	1	0	0	10
2021	0	0	1	0	2	1	0	0	0	1	1	0	6
2022	0	0	0	0	1	0	0	2	0	0	0	1	4
2023	1	0	0	0	0	0	0	0	0	0	0	0	1
2024	0	0	0	0	0	0	0	1	0	0	1	0	2
2025	0	0	0	0	1	0	0	0	1	0	0	1	3

Labor Hours

Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Total
2017													35,549,334
2018													37,533,432
2019													45,602,936
2020	4,679,580	4,184,702	4,092,337	3,362,517	3,705,474	3,957,041	3,902,279	4,148,883	5,155,493	5,213,213	4,522,152	3,803,737	50,727,409
2021	3,694,147	3,572,311	4,088,318	4,342,521	4,243,240	4,892,206	4,875,056	5,699,173	6,406,370	6,753,807	5,964,609	6,086,095	60,617,853
2022	5,311,209	5,245,628	5,950,423	6,202,406	6,023,686	6,182,635	5,871,857	6,190,324	6,448,971	6,035,112	4,236,212	3,657,865	67,356,326
2023	4,172,820	3,987,163	4,616,137	4,822,905	5,188,900	5,285,016	4,926,162	6,422,173	5,855,195	5,065,414	3,910,259	2,685,576	56,937,719
2024	3,090,142	3,880,378	3,904,606	3,901,410	4,228,031	4,094,495	4,107,810	4,837,693	4,501,545	4,646,946	3,994,627	3,587,513	48,775,195
2025	4,007,446	3,830,744	4,079,983	4,392,795	4,306,957	4,330,028	4,514,278	4,537,451	4,440,977	5,048,387	4,054,009	3,929,438	51,472,493

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 16B

Rate of CONTRACTOR SIF Actual using OSHA Definition

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY	EOY Rate	EOY Labor Hours
1	2016	0	0	0	0	0	0	0	0	0	0	0	1	1		
2	2017	0	1	0	1	0	0	0	0	0	1	0	0	3	0.02	35,549,334
3	2018	0	1	0	0	0	0	0	2	1	0	0	0	4	0.02	37,533,432
4	2019	0	0	0	0	0	4	3	0	0	0	0	0	7	0.03	45,602,936
5	2020	0	0	1	0	0	4	2	0	5	1	0	1	14	0.06	50,727,409
6	2021	0	1	2	2	3	3	0	0	0	1	1	0	13	0.04	60,617,853
7	2022	2	0	0	0	1	0	0	2	0	0	0	1	6	0.02	67,356,326
8	2023	2	0	1	0	0	0	0	0	0	0	0	0	3	0.01	56,937,719
9	2024	0	0	0	1	1	0	0	0	0	0	1	0	3	0.01	48,775,195
10	2025	0	0	0	0	1	0	0	0	1	2	0	0	4	0.02	51,472,493

Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Total
2019	2,806,768	3,050,589	3,330,635	3,429,181	3,948,334	3,716,684	3,905,669	4,507,574	4,031,132	4,477,318	4,370,348	4,028,703	45,602,936
2020	4,679,580	4,184,702	4,092,337	3,362,517	3,705,474	3,957,041	3,902,279	4,148,883	5,155,493	5,213,213	4,522,152	3,803,737	50,727,409
2021	3,694,147	3,572,311	4,088,318	4,342,521	4,243,240	4,892,206	4,875,056	5,699,173	6,406,370	6,753,807	5,964,609	6,086,095	60,617,853
2022	5,311,209	5,245,628	5,950,423	6,202,406	6,023,686	6,182,635	5,871,857	6,190,324	6,448,971	6,035,112	4,236,212	3,657,865	67,356,326
2023	4,172,820	3,987,163	4,616,137	4,822,905	5,188,900	5,285,016	4,926,162	6,422,173	5,855,195	5,065,414	3,910,259	2,685,576	56,937,719
2024	3,090,142	3,880,378	3,904,606	3,901,410	4,228,031	4,094,495	4,107,810	4,837,693	4,501,545	4,646,946	3,994,627	3,587,513	48,775,195
2025	4,007,446	3,830,744	4,079,983	4,392,795	4,306,957	4,330,028	4,514,278	4,537,451	4,440,977	5,048,387	4,054,009	3,929,438	51,472,493

