BEFORE THE PUBLIC UTILITIES COMMISSION OF THE

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Application of San Diego Gas & Electric Company (U902M) for Review of its Safety Model Assessment Proceeding Pursuant to Decision 14-12-025.	Application 15-05-002 (Filed May 1, 2015)
And Consolidated Matters.	Application 15-05-003 Application 15-05-004 Application 15-05-005

SOUTHERN CALIFORNIA EDISON COMPANY'S (U 338-E) 2020 SAFETY PERFORMANCE METRICS REPORT

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SOUTHERN CALIFORNIA EDISON COMPANY'S (U 338-E) 2020 SAFETY PERFORMANCE METRICS REPORT

Pursuant to Ordering Paragraphs 1 and 2 of Decision (D.) 19-04-020, Southern California Edison Company (SCE) respectfully submits the attached 2020 Safety Performance Metrics Report.

Respectfully submitted,

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Appendix A

Southern California Edison Company's 2020 Safety Performance Metrics Report

Southern California Edison's 2020 Safety Performance Metrics Report

April 1, 2020

Southern California Edison's 2020 Safety Performance Metrics Report

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I.

INTRODUCTION

Southern California Edison Company's (SCE's) 2020 Safety Performance Metrics Report is divided into two chapters.[1] Chapter 1 provides the narratives required by Decision (D.) 19-04-020—the Phase Two decision in the Safety Model Assessment Proceeding (SMAP), Application (A.) 15-05-002—concerning SCE's use of the Safety Performance Metrics data, SCE's bias controls, and the relationship between these metrics and SCE's progress towards its safety goals.[2] Chapter 2 then walks through each of the eleven approved metrics for SCE, and discusses for each the data SCE is providing and any metric-specific bias controls and/or links to financial incentives.

Chapter 1 is organized as follows:

- Section A provides examples of how SCE has used the Safety Performance Metrics data to improve staff and/or contractor training, and/or to take corrective actions to minimize top risks or risk drivers, and of how SCE has used this data to support risk-based decision-making as required in the SMAP and Risk Assessment Mitigation Phase (RAMP) processes.

- Section B identifies which of the eleven approved metrics are linked to or used in any way for the purpose of determining executive compensation levels and/or incentives and which are linked to individual and group performance goals. This includes identifying the director-level or higher executive positions to which these metrics are linked. This section also describes the bias controls SCE has in place to ensure that reporting of the metrics has not been gamed to support a financial incentive goal.

- Section C explains how the safety metrics reflect progress against SCE's RAMP and General Rate Case (GRC) safety goals, and provides a high-level summary of SCE's total estimated risk mitigation spending level as approved in its most recent GRC.

- Section D provides a narrative overview of each of the eleven approved Safety Performance Metrics for SCE, which are shown below in Table I-1.

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[1] D.19-04-020 requires that SCE annually file and serve its Safety Performance Metrics Report on March 31. Due to the California Public Utilities Commission's observance of Cesar Chavez Day on March 31, 2020, however, SCE is filing and serving this 2020 Safety Performance Metrics Report on April 1, 2020.

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

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

Metric Name	Metric Category	Units	Metric Description
1. T&D Overhead Wires Down	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken and falls from its intended position to rest on the ground or a foreign object; excludes down secondary distribution wires and "Major Event Days" (typically due to severe storm events) as defined by the IEEE.
2. T&D Overhead Wires Down - Major Event Days	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken and falls from its intended position to rest on the ground or a foreign object; includes down secondary distribution wires. Includes "Major Event Days" (typically due to severe storm events) as defined by the IEEE.
3. Electric Emergency Response	Electric	% of time response is within 60 mins	The percent of time utility personnel respond (are on-site) within one hour after receiving a 911 (electric related) call, with on-site defined as arriving at the premises to which the 911 call relates.
4. Fire Ignitions	Electric	# of Ignitions	The number of powerline-involved fire incidents annually reportable to the CPUC per Decision 14-02-015. A reportable fire incident includes all of the following: 1) Ignition is associated with a utility's powerlines and 2) something other than the utility's facilities burned and 3) the resulting fire traveled more than one meter from the ignition point.
14. Employee Serious Injuries and Fatalities	Injuries	Number of Serious Injuries and Fatalities	A work-related injury or illness that results in a fatality, inpatient hospitalization for more than 24 hours (other than for observation purposes), a loss of any member of the body, or any serious degree of permanent disfigurement.
15. Employee Days Away, Restricted and Transfer (DART) Rate	Injuries	DART Cases times 200,000 divided by employee hours worked	DART Rate is calculated based on number of OSHA- recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer, and hours worked
18. Contractor OSHA Recordable Rate	Injuries	OSHA recordable times 200,000 divided by contractor hours worked associated with work for the reporting utility.	An OSHA recordable incident is an occupational (job- related) injury or illness that requires medical treatment beyond first aid, or results in work restrictions, death or loss of consciousness. OSHA recordable rate is calculated as OSHA recordable times 200,000 divided by contractor hours worked.
20. Contractor Serious Injuries and Fatalities	Injuries	#of work- related injuries or illnesses associated with work for the reporting utility	A work-related injury or illness that results in a fatality, inpatient hospitalization for more than 24 hours (other than for observation purposes), a loss of any member of the body, or any serious degree of permanent disfigurement.
21. Contractor Lost Work Day Case Rate	Injuries	# of Lost Workday (LWD) cases incurred for contractors per 200,000 hours worked associated with work for the reporting utility.	This measures the number of Lost Workday (LWD) cases incurred for contractors per 200,000 hours worked (for approximately every 100 contractors). A Lost Workday Case is a current year OSHA Recordable incident that has resulted in at least one lost workday. An OSHA Recordable incident is an occupational (job related) injury or illness that requires medical treatment beyond first aid, or results in work restrictions, death or loss of consciousness. The formula is: LWD Case Rate = Number of LWD Cases / productive hours worked x 200,000.
22. Public Serious Injuries and Fatalities	Injuries	# of Serious Injuries and Fatalities	A fatality or personal injury requiring in-patient hospitalization involving utility facilities or equipment. Equipment includes utility vehicles used during the course of business.
23. Helicopter / Flight Accident or Incident	Vehicle	# of accidents or incidents (as defined in 49 CFR Section 830.5 "Immediate Notification") per 100,000 flight hours	Defined by Federal Aviation Regulations (FARs), reportable to FAA per 49-CFR-830.