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 17

RATE OF SIF POTENTIAL - EMPLOYEE

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016													
2	2017	0.103	0.106	0.092	0.159	0.188	0.250	0.057	0.193	0.053	0.139	0.054	0.174	0.13
3	2018	0.056	0.055	0.097	0.107	0.050	0.000	0.163	0.142	0.169	0.094	0.097	0.061	0.09
4	2019	0.162	0.157	0.102	0.203	0.253	0.274	0.052	0.050	0.053	0.128	0.222	0.053	0.14
5	2020	0.054	0.272	0.096	0.050	0.160	0.000	0.136	0.092	0.000	0.041	0.217	0.095	0.10
6	2021	0.104	0.000	0.041	0.090	0.000	0.134	0.142	0.044	0.092	0.134	0.051	0.176	0.08
7	2022	0.000	0.101	0.163	0.136	0.000	0.046	0.000	0.000	0.092	0.045	0.100	0.000	0.06
8	2023	0.087	0.049	0.038	0.244	0.087	0.182	0.097	0.041	0.000	0.040	0.134	0.049	0.08
9	2024	0.000	0.125	0.041	0.000	0.000	0.000	0.079	0.000	0.086	0.074	0.000	0.000	0.04
10	2025	0.043	0.044	0.079	0.151	0.040	0.042	0.039	0.162	0.039	0.035	0.000	0.040	0.06

(a) Rates are monthly

(b) PG&E started tracking Employee SIF Potentials in 2017

SIF P Counts

Years	January	February	March	April	May	June	July	August	September	October	November	December	EOY
2017	2	2	2	3	4	5	1	4	1	3	1	3	31
2018	1	1	2	2	1	0	3	3	3	2	2	1	21
2019	3	3	2	4	5	5	1	1	1	3	4	1	33
2020	1	5	2	1	3	0	3	2	0	1	4	2	24
2021	2	0	1	2	0	3	3	1	2	3	1	4	22
2022	0	2	4	3	0	1	0	0	2	1	2	0	15
2023	2	1	1	5	2	4	2	1	0	1	3	1	23
2024	2	2	1	0	0	0	2	0	2	2	0	0	11
2025	1	1	2	4	1	1	1	4	1	1	0	1	18

Labor hours by Month

Years	January	February	March	April	May	June	July	August	September	October	November	December	EOY
2017	3,896,332	3,771,980	4,333,833	3,765,548	4,251,370	4,004,976	3,517,755	4,135,723	3,745,093	4,308,181	3,687,157	3,441,936	46,859,884
2018	3,598,158	3,610,153	4,120,015	3,753,500	3,965,469	3,745,561	3,670,275	4,221,669	3,549,021	4,264,909	4,117,251	3,297,829	45,913,811
2019	3,707,483	3,823,635	3,939,982	3,934,818	3,955,298	3,654,569	3,867,271	3,984,534	3,793,261	4,672,068	3,610,817	3,740,862	46,684,596
2020	3,673,876	3,681,169	4,145,234	4,038,426	3,761,387	4,256,322	4,421,339	4,334,463	4,573,318	4,882,418	3,694,751	4,209,662	49,672,364
2021	3,839,472	4,020,854	4,883,961	4,466,083	4,094,847	4,471,078	4,233,635	4,554,241	4,353,125	4,468,465	3,940,192	4,551,618	51,877,570
2022	3,979,524	3,956,927	4,904,881	4,401,608	4,469,137	4,307,925	3,926,194	4,691,017	4,362,886	4,413,172	4,020,005	4,038,914	51,472,190
2023	4,579,056	4,113,526	5,275,478	4,094,301	4,596,734	4,394,232	4,144,950	4,843,326	4,497,490	5,048,984	4,487,642	4,111,237	54,186,956
2024	4,498,410	4,814,835	4,933,224	5,125,676	5,108,311	4,324,917	5,068,417	5,017,088	4,653,968	5,422,608	4,302,190	4,695,908	57,965,552
2025	4,599,297	4,557,938	5,073,420	5,307,928	5,057,382	4,719,726	5,144,634	4,934,435	5,101,794	5,657,881	4,096,681	5,021,361	59,272,476

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 18

RATE OF SIF POTENTIAL - CONTRACTOR

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016													
2	2017													
3	2018													
4	2019													
5	2020						0.303	0.103	0.145	0.078	0.000	0.044	0.000	0.09
6	2021	0.108	0.000	0.098	0.092	0.236	0.286	0.000	0.175	0.125	0.148	0.034	0.164	0.13
7	2022	0.151	0.229	0.134	0.129	0.033	0.065	0.204	0.129	0.279	0.199	0.047	0.055	0.14
8	2023	0.096	0.100	0.130	0.083	0.116	0.265	0.122	0.093	0.068	0.118	0.051	0.074	0.11
9	2024	0.000	0.155	0.051	0.051	0.047	0.049	0.097	0.000	0.044	0.086	0.100	0.056	0.06
10	2025	0.052	0.000	0.099	0.000	0.045	0.048	0.000	0.041	0.050	0.149	0.000	0.000	0.04