[3] These metrics (Version 1.0) are provided in Attachment 1 to D.19-04-020.

Chapter 2 is organized by the metrics shown in Table I-1. For each of the eleven metrics, SCE first describes and provides visual depictions of the annual and monthly historical data. SCE then answers whether the metric is used for the purposes of determining executive level compensation or incentives or is linked to the determination of individual or group performance goals. Finally, SCE describes the bias controls in place for the metric, as applicable.

A. SCE's Use of Metrics Data

Ordering Paragraph 6.D of D.19-04-020 directs each of the investor-owned utilities (IOUs)[4] to "[p]rovide three to five examples of how the utility has used Safety Performance Metrics (metrics) data to improve staff and/or contractor training, and/or to take corrective actions to minimize top risks or risk drivers; and, provide three to five examples how the utility is using metrics data to support risk-based decision-making as required in the SMAP and RAMP processes."[5] The following sections provide the requested examples.

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

SCE's safety objectives are to strengthen our safety culture, eliminate serious injuries & fatalities to our workers and the public, and reduce all injuries. SCE has used Safety Performance Metrics data to improve safety training, propose new programs and initiatives aimed at reducing injuries and fatalities, and identify the most impactful areas to focus safety efforts. The following outlines some recent efforts SCE has undertaken, but should not be considered an exhaustive list. Additional information about SCE's safety work can be found in our 2018 RAMP report and 2021 General Rate Case testimony.[6]

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

5 The IOUs are permitted to provide fewer examples than "three to five" in the 2020 and 2021 Safety Performance Metrics reports if relevant data is not yet fully available. D.19-04-020, p. 28 n. 50.

6 *See* SCE's 2018 RAMP, I.18.11-006, Nov. 30, 2018 RAMP report, Chapter 7 – Employee, Contractor and Public Safety; SCE's 2021 GRC, A.19-08-013, Exs. SCE-06 Vol. 3 Pt.1 and SCE-06 Vol. 4.

(*Continued*)

Employee Safety

Cause Evaluation Process

In 2016, SCE realized its lowest Days Away, Restricted or Transferred (DART) rate in recent history.[7] However, despite the low DART rate, the number of serious injuries had not declined. In response, SCE implemented a systematic cause evaluation process in order to identify corrective actions and mitigate similar future incidents. Cause evaluations are performed by trained cause evaluators on actual and potential life threatening and life altering incidents, with participation from safety subject matter experts, bargaining union members, and front-line workers. The cause evaluation process and associated learnings have contributed to reductions in employee fatalities and serious injuries from 2017-2019. SCE also put into place the following two initiatives to reduce employee fatalities and serious injuries going forward.

Safety Culture Transformation Training

From 2018 through the first quarter of 2020, all SCE employees participated in a new safety culture training called "SWITCH, ENGAGE, and CONNECT."[8] This training provides cognitive-based tools to enable participants to make safer choices by obtaining a deeper understanding of how our brain works and how having the right frame of mind can prevent injuries. SCE plans to continually assess progress and will augment this approach as necessary to transform the safety culture and eliminate all types of injuries.

Industrial and Office Ergonomics

SCE is also in the process of transitioning to a broader approach for industrial and office ergonomics, called "Set Up. Perform. Recover.", which emphasizes three universal phases of work, regardless of the specific work environment. The adoption of the "Set Up. Perform. Recover." approach by employees will reduce the frequency of key drivers associated with potential employee injuries related to industrial and office ergonomics practices.[9] In the office environment, this approach focuses

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7 *See* Figure II-7 below.

8 All SCE employees attended Switch training, whereas only leaders participated in Engage and Connect.

9 Further discussion on the industrial and office ergonomic programs, and the drivers impacted by these programs, can be found in Chapter 7, Employee, Contractor, and Public Safety, of SCE's 2018 RAMP report.

on employee behaviors when interacting with equipment. Each new office workstation will include a sit-to-stand desk, giving employees the flexibility to change their set-up to fit their ergonomic needs. Self-assessments and ergonomic training will improve employee knowledge of ergonomic risk factors and increase skills around ergonomic hazard identification, which should mitigate strain and sprain risks, reducing drivers of employee injuries and DART.

Contractor Safety

Contractor Safety Management Program

SCE understands the value in using data and analytics to help eliminate contractor injuries, specifically serious injuries and fatalities. Collecting and validating contractor data integrity across hundreds of companies can pose significant challenges. Historically, SCE's data collection was limited to cumbersome email and spreadsheet collection methods. However, in recent years, SCE has identified gaps in basic data used to monitor contractor safety performance.

In 2017, SCE's Safety organization fully implemented the Contractor Safety Management Program to focus on the elimination of contractor serious injuries and fatalities through (1) improving safety oversight of and collaboration with contractors and subcontractors, and (2) more effectively managing risk associated with contracted work. The program components include safety prequalification of all contractors and subcontractors conducting high-risk work, oversight of the contractor work planning process, field monitoring, incident analyses, a safety performance improvement process for individual contractors, and efforts to influence the development of strong safety cultures amongst our contractor partners. Additional information on this program can be found in SCE's 2021 General Rate Case.[10]

As part of implementing the program, SCE transitioned to a commonly adopted third party safety administrator, known as ISNetword (ISN). The ISN 'Site Tracker' tool helps to gather monthly safety related data, including Occupational Safety and Health Administration (OSHA) data,

[10] A.19-08-013, Ex. SCE-06 Volume 4 - Environmental Services, Audit, Ethics and Compliance, and Safety Programs, pp. 53 - 63.

(*Continued*)

Lost-Time counts, and DART Injuries counts, as well as worked hours for Safety Tier 1 contractors performing work for SCE.[11]

In 2018, SCE performed a thorough review of contractor safety data. We utilized a third-party auditing firm to conduct a detailed assessment of safety data related to SCE's largest contractors (representing about 87% of SCE's Safety Tier 1 hours). The process involved active engagement with contractors, and a comparison of contractor data provided to the auditing firm against the data submitted to SCE. Ultimately, the review helped SCE improve specific reporting within ISN's Site Tracker tool and led to more accurate and timely data submissions by contractors. Since that time, SCE continues to conduct monthly audits in incidents and hours.