(a) PG&E started tracking Contractor SIF Potentials in June of 2020

(b) Rates are monthly

Contractor SIF P Counts

Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
2020						6	2	3	2	0	1	0	14
2021	2	0	2	2	5	7	0	5	4	5	1	5	38
2022	4	6	4	4	1	2	6	4	9	6	1	1	48
2023	2	2	3	2	3	7	3	3	2	3	1	1	32
2024	0	3	1	1	1	1	2	0	1	2	2	1	15
2025	1	0	2	0	1	1	0	1	1	4	0	0	11

Contractor Hours Worked

Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
2020						3,957,041	3,902,279	4,148,883	5,155,493	5,213,213	4,522,152	3,803,737	30,702,798
2021	3,694,147	3,572,311	4,088,318	4,342,521	4,243,240	4,892,206	4,875,056	5,699,173	6,406,370	6,753,807	5,964,609	6,086,095	60,617,853
2022	5,311,209	5,245,628	5,950,423	6,202,406	6,023,686	6,182,635	5,871,857	6,190,324	6,448,971	6,035,112	4,236,212	3,657,865	67,356,326
2023	4,172,820	3,987,163	4,616,137	4,822,905	5,188,900	5,285,016	4,926,162	6,422,173	5,855,195	5,065,414	3,910,259	2,685,576	56,937,719
2024	3,090,142	3,880,378	3,904,606	3,901,410	4,228,031	4,094,495	4,107,810	4,837,693	4,501,545	4,646,946	3,994,627	3,587,513	48,775,195
2025	3,868,002	3,879,534	4,021,989	3,987,247	4,422,965	4,168,009	4,368,884	4,922,614	4,036,344	5,354,751	4,058,609	3,815,302	50,904,250

2025 SAFETY PERFORMANCE METRICS REPORT
TABLE 19
CONTRACTOR DART CASE RATE
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016													
2	2017	0.73	0.22	0.68	0.41	0.74	0.46	0.90	0.44	0.58	0.33	0.81	0.47	0.56
3	2018	0.85	1.21	0.95	0.54	0.14	0.44	0.50	0.57	0.83	0.37	0.47	0.39	0.61
4	2019	0.36	0.13	0.49	0.65	0.77	0.55	0.58	0.27	0.51	0.60	0.25	0.43	0.47
5	2020	0.34	0.43	0.15	0.24	0.22	0.71	0.77	0.34	0.78	0.42	0.22	0.37	0.42
6	2021	0.27	0.28	0.20	0.23	0.33	0.25	0.25	0.18	0.12	0.21	0.27	0.13	0.22
7	2022	0.19	0.19	0.24	0.19	0.30	0.13	0.17	0.26	0.16	0.10	0.14	0.00	0.18
8	2023	0.00	0.10	0.26	0.08	0.12	0.34	0.28	0.25	0.17	0.28	0.00	0.00	0.17
9	2024	0.30	0.21	0.41	0.31	0.19	0.24	0.49	0.25	0.31	0.73	0.30	0.22	0.34
10	2025	0.30	0.63	0.44	0.23	0.14	0.37	0.18	0.40	0.45	0.36	0.15	0.20	0.32

(a) ISNetworld program implementation began in 2017. Contractor monthly hours not available until 2020 with addtional reporting changes.
(b) Data is self-reported for PG&E performance work
(c) Rates are updated to monthly where monthly hours are available

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 20

PUBLIC SIF

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	2	0	2	4	6	2	2	4	2	3	2	0	29
2	2017	2	0	3	2	0	2	4	4	2	26	3	1	49
3	2018	0	5	3	1	4	1	1	1	2	0	88	1	107
4	2019	3	1	2	1	2	3	4	2	3	2	2	1	26
5	2020	1	0	1	1	2	2	3	0	7	1	2	2	22
6	2021	2	1	0	6	2	2	3	4	2	0	1	0	23
7	2022	3	2	2	4	2	2	1	2	2	2	1	1	24
8	2023	1	1	0	1	4	0	3	2	2	4	3	0	21
9	2024	1	2	0	0	6	2	2	3	2	0	0	0	18
10	2025	0	1	3	2	2	2	2	1	0	2	1	0	16

NOTES: Since the 2021 SPM Report, five wildfire incidents have been included as determined SPMs (Zogg, Atlas, Redwood Valley, Nuns, and Cascade wildfires). The Kincade incident is pending final determination and not included at this time.

The July count in the 2024 report should be 4 instead of 5.