Finally, in 2019, SCE launched an Excel-based Incident and Evaluation Report form to better capture specific details related to incidents and enable SCE to cross reference multiple sources of contractor incident data. Over 1,100 of these reports were captured in 2019. Later in the year, SCE also set up a dashboard to report out on contractor data which is regularly used to aid SCE in risk-based decision making.

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

SCE continues to advance its risk-informed decision making (RIDM) framework and to incorporate risk in the many decisions we make while serving our customers and conducting our business. Below are some examples of how the Safety Performance Metrics are a part of the RIDM and support risk-based decision making as required in the SMAP and RAMP processes.

T&D Wires Down

SCE uses the metrics T&D Overhead Wires Down and T&D Overhead Wires Down - Major Event Days to help inform efforts to reduce risks associated with events where conductor falls to

[11] SCE classifies Safety Tier 1 work as activities that, without implementing appropriate safety measures, are potentially hazardous or life-threatening. SCE classifies Tier 2 work as routine contractual work not typically considered hazardous. Distinguishing between the categories does not imply that Tier 2 contracted work is risk-free, but that the scope of work is categorized as being lower risk. For the purposes of this standard, Contractors conducting any Safety Tier 1 work will be referred to as Safety Tier 1 Contractors.

the ground or sags excessively close to the ground in a manner that would allow the public to come into contact with it. SCE uses these wires down metrics as a central triggering event to measure and understand the risks associated with contact with energized conductor. SCE evaluates the drivers of wires down events, the frequency of those drivers, and the consequences associated with wires down events. From this baseline understanding, SCE identifies and evaluates the ability of various activities to reduce the risks associated with wires down events. This evaluation is used to inform which mitigation strategies SCE should pursue.

As an example, for wire-down event frequency, SCE uses historical wire-down events and SCE's predictive analytics model to inform the scope for the overhead conductor program (OCP). For event consequences, the analysis is supplemented with data sets such as population density, outage durations, and other types of historical data. The results of this analysis provide SCE with an understanding of the risks associated with overhead conductor within its distribution system. SCE prioritizes its proactive OCP work based on the results of this analysis. Additional details on the company's efforts to address wires down events can be found in SCE's 2021 GRC Exhibit SCE-2 Volume 1 Part 1 and Chapter 5 of SCE's 2018 RAMP report.

Fire Ignitions

SCE uses the metric Fire Ignitions to help inform efforts to reduce wildfires risks associated with utility infrastructure. SCE uses the number of Fire Ignitions as a central triggering event to measure and understand the risks associated with wildfires. SCE evaluates the drivers of ignitions, the frequency of those drivers, and the consequences associated with ignition events. From this baseline understanding, SCE identifies and evaluates the ability of various activities to reduce the occurrence of ignitions, and to mitigate the consequences when an ignition occurs. This evaluation is used to inform which mitigation strategies SCE pursues.

For example, the installation of covered conductor is mainly (but not exclusively) driven by SCE's Wildfire Covered Conductor Program (WCCP), which is a multi-year program started in 2018 as part of the Grid Safety & Resiliency Program. WCCP program is aimed at reducing the risk of ignitions associated with utility infrastructure by replacing bare overhead conductor with covered

conductor in High Fire Risk Areas (HFRA). The increased use of covered conductor is anticipated to significantly reduce contact-from-object and wire-to-wire ignition risks as well as indirectly reduce the frequency of wire down events by reducing the number of faults. SCE's analysis of its historical fire data indicated that contact-from-object and wire-to-wire faults in SCE's HFRA were associated with approximately 60% of suspected ignitions associated with wildfire events. SCE's risk analysis demonstrates that application of covered conductor continues to be an effective approach to reduce ignitions associated with these two ignition drivers in HFRA. Additional details on these efforts to address wildfire ignitions can be found in SCE's 2020-2022 Wildfire Mitigation Plan.[12]

Risk Based Safety Program

SCE has a risk-based safety program that leverages injury and incident data related to the Employee Serious Injuries and Fatalities (SIF) and Employee DART Rate metrics to identify and prioritize top safety risks in order to focus resources, programs and initiatives in the areas that are most hazardous. The program involves (1) mapping risks to identify the paths that can result in a serious injury or fatality, (2) identifying and evaluating the precursors, defenses, and controls related to the risk, and (3) creating a plan to improve or increase precursors, defenses, and controls to mitigate the risk. Controls and defenses that are considered include training, processes, work methods, and technology/equipment.

B. Description of Bias Controls

Ordering Paragraph 6.A-C of D.19-04-020 directs each IOU to:

> Identify all metrics linked to or used in any way for the purpose of determining executive compensation levels and/or incentives, regardless of whether or not systems are in place to control bias, and including all metrics linked to individual and group performance goals; executive compensation levels are defined as positions at the Director level and higher;
>
> Identify the Director-level or higher executive positions to which the metric(s) is linked;
>
> Describe the bias controls that the utility has in place to ensure that reporting of the metric(s) has not been gamed or skewed to support a financial incentive[.][13]

[12] SCE's 2020 – 2022 WMP - Section 5.3.3.3 Covered Conductor Installation.

[13] Note that SCE includes a metric-specific bias controls section for the individual metrics in Chapter II.

Based on SCE's review, four of the eleven Safety Performance Metrics were linked to executive compensation in 2019 for all director-level and higher positions through the corporate goals component of annual incentive awards: Employee SIF, Contractor SIF, Public SIF, and Employee DART Rate. As discussed in more detail below, whether SCE meets its corporate goals directly impacts the executive compensation paid through SCE's Executive Incentive Compensation (EIC) Plan.[14] SCE has annual internal audits of corporate goal metrics to ensure that reporting of the metrics has not been gamed or skewed to support a financial incentive.