Starting in 2024 PG&E will no longer include car pole incidents in its SPM Public SIF reporting unless they result in death or injury attributable to contact with utility owned electrical facilities.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 21A

HELICOPTER / FLIGHT ACCIDENT OR INCIDENT (TOTAL INCIDENTS)

2016-2025

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

(a) PG&E does not have the data before 2017.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 21B

(total number of flight hours per year for reporting the number of incidents per 100,000 flight hours)

HELICOPTER / FLIGHT ACCIDENT OR INCIDENT

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	564	816	1,091	775	730	1,274	1,634	1,744	1,449	1,351	808	636	12,871
2	2017	747	940	1,085	619	1,089	1,212	1,243	1,578	1,738	2,347	1,003	1,157	14,758
3	2018	678	1,041	1,241	1,241	1,128	2,538	2,029	3,491	3,165	3,700	2,039	1,452	23,745
4	2019	1,369	1,620	1,747	2,299	2,356	2,471	2,889	3,439	4,017	5,871	2,748	1,674	32,500
5	2020	1,913	2,140	1,935	2,101	2,662	2,157	3,333	3,119	3,427	4,670	2,284	1,660	31,401
6	2021	1,118	562	3,358	311	3,850	824	4,290	3,007	4,021	3,564	3,236	1,934	30,079
7	2022	1,886	1,708	2,100	1,942	2,441	2,653	2,783	3,606	3,255	4,423	3,634	1,084	31,514
8	2023	976	2334	2377	2658	2938	3106	2209	2795	2883	2736	2621	1874	29,508
9	2024	1152	1406	1839	2254	1953	2167	1963	2364	3224	3583	2098	1536	25,539
10	2025	1450	1178	1497	2652	1825	1111	2757	3706	3548	2070	1173	900	23,871

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 22

PERCENTAGE OF SIF CORRECTIVE ACTIONS COMPLETED ON TIME

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016													
2	2017				100%	100%	100%	87%	94%	100%	100%	96%	100%	100%
3	2018	100%	100%	100%	100%	96%	97%	96%	95%	92%	93%	93%	93%	93%
4	2019	69%	89%	91%	95%	95%	96%	96%	97%	95%	95%	93%	94%	94%
5	2020	86%	75%	65%	72%	68%	71%	72%	78%	78%	79%	80%	79%	79%
6	2021	72%	86%	92%	92%	95%	95%	94%	95%	96%	96%	97%	97%	97%
7	2022	97%	98%	98%	97%	98%	97%	97%	98%	98%	98%	98%	98%	98%
8	2023	100%	100%	99%	99%	99%	99%	99%	98%	98%	98%	98%	98%	98%
9	2024	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	99%
10	2025	100%	100%	100%	100%	100%	100%	100%	100%	86%	100%	100%	95%	98%

(a) Tracking began in 2017

(b) Percentages are cumulative

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 23

HARD BRAKE RATE

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	4.3	4.5	4.6	4.7	4.6	4.3	4.2	4.0	4.0	4.1	4.1	4.0	4.0
2	2017	3.3	3.3	3.4	3.4	3.5	3.6	3.7	3.7	3.7	3.7	3.6	3.6	3.6
3	2018	3.0	3.0	3.0	2.9	2.9	2.8	2.7	2.7	2.7	2.7	2.7	2.6	2.6
4	2019	2.1	2.2	2.2	2.2	2.2	2.2	2.1	2.1	2.1	2.1	2.1	2.1	2.1
5	2020	2.0	2.0	2.0	1.9	1.9	1.9	1.8	1.8	1.8	1.7	1.7	1.6	1.6
6	2021	1.0	1.0	0.9	0.9	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.6	0.6
7	2022	0.3	0.3	0.2	0.2	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3
8	2023	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
9	2024	0.3	0.4	0.3	0.3	0.4	0.4	0.3	0.4	0.4	0.4	0.4	0.3	0.4
10	2025	0.4	0.4	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.4

(a) Rates were not tracked until 2016

(b) Rates are cumulative

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 24

DRIVER'S CALL COMPLAINT RATE

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	12.8	11.0	10.6	10.7	10.3	10.1	10.2	10.3	10.5	10.2	10.2	10.0	10.0
2	2017	6.5	7.9	8.5	8.2	8.4	8.6	8.4	9.4	9.7	8.0	7.9	8.0	8.0
3	2018	7.7	8.2	9.3	8.8	8.4	7.7	7.3	8.4	8.3	8.1	8.0	8.0	8.0
4	2019	5.4	6.2	6.3	5.7	5.8	6.0	6.4	6.4	6.3	6.3	6.1	5.9	5.9
5	2020	5.1	5.3	5.3	4.8	4.7	4.5	4.5	4.5	4.5	4.3	4.3	4.3	4.3
6	2021	2.6	2.5	2.7	3.0	2.7	2.7	4.3	4.5	4.7	4.7	4.6	4.5	4.5
7	2022	3.2	4.2	4.4	4.3	4.4	4.5	4.4	4.5	4.6	4.5	4.7	4.7	4.7
8	2023	6.8	6.1	6.0	6.0	5.7	5.4	5.2	5.1	5.0	4.8	4.7	4.6	4.6
9	2024	5.1	3.3	3.4	5.0	6.0	3.7	4.7	5.6	5.7	4.7	4.0	4.0	4.6
10	2025	5.3	4.3	4.4	4.3	4.6	4.4	4.8	6.0	5.2	4.8	3.9	4.7	4.7

(a) Rates were not tracked until 2016

(b) Rates are cumulative

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 25A

DISTRIBUTION WIRES-DOWN NOT RESULTING IN AUTOMATIC DE-ENERGIZATION (ANNUAL)

2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	9.4%	15.7%	13.2%	14.7%	11.3%	17.7%	13.7%	15.3%	15.6%	15.1%	16.1%	10.7%	13.6%
2	2017	8.0%	7.3%	9.1%	10.1%	14.7%	13.5%	14.6%	19.0%	15.0%	9.6%	12.9%	15.1%	10.1%
3	2018	10.8%	9.5%	10.8%	15.4%	16.7%	18.4%	13.1%	20.1%	14.7%	14.9%	15.1%	12.3%	14.1%
4	2019	12.3%	9.0%	13.6%	13.7%	11.4%	15.7%	16.4%	15.0%	13.9%	15.9%	10.7%	13.9%	11.9%
5	2020	14.3%	11.8%	10.4%	17.6%	26.3%	23.7%	25.5%	18.6%	18.2%	18.8%	19.2%	9.7%	16.9%
6	2021	9.0%	14.8%	21.6%	19.8%	14.0%	20.3%	22.0%	23.4%	17.3%	18.4%	21.2%	8.0%	13.7%
7	2022	10.7%	20.3%	19.8%	14.4%	14.5%	13.9%	13.8%	15.5%	15.8%	17.6%	15.8%	10.8%	14.1%
8	2023	7.7%	6.8%	7.8%	10.0%	15.1%	17.2%	16.5%	10.8%	15.1%	14.7%	21.5%	16.5%	9.3%
9	2024	15.0%	8.9%	11.4%	15.2%	20.9%	21.5%	15.9%	15.2%	15.3%	12.5%	10.6%	9.2%	12.0%
10	2025	17.1%	13.5%	10.4%	15.0%	13.1%	14.6%	17.2%	19.8%	14.7%	11.9%	10.8%	5.3%	11.8%

(a) PG&E updated its reporting tools and began reporting energized distribution wire down events starting in 2015 with 2016 being the first full year reporting these events.

(b) For safety reasons, field personnel generally treat wire down events as energized if unknown and these percentages represent the information reported as actually being energized.

(c) 2024 values for all month (excluding Mar, Sep, and Oct) have been updated to account for rounding inconsistency.

TABLE 25B
TRANSMISSION WIRES-DOWN NOT RESULTING IN AUTOMATIC DE-ENERGIZATION (ANNUAL)
2016-2025

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	0.0%	16.7%	0.0%	25.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	6.4%
2	2017	5.9%	13.6%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	9.1%	0.0%	0.0%	6.3%
3	2018	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%
4	2019	12.5%	3.7%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	9.1%
5	2020	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	4.5%
6	2021	3.7%	33.3%	11.1%	0.0%	0.0%	0.0%	100.0%	25.0%	0.0%	20.0%	0.0%	3.8%	8.8%
7	2022	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	11.4%
8	2023	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
9	2024	0.0%	3.8%	10.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	25.0%	14.3%	8.5%
10	2025	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	4.5%

(a) PG&E updated its reporting tools and began reporting energized distribution wire down events starting in 2015 with 2016 being the first full year reporting these events.

(b) For safety reasons, field personnel generally treat wire down events as energized if unknown and these percentages represent the information reported as actually being energized.

(c) Based on outages where the circuit was manually de-energized without securing in advance approval from CAISO (emergency force out).