1. Overview of Annual Incentive Awards Programs Applicable to Executives

SCE's long-standing executive compensation structure has been designed to promote safety as a priority, and to ensure public safety and utility financial stability. One aspect of all employees' compensation structure, including executives, is the annual incentive awards. For executives, the annual incentive awards are distributed through the EIC, are paid in cash, and are designed to focus attention on specific safety, operating, financial and strategic objectives that benefit our customers and other stakeholders. Whether SCE meets its corporate goals directly impacts the executive compensation paid through SCE's EIC plan. Additional discussion on the EIC program can be found in SCE's 2021 General Rate Case and Assembly Bill 1054 compensation letter.[15]

2. Development of SCE's Corporate Goals

The process for establishing SCE's corporate goals begins in August or September of each year with the management team identifying the business priorities of the company and developing corporate goals and success measures for the following year. Typically, a performance standard or metric is developed for each goal to monitor progress and to determine final results at the end of the

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[14] In lieu of the EIC, non-executives are eligible for the Short Term Incentive Plan (STIP). If a non-executive is promoted to executive status after the first quarter of a year, however, for the year of the promotion that individual would receive both a prorated benefit under the EIC (for the portion of the year in which she served as an executive) and a prorated benefit under the STIP (for the portion of the year in which she served as a non-executive).

[15] SCE-06 Vol. 03 Part 1 – Employee Benefits, Training & Support and Jan. 14, 2020, Executive Compensation Submission of Southern California Edison Pursuant to Assembly Bill 1054 (accessible at https://www.cpuc.ca.gov/uploadedFiles/CPUCWebsite/Content/About_Us/Organization/Divisions/WSD/Assembly%20Bill%201054_Exec%20Comp%20Submission%20of%20SCE.pdf).

calendar year. The metric target values are determined using a variety of inputs including historical performance, industry benchmarks, compliance requirements, resource availability, and relevant subject matter experts (SMEs). However, not all goals have quantitative (metric) success measures. Our goals also incorporate qualitative analysis in recognition of the fact that, for certain goals and situations, circumscribed metrics are an insufficient tool for evaluating real-world developments.

Management works with the Compensation and Executive Personnel Committee of the SCE Board of Directors (Compensation Committee) to establish each year's goals and success measures.[16] The Compensation Committee provides final approval early in the annual performance period, typically in February. Then the following February, the Compensation Committee assesses company performance against goals for the prior year. The Compensation Committee considers both what was accomplished and the manner in which it was accomplished. While perfect performance is not the standard, there is significant weight given to the efficacy and prudency of the efforts as well as the absolute outcomes. The Compensation Committee can also exercise discretion to reduce or eliminate entirely annual incentive awards should circumstances warrant. The Compensation Committee has exercised this discretion frequently in recent years to reduce or eliminate payouts for not meeting safety goals.

3. Safety Performance Metrics Linked to Executive Compensation through SCE Corporate Goals

The SCE corporate goals for 2019 in Table I-2 below reflect SCE's focus on public and worker safety (for employees and contractors), with an emphasis on deployment of essential wildfire resiliency activities to safeguard against catastrophic wildfires (Wildfire Resiliency was a new goal category added in 2019). Other goals focus on key operational and service excellence measures around efficient management of our core business operations, advancement of key innovation/transformation activities essential to position us to achieve our longer-term business strategy objectives, and deployment of key activities to cultivate a more agile, diverse workforce.

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[16] Per New York Stock Exchange requirements, the Compensation Committee is composed entirely of independent directors.

The table below identifies the four SMAP Safety Performance Metrics (Employee SIF, Contractor SIF, Public SIF and Employee DART) linked to SCE's 2019 corporate goals. For purposes of this report, SCE is concluding that a particular SMAP Safety Performance Metric is linked to a corporate goal if at least some subset of the metric could be considered to be relevant to the goal. For example, while the fatalities captured as part of the SMAP Contractor SIF metric directly impact the foundational goal of no worker fatalities, serious injuries captured by that metric do not have a direct impact on the goal. This is similar for Public SIF where only serious injuries to the public *due to system failure* directly impact the foundational goal of no serious injuries to the public from system failures. Table I-2 identifies the instances where only a subset of a particular SMAP Safety Performance Metric is linked to a corporate goal by indicating so in parentheses after the applicable metric.

Table I-2
SCE Company Goals Included in STIP and EIC 2019 Plan Year

Goal Category	Goals	SMAP Safety Performance Metrics Linked to Executive Compensation
Foundational	• No worker fatalities. • No serious injuries to the public from system failures. • No significant non-compliance events. • Maintain effective controls and cybersecurity measures to prevent and mitigate significant disruption, data breach or system failure.	• Employee SIF (fatalities only) • Contractor SIF (fatalities only) • Public SIF (due to system failures only)
Financial Performance	• Achieve Core Earnings.	
Wildfire Resiliency	• Improve the resiliency of the electric infrastructure and our communities and ensure financially healthy utilities to support California's environmental objectives.	
Operational & Service Excellence	• Reduce employee injuries by creating a culture of ownership and developing safety-focused leadership, skills, and mindset. • Customer cost efficiency metric. • Improve reliability performance for repair outages. • Improve customer satisfaction with core service interactions including outage, billing & payment, and ease. • Safely and effectively manage SONGS decommissioning.	• Employee SIF • Employee DART
Policy, Growth and Innovation	• Complete critical milestones and scope while staying on schedule and budget. • Advance progress towards adoption through execution of approved pilots and programs. • Execute grid, technology, and other improvements to deliver safe, reliable, clean and affordable energy for customers. • Shape California legislative and regulatory policies to align with SCE’s strategy.	
Diversity, People and Culture	• Positively impact culture change through advancing diversity and inclusion (D&I) efforts. • Build process and digital capabilities critical for SCE’s business transformation. • Diverse Business Enterprise (DBE) Spend.	

Our foundational goals around no worker fatalities, no public fatalities, and no serious injuries to the public from system failures represent our strong commitment to the safety of our employees, contractors, and the public. The target score for these goals is zero, with any occurrences resulting in scoring deductions (and thus a reduction in executive compensation) based on the nature of the occurrences. Sometimes the scoring deduction applies to all executives, while other times the Compensation Committee decides to apply the deduction only to senior officers and other officers it deems appropriate.

Our operational and service excellence goals include a focus on ensuring our employees are working safely, that their work environments are safe, and that employees are equipped with tools and skills to be safety stewards and to advocate safety to others through our safety culture training efforts. The Safety Performance Metrics of Employee SIF and Employee DART rate are linked to these operational and service excellence goals. The employee DART rate goal, in particular, provides management visibility to all injuries resulting in days away from work and/or restricted time off, and includes both serious and non-serious injuries. As with all of the corporate goals, how SCE performs on these goals in the given year has a direct impact on executive compensation.