(d) 2024 values for February and December have been updated to account for rounding inconsistency.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 26A

MISSED INSPECTIONS AND PATROLS FOR ELECTRIC CIRCUITS

2016-2025

Transmission Patrols

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	2017	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	2018	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	2019	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	2020	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
6	2021	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.07%
7	2022	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	2023	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	2024	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	2025	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TABLE 26B

MISSED INSPECTIONS AND PATROLS FOR ELECTRIC CIRCUITS

2016-2025

Transmission Inspections

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	2017	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	2018	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	2019	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	2020	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
6	2021	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.07%
7	2022	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	2023	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	2024	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	2025	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TABLE 26C
MISSED INSPECTIONS AND PATROLS FOR ELECTRIC CIRCUITS
2016-2025
Distribution Patrols

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	2017	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	2018	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	2019	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	0.00%
5	2020	0.00%	0.00%	0.00%	60%	31.66%	30.00%	14.40%	2.58%	2.04%	1.36%	0.07%	0.00%	8.61%
6	2021	0.00%	0.00%	0.00%	7.93%	7.72%	1.61%	0.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.86%
7	2022	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	2023	0.00%	0.00%	0.00%	66.57%	0.59%	1.67%	2.21%	0.00%	0.00%	0.00%	0.00%	0.00%	3.94%
9	2024	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.09%
10	2025	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TABLE 26D
MISSED INSPECTIONS AND PATROLS FOR ELECTRIC CIRCUITS
2016-2025
Distribution Inspections

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	0.00%	0.00%	0.00%	0.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.03%
2	2017	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.42%	0.00%	0.00%	0.00%	0.00%	0.00%	0.04%
3	2018	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	2019	0.00%	0.00%	0.00%	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	2020	0.00%	0.00%	0.00%	94.58%	69.47%	44.51%	20.07%	5.15%	0.53%	0.18%	0.14%	0.00%	9.04%
6	2021	0.00%	0.00%	0.00%	55.39%	29.02%	17.51%	0.77%	0.72%	0.04%	0.06%	0.00%	0.00%	4.10%
7	2022	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.39%	2.89%	8.68%	24.44%	125.00%	0.03%
8	2023	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	2024	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.93%
10	2025	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.00%	0.00%	0.00%	0.02%

Note:
Table 26C has been corrected for 2024 EOY value as SOMs Metric 3.7 has a corrected value of 0.09%.
Table 26D has been corrected for 2024 EOY value as SOMs Metric 3.8 has a corrected value of 0.93%.
Table 26D has been corrected for 2020 EOY value as SOMs Metric 3.8 has a corrected value of 9.04%.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 27

OVERHEAD CONDUCTOR SIZE IN HIGH FIRE THREAT DISTRICT, TIERS 2 AND 3, (HFTD)

2016-2025

Percentage of 6Cu in HFTD

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016													
2	2017													10.69%
3	2018													10.52%
4	2019													10.35%
5	2020													10.18%
6	2021													10.03%
7	2022													10.04%
8	2023													10.49%
9	2024													9.84%
10	2025													9.81%

(a) This is a new metric for PG&E to track, and EDGIS system capabilities only have annual data snapshots as far back as 2017 and we currently do not have the ability to display the results in a monthly manner.

2025 SAFETY PERFORMANCE METRICS REPORT
TABLE 28A
GAS OPERATION CORRECTIVE ACTIONS BACKLOG (ANNUAL)
2016-2025
GAS DISTRIBUTION

Line No.	Year	Overdue Work Orders	Total Work orders	GAS OPERATIONS CORRECTIVE ACTIONS BACKLOG DISTRIBUTION (ANNUAL)
1	2016	2	7127	0.03%
2	2017	22	4419	0.50%
3	2018	48	4803	1.00%
4	2019	37	24698	0.15%
5	2020	74	11675	0.63%
6	2021	324	13067	2.48%
7	2022	44	20309	0.22%
8	2023	2575	13397	19.22%
9	2024	70	6480	1.08%
10	2025	10	7824	0.13%

TABLE 28B
GAS OPERATION CORRECTIVE ACTIONS BACKLOG (ANNUAL)
2016-2025
GAS TRANSMISSION

Line No.	Year	Overdue Work Orders	Total Work orders	GAS OPERATIONS CORRECTIVE ACTIONS BACKLOG TRANSMISSION (ANNUAL)
1	2016	0	957	0.00%
2	2017	0	518	0.00%
3	2018	9	829	1.09%
4	2019	10	559	1.79%
5	2020	20	716	2.79%
6	2021	32	977	3.28%
7	2022	85	441	19.27%
8	2023	4	304	1.32%
9	2024	5	396	1.26%
10	2025	8	1076	0.74%

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 29

GO-95 CORRECTIVE ACTIONS (TIERS 2 AND 3, HFTD)

2016-2025

DISTRIBUTION, TRANSMISSION AND VEGETATION MANAGEMENT

	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
Distribution	2016													
	2017													
	2018													
	2019													
	2020	23%	30%	15%	12%	18%	28%	9%	19%	27%	16%	9%	12%	15%
	2021	7%	5%	21%	18%	11%	13%	15%	17%	22%	19%	18%	25%	16%
	2022	17%	22%	23%	19%	26%	23%	16%	24%	27%	9%	6%	5%	17%
	2023	5%	22%	21%	6%	6%	6%	6%	22%	23%	23%	29%	32%	8%
	2024	54%	26%	32%	20%	17%	18%	12%	10%	11%	11%	14%	29%	15%
	2025	20%	19%	20%	22%	24%	20%	23%	18%	11%	9%	10%	14%	16%
Transmission	2016													
	2017													
	2018													
	2019													
	2020	71%	67%	68%	72%	76%	75%	77%	77%	75%	54%	34%	30%	70%
	2021	31%	39%	51%	55%	65%	52%	64%	78%	58%	45%	24%	33%	46%
	2022	25%	32%	61%	65%	53%	55%	97%	50%	34%	15%	16%	19%	46%
	2023	26%	35%	38%	38%	46%	55%	40%	31%	59%	76%	79%	73%	47%
	2024	90%	76%	66%	68%	60%	64%	62%	63%	76%	80%	77%	73%	68%
	2025	76%	76%	83%	90%	92%	91%	88%	97%	96%	97%	91%	94%	89%
Vegetation Management	2016													
	2017													
	2018													
	2019													
	2020	98%	98%	84%	91%	94%	96%	96%	96%	92%	89%	88%	85%	92%
	2021	94%	95%	92%	94%	94%	91%	94%	96%	95%	96%	97%	98%	94%
	2022	99%	99%	98%	92%	98%	96%	98%	99%	99%	99%	99%	99%	98%
	2023	98%	99%	98%	98%	99%	99%	98%	98%	98%	98%	97%	99%	98%
	2024	99%	99%	99%	99%	98%	98%	100%	100%	100%	100%	100%	100%	98%
	2025	99%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%

(a) PG&E's history of available data, which is recorded in our electric work management systems (e.g. SAP) goes back to 2010. However, we are focusing our historical reporting for this metric starting at 2020 due to various changes that occurred prior to 2020, which reshaped GO 95 and GO 165 to include boundaries for HFTD, as well as informed our current inspection methods to be more enhanced towards identifying ignition risks

(b) In alignment with the SOMs report, the above values for 2021 metric values has been corrected.

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 30A

GAS TRANSMISSION LARGE OVERPRESSURE EVENTS

2016-2025

Number of Large OP Events

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

TABLE 30B

GAS DISTRIBUTION LARGE OVERPRESSURE EVENTS

2016-2025

Number of Large OP Events

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY Large OP Events	Total OP Events (a)
1	2016	0	0	0	0	0	2	1	1	0	1	1	0	6	10
2	2017	1	0	0	0	0	0	1	0	1	1	0	0	4	11
3	2018	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4	2019	1	0	0	0	0	0	0	0	0	2	1	0	4	11
5	2020	0	0	0	0	0	0	1	0	1	0	0	0	2	9
6	2021	0	0	0	0	1	0	0	0	0	1	1	0	3	5
7	2022	0	0	0	0	1	0	0	1	1	0	0	0	3	9
8	2023	0	0	0	1	1	0	0	0	0	0	0	0	2	5
9	2024	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10	2025	0	0	0	1	0	0	0	0	0	0	0	0	1	6

Note: by definition, OP events on PG&E **low pressure systems** are not included in the total metric count for either SOM or SPM as these events are not quantified in federal code.

(a) Total Over Pressure Events - Count chart includes events for both Transmission and Distribution systems *less any events that occured, on low pressure systems, per the previous note.*

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 31

GAS IN-LINE INSPECTIONS MISSED

2016-2025

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

2025 SAFETY PERFORMANCE METRICS REPORT

TABLE 32

OVERHEAD CONDUCTOR SAFETY INDEX (ANNUAL)

2016-2025

A) T&D Wire Down Events (non MED)

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	430	184	511	270	225	211	224	178	213	343	219	292	3300
2	2017	283	376	378	242	263	238	233	215	230	204	246	157	3065
3	2018	216	174	370	231	209	231	272	204	167	213	208	287	2782
4	2019	335	249	335	238	311	206	198	210	216	138	232	341	3009
5	2020	159	172	245	228	235	213	196	240	192	180	237	196	2493
6	2021	261	187	292	174	217	238	213	181	208	255	248	265	2739
7	2022	276	149	189	274	212	255	196	171	195	142	252	425	2736
8	2023	383	231	772	211	175	152	177	253	147	157	197	219	3074
9	2024	310	532	345	212	203	201	234	161	176	137	411	277	3199
10	2025	182	411	301	154	180	146	187	183	202	171	261	204	2582