While not the subject of this Safety Performance Metrics Report, in 2020, we have made several changes to bring even more visibility to our public and worker safety efforts. For worker safety, we have added a serious injury goal, in addition to the DART rate, which reflects our priority to minimize serious injuries. We have also included milestone-based goals to enhance our employee and worker safety programs. For public safety, we have added public awareness goals focused on reducing the risk of injuries related to contact with energized equipment and underground equipment failure.

4. Bias Controls for the Reporting of the Corporate Goals

To ensure the reporting of the corporate goals, and the underlying metrics that measure progress towards these goals, has not been gamed or skewed to support a financial incentive, SCE's internal audit function provides the Audit and Finance Committee of the Board of Directors and SCE senior management with comprehensive reasonable assurance based on the highest level of independence and objectivity within the organization. For the corporate goals, each year, on a sample

basis, the internal audit team verifies that the reporting for the corporate goals used to determine the STIP and EIC payouts was accurate. This includes obtaining supporting documentation for the reported goal, reviewing and validating the accuracy of the performance standard, metric, or target number used for assessing obtainment of that goal, and comparing the data to internal and/or external sources as applicable to validate the data. Unrelated to the corporate goal effort, the internal audit team also periodically audits other company programs that track metrics such as Employee DART or SIF. These audits include reviewing the related program processes and controls, including event and/or injury classifications, in order to evaluate the accuracy of the reported rate. Please refer to Chapter II for a discussion of additional, metric-specific bias controls where applicable.

5. Individual and Group Performance Goals

In addition to company performance, annual incentive awards distributed through the EIC also take into account individual performance. Base salary increases distributed through the annual performance review process also take into account individual performance. SCE employees, including executives, have individual performance goals and, in some circumstances, may also have group performance goals. Individual and group performance goals are developed specific to an employee or organizational unit's scope of work, and are intended to align with and support the company's overall corporate goals. Thus, individual and group performance goals are generally not specific to any of the Safety Performance Metrics outside those already linked to corporate goals.[17] Additionally, to the extent that an individual or group performance goal did intersect with one of the Safety Performance Metrics, success or lack of success on that goal would not necessarily impact compensation. For each individual, success on individual and group performance goals is typically determined holistically by the organizational unit's management (or, in the case of senior officers, by the Compensation Committee), which takes into account that individual's performance across all of his or her goals and benchmarking based on a comparison to the performance of that individual's peers within the organizational unit. Any

[17] Based on SCE's review of all director level and above individual performance plans for 2019, SCE identified only one instance where a Safety Performance Metric outside those already linked to corporate goals was incorporated into an individual performance goal.

(*Continued*)

impact on compensation (whether through an annual incentive award or a base salary increase) based on this holistic assessment is subject to management discretion.[18] For senior officers, the compensation impact is decided by the Compensation Committee rather than by management.

C. Interim Risk Mitigation Accountability Report (RMAR) Requirements

D.14-12-025 requires the IOUs to prepare a Risk Mitigation Accountability Report (RMAR), the content and format of which was to be determined in the SMAP proceeding. However, for a variety of reasons, D.19-04-020 determined that it would be "premature to approve specific RMAR requirements or to require separate, more general RMARs at this time."[19] Therefore, D.19-04-020 required that in the interim the IOUs should "include in their annual Safety Performance Metrics Reports some of the information originally envisioned as belonging in the RMARs."[20] Specifically, D.19-04-020 directs each IOU to include an explanation of how the reported safety metrics data reflects progress against the safety goals in the utility's RAMP and approved GRC application, and a high-level summary of its total estimated risk mitigation spending level as approved in its most recent GRC.

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

Safety is a core value at SCE. Our safety objectives are to strengthen our safety culture, eliminate serious injuries and fatalities to our workers and the public, and reduce all injuries to ultimately achieve the goal of an injury-free workplace. In some performance areas, SCE has seen a dramatic improvement in its safety results. Since 2011, SCE has achieved more than 50 percent improvement in employee safety performance, as measured by our Employee DART Rate. Similarly, our Contractor OSHA Recordable Rate has improved by more than 67 percent since 2015. However, we recognize that we have more work to do to ultimately achieve and maintain a strong safety culture and

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

[19] D.19-04-020, p. 32.

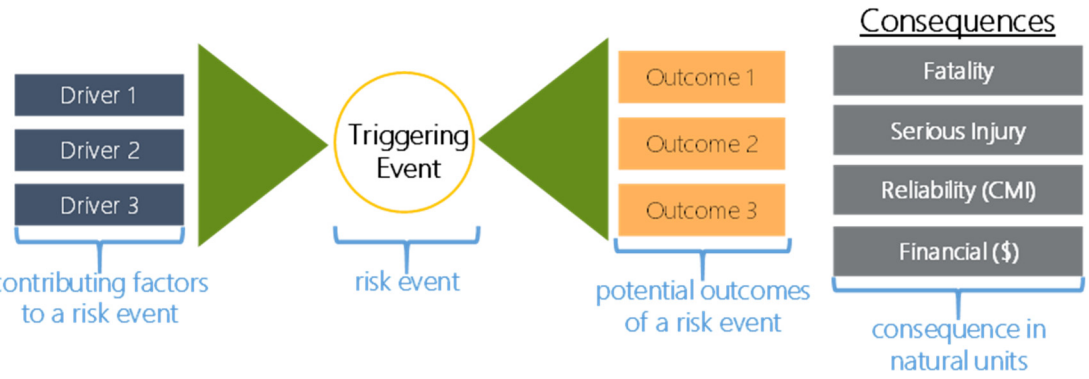
[20] *Id.*

injury-free workplace. As our work continues in this regard, and as SCE's risk management approaches develop and mature, including through SMAP and RAMP, SCE expects to see additional safety progress reflected in its reported safety metrics data.

Along those lines, SCE continues to advance its RIDM framework and improve the quality and availability of its safety-related data to enable the company to identify, evaluate, mitigate, and monitor risks and to report on those risks to the company's senior leadership. Senior leadership employs the RIDM framework to review, discuss, prioritize, monitor, and address enterprise risks, and to embed risk considerations into their decision-making and resource allocation process to optimize the reduction of risk at SCE. We also recognize that to transition to a more mature safety culture, we must continue to advance our collective mindset (employees, contractors and the public) about safety from being something we have to do, to something we want to do. In section I.A.1 above, we discuss examples of what SCE is currently doing to further this transition.

As described in SCE's 2018 RAMP report, risk analysis begins by developing an understanding of a risk event—both the fundamental elements contributing to the risk event (risk drivers) and the potential negative outcomes and consequences if the risk event is materialized. SCE applies a risk bowtie structure to enable us to consistently and systematically identify threats and characterize sources of risk. The risk bowtie is shown in Figure I-1. For each risk, SCE then assesses existing controls, and identifies potential new mitigation measures that can reduce either the likelihood or the negative consequence of the risk.

Figure I-1
SCE Risk Bowtie Structure[21]



As demonstrated below in Table I-3, SCE is using each of the Safety Performance Metrics provided in this report in some form to develop the risk bowtie structures used to inform the RIDM framework and the mitigation plans to address some of SCE's top risks as identified in the 2018 RAMP filing.

[21] For additional information on SCE's RAMP model refer to Chapters 1 – RAMP Overview and 2 Risk Model Overview in SCE's 2018 RAMP report.

Table I-3
SMAP Metrics Linked to SCE's 2018 RAMP Bowtie

Metric Name	RAMP Risk Chapter	Bowtie Element
1 and 2. Transmission & Distribution (T&D) Overhead Wires Down	Wildfire Contact with Energized Equipment	Driver (Wildfire Risk) Triggering Event (Contact with Energized Equipment Risk)
3. Electric Emergency Response	Contact with Energized Equipment	Consequence
4. Fire Ignitions	Wildfire	Triggering Event
14. Employee Serious Injuries and Fatalities	Employee, Contractor and Public Safety	Performance Metric, Outcome and Consequence
15. Employee Days Away, Restricted and Transfer (DART) Rate	Employee, Contractor and Public Safety	Performance Metric
18. Contractor OSHA Recordable Rate	Employee, Contractor and Public Safety	Performance Metric
20. Contractor Serious Injuries and Fatalities	Employee, Contractor and Public Safety	Performance Metric, Outcome and Consequence
21. Contractor Lost Work Day Case Rate	Employee, Contractor and Public Safety	Performance Metric
22. Public Serious Injuries and Fatalities	Employee, Contractor and Public Safety	Performance Metric, Outcome and Consequence
23. Helicopter / Flight Accident or Incident	Employee, Contractor and Public Safety	Driver

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

Table I-4 and Table I-5 below show SCE's recorded aggregate operations and maintenance (O&M) expenses and capital expenditures for 2019, relative to what the Commission authorized in SCE's Test Year 2018 GRC for safety, reliability and maintenance activities.[22] Consistent with the approach established for SCE's Interim Risk Spending Accountability Report, the figures provided include all programs "authorized or in effect during each record year that were identified as

[22] Note that the authorized and recorded expenses shown in Tables I-4 and I-5 are preliminary as SCE is still in the process of completing its review and analysis for its May 31, 2020 Risk Spending Accountability Report.

(*Continued*)

impacting safety or reliability within SCE's Risk Informed Planning Process and Risk Evaluation Methodology filed as part of the 2018 GRC, as well as programs with a maintenance activity."[23] SCE's 2018 GRC encompassed Test Year 2018, and attrition years 2019 and 2020. The Commission issued the 2018 SCE GRC Decision (D.19-05-020) on May 24, 2019 adopting, among other things, a Post-Test Year Ratemaking (PTYR) mechanism that escalates the adopted 2018 CPUC-jurisdictional O&M and capital additions in 2019. SCE derived the 2019 authorized capital expenditures presented in this report using the authorized capital addition escalation percentage as a proxy for adopted attrition-year capital expenditures.[24]

For 2019, SCE spent approximately $584 million (56%) over authorized on O&M for the applicable safety, reliability and maintenance activities in all categories, as shown in Table I-4 below. The overspend was almost entirely driven by wildfire mitigation activities. In both Distribution and Transmission, SCE spent approximately $586 million on Enhanced Overhead Inspections and Fire Hazard Prevention Vegetation Management, which were not activities that were authorized in the 2018 GRC but were necessary to mitigate public safety and reliability risks associated with potential wildfires. In the Other category, SCE spent approximately $18 million over authorized of $453 million primarily driven by increased spend around Public Safety Power Shutoff (PSPS). Additional information on variances by GRC activity can be found in SCE's 2019 Risk Spending Accountability Report to be filed by May 31st, 2020.

[23] Refer to Advice Letter 4042-E - Southern California Edison Company's 2018 Interim Risk Spending Accountability Report for additional information on how SCE selected programs and activities that impact safety, reliability and maintenance.

[24] In SCE's 2018 GRC, the Commission approved a PTYR mechanism that escalated 2018 capital additions by 2.49% for 2019.

Table I-4
O&M Spending Accountability Report Variances by Category for Safety, Reliability and Maintenance Activities ($000s)

Category	Authorized	Recorded	Variance (Auth-Recorded)
Transmission	$103,588	$121,564	($17,977)
Distribution	$314,738	$882,688	($567,950)
Generation	$168,426	$148,104	$20,322
Others	$453,626	$471,850	($18,224)
Grand Total	**$1,040,377**	**$1,624,207**	**($583,829)**

For 2019, SCE spent approximately $440 million (12.5%) over authorized on capital for the applicable safety, reliability and maintenance activities in all categories, as shown in Table I-5 below, in a continued effort to combat the emerging wildfire threat. In Distribution, SCE overspent authorized of $1.828 billion by $557 million primarily due to Enhanced Overhead Inspections and Remediations and Covered Conductor installation. In the Transmission Category, SCE underspent authorized of $1.081 billion by $199 million primarily in Transmission Substation Plan (TSP). In the Other category, SCE overspent authorized of $496 million by $97 million primarily due to Customer Service Re-Platform (CSRP) as there were no dollars authorized for this activity. Additional information on variances by GRC activity can be found in SCE's 2019 Spending Accountability Report to be filed by May 31, 2020.