B) T&D Wire Down Events (non MED)/Total Circuit Miles

Line No.	Year	January	February	March	April	May	June	July	August	September	October	November	December	EOY
1	2016	4.35	1.86	5.17	2.73	2.28	2.13	2.27	1.80	2.15	3.47	2.21	2.95	33.37
2	2017	2.86	3.80	3.82	2.45	2.66	2.41	2.36	2.17	2.33	2.06	2.49	1.59	31.00
3	2018	2.18	1.76	3.74	2.34	2.11	2.34	2.75	2.06	1.69	2.15	2.10	2.90	28.13
4	2019	3.39	2.52	3.39	2.41	3.15	2.08	2.00	2.12	2.18	1.40	2.35	3.45	30.43
5	2020	1.61	1.74	2.48	2.31	2.38	2.15	1.98	2.43	1.94	1.82	2.40	1.98	25.21
6	2021	2.64	1.89	2.95	1.76	2.19	2.41	2.15	1.83	2.10	2.58	2.51	2.68	27.70
7	2022	2.79	1.51	1.91	2.77	2.14	2.58	1.98	1.73	1.97	1.44	2.55	4.30	27.67
8	2023	3.89	2.35	7.84	2.14	1.78	1.54	1.80	2.57	1.49	1.60	2.00	2.22	31.23
9	2024	3.16	5.42	3.51	2.16	2.07	2.05	2.38	1.64	1.79	1.39	4.18	2.82	32.57
10	2025	1.86	4.20	3.07	1.57	1.84	1.56	1.91	1.87	2.06	1.75	2.66	8.36	26.36

(a) Table 32B performance has been corrected to align with the metric definition to multiple by 1000. This impacts all years and previously submitted 2021 and 2022 reports.

(b) The data in this table is subject to change based on continuing review of prior period outages. Any changes are reflected in PG&E's March 2024 report.

(c) Updates to the 2024 circuit mileage resulted in slight adjustments to the January, February, and End-of Year values.

PACIFIC GAS AND ELECTRIC COMPANY

2025 SAFETY PERFORMANCE METRICS REPORT

ATTACHMENT B

REPORT METRIC 22 –

PUBLIC SIF SUBCATEGORIES PER SPD REQUEST

PACIFIC GAS AND ELECTRIC COMPANY
2025 PUBLIC SERIOUS INJURIES and FATALITIES (SIFs)

Event Date	Description	SPD Subcategories	Serious Injury	Fatality	Total Parties Involved
2/4/2025	Tree failure during storm event and subsequent electric contact	Individual contact with conductor	1	0	1
3/8/2025	PG&E vehicle contacted 3rd party vehicle in an intersection	Vehicle collision with utility facilities	0	1	1
3/20/2025	Third-party individual performing tree trimming contacted PG&E primary overhead conductor	Individual contact with conductor	0	1	1
3/30/2025	Coleman Canal drowning	Other Non-Categorized Cause (drowning)	0	1	1
4/3/2025	Third-party crew was performing tree trimming work when a limb fell onto an overhead line, causing the conductor to fall. A crew member attempted to move the downed conductor and received an electric shock	Individual contact with conductor	1	0	1
4/25/2025	Bicyclist turned into PG&E vehicle	Vehicle collision with utility facilities	1	0	1
5/17/2025	Lake Almanor drowning during fishing tournament	Other Non-Categorized Cause (drowning)	0	1	1
5/20/2025	Third-party individual climbed substation fence and contacted the bus structure, causing an electric shock	Individual contact with conductor	1	0	1
6/13/2025	Bass Lake drowning during boat launch	Other Non-Categorized Cause (drowning)	0	1	1
6/16/2025	Pinecrest Reservoir swimming area drowning	Other Non-Categorized Cause (drowning)	0	1	1
7/18/2025	Courtright Reservoir drowning when fishing from kayak. No Life jacket.	Other Non-Categorized Cause (drowning)	0	1	1
7/22/2025	Third-party individual cleaning solar panels contacted PG&E primary overhead conductor and received an electric shock	Individual contact with conductor	1	0	1
8/7/2025	Third party vehicle contacted PG&E vehicle when did not stop	Vehicle collision with utility facilities	0	1	1
10/28/2025	Third party vehicle contacted PG&E vehicle when crossed over median	Vehicle collision with utility facilities	1	1	2
11/21/2025	Third party vehicle contacted PG&E vehicle when did not stop at sign	Vehicle collision with utility facilities	1	0	1