Table I-5
Capital Spending Accountability Report Variances by Category for Safety, Reliability and Maintenance Activities ($000s)

Category	Authorized	Recorded	Variance (Auth-Recorded)
Transmission	$1,081,401	$882,797	$198,604
Distribution	$1,828,117	$2,384,893	($556,776)
Generation	$107,134	$91,914	$15,220
Others	$496,234	$592,915	($96,681)
Grand Total	**$3,512,886**	**$3,952,518**	**($439,632)**

D. Overview of Approved Safety Performance Metrics

Version 1.0 of the approved safety metrics appears in Attachment 1 to D.19-04-020. SCE is required to report on 11 of these 26 metrics.[25] Notably, this is an initial list of safety metrics, and the Commission has authorized Safety & Enforcement Division (SED) staff to initiate Commission Resolutions to update these metrics over time, including by modifying and adding metrics.[26] In choosing this initial set of metrics, the Commission emphasized leading rather than lagging metrics.[27] The Commission also focused on choosing metrics less prone to inconsistencies or bias in collection, that are uniformly-defined, and that have reliable data and are ready for use.[28]

SCE is reporting on the eleven applicable metrics using the definitions and units included in Attachment 1 to D.19-04-020, and is including data for the last ten years (2010-2019) where such data exists.[29] SCE provides additional context on each of these metrics below as appropriate.

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[25] *See* D.19-04-020, p. 25. *See also id.*, Attachment 1, "IOUs Required to Report" column.

[26] D.19-04-020, p. 24. For example, D.19-04-020 approved a process for the potential development of Safety Management System (SMS) metrics.

[27] *See* D.16-08-018, pp. 162-163; D.19-04-020, p. 18.

[28] *Id.*

[29] This data is included in Attachment A "SCE 2020 Safety Performance Metrics – Historical Data." SCE is also serving an Excel version of this attachment concurrently with this report.

II.

SCE SAFETY PERFORMANCE METRIC DATA

A. Metric 1: Transmission & Distribution (T&D) Overhead Wires Down[30]

Table II-6
Transmission & Distribution (T&D) Overhead Wires Down

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

1. Metric Data and Discussion

The annual and historical monthly data for T&D Overhead Wires Down is presented below in Figure II-2 and Table II-6, respectively. As shown in Table II-6, the definition for this metric includes both transmission and distribution primary overhead conductor and excludes distribution secondary conductors. As this metric does not include events that occur on Major Event Days (MED), SCE is also providing a related metric, "SCE Metric 1a," which differs from Safety Performance Metric 1 only in that SCE's metric includes MEDs. In SCE's experience, when a metric is defined with MEDs excluded, a side-by-side comparison of the same metric with MEDs included is often useful to help understand differences in system performance between normal operating conditions and conditions of higher operational or design stress. For additional information on the SCE uses Wires Down metric data please refer to Section I.A.2 and SCE's 2020 - 2022 Wildfire Mitigation Plan (WMP).[31]

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[30] Note that SCE is following the same numbering for these metrics as used by the Commission in Attachment 1 to D.19-04-020.

[31] Southern California Edison 2020 -2022 Wildfire Mitigation Section 2 Metrics and underlying data. The Wires Down metric data provided in SCE's WMP follows the SMAP Metric #2 T&D Wires Down – MED.

Figure II-2
Annual T&D Overhead Wires Down Metric Data – SMAP Metric 1 and SCE Metric 1a[32]

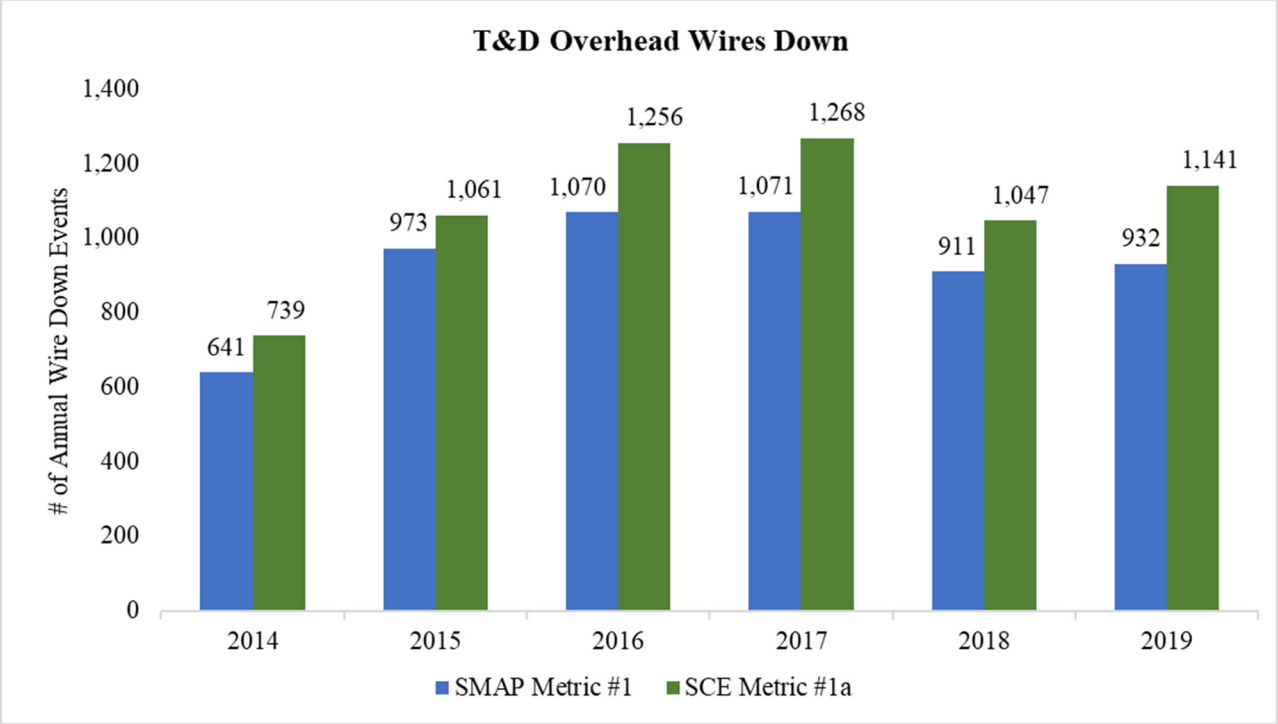


Table II-7
T&D Overhead Wires Down – Historical Monthly Data – SMAP Metric 1 Only[33]

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	81	85	64	91	67	71	63	119	**641**
2015	88	55	96	80	74	81	103	67	77	79	78	95	**973**
2016	93	85	109	125	88	80	64	63	100	68	70	125	**1,070**
2017	119	85	113	84	87	83	90	86	112	74	66	72	**1,071**
2018	67	91	99	97	71	112	52	71	72	53	46	80	**911**
2019	110	79	73	67	81	77	84	49	74	40	73	125	**932**

32 Note, the 2014 numbers provided do not include the full year. T&D Wires Down data is available only as of May 2014.

33 As noted above, 2014 data collection for this metric started in May 2014. SCE provides the monthly historical data for SCE Metric 1a in Attachment A and in the Excel file served concurrently with this report.

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

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

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

3. Metric Specific Bias Controls Discussion

While the T&D Wires Down metric is not a corporate goal or tied to executive compensation, SCE has an internal process to validate the primary wires down data. SCE maintains a Wire Down Database where we use Microsoft Access to input all primary wires down in order for Field Engineers to review and propose mitigations. A repair order is generated whenever there is a wire down incident and a trouble man or crew responds to the call. In instances where Field Engineers do not input an incident into the Wire Down Database, SCE will review all Repair Orders and populate the database with ones that are missing and verify all other associated information to ensure accurate primary wire down information.

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

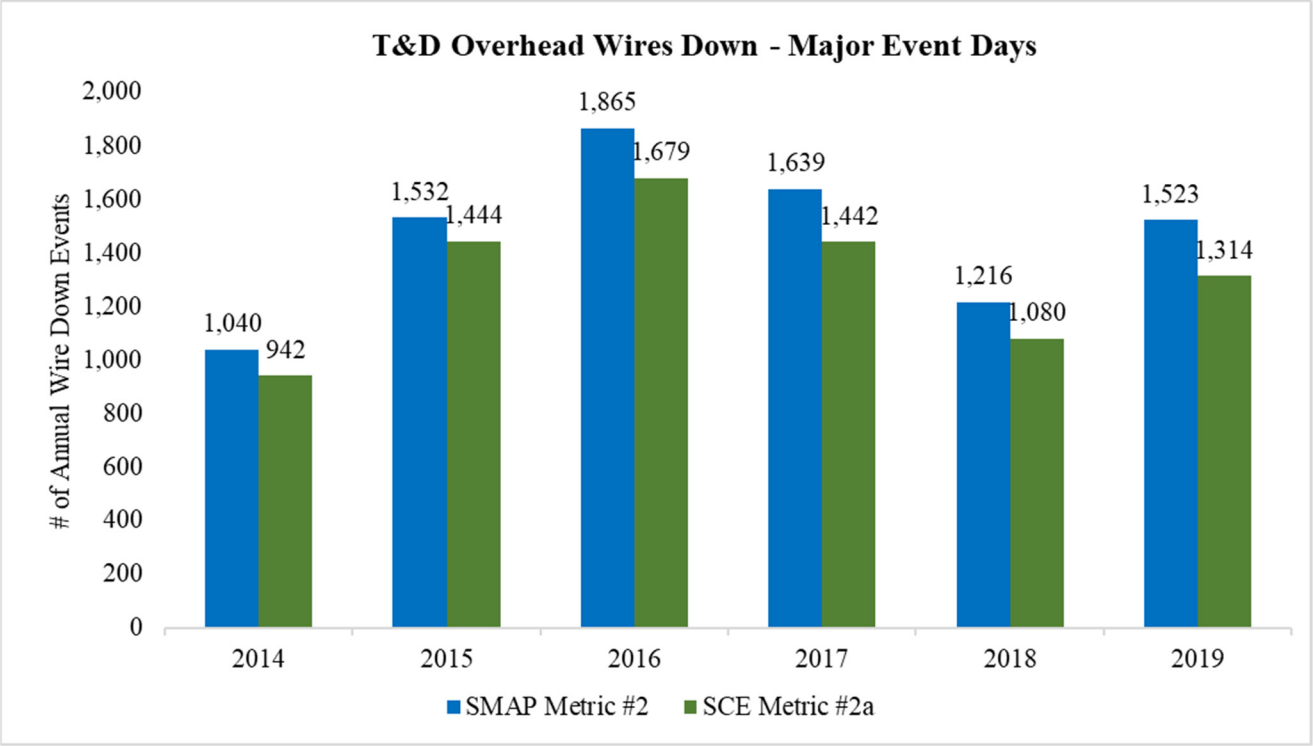
Table II-8
Transmission & Distribution (T&D) Overhead Wires Down – Major Event Days

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

1. Metric Data and Discussion

The annual and historical monthly data for T&D Overhead Wires Down – Major Event Days is presented below in Figure II-3 and Table II-9, respectively. As shown in Table II-9 above, the definition for this metric includes both transmission conductor, distribution primary overhead conductor and distribution secondary conductor and does not exclude MEDs. This metric differs from SCE Metric 1a discussed above only in that T&D Overhead Wires Down – Major Event Days includes secondary conductors, which SCE Metric 1a excludes. SCE is also providing a related metric, "SCE Metric 2a," which differs from Safety Performance Metric 2 only in that SCE's metric excludes MEDs.

Figure II-3
***Annual Transmission & Distribution (T&D) Overhead Wires Down – Major Event Days Metric Data - SMAP Metric 2 and SCE Metric 2a*[34]**



[34] Note, 2014 numbers are not a full year's wires down events. Data is available as of May 2014. SCE notes that the 2019 values differ from those reported in SCE's 2020 – 2022 WMP. At the time of filing the WMP, SCE was finalizing the 2019 year end totals for Wires Down data.

Table II-9
T&D Overhead Wires Down MED – Historical Monthly Data – SMAP Metric 2 Only[35]

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	131	118	100	123	126	101	100	241	**1,040**
2015	132	77	125	109	101	120	152	133	154	139	126	164	**1,532**
2016	228	163	157	205	123	138	116	105	156	167	117	190	**1,865**
2017	241	172	151	121	105	110	125	146	153	103	72	140	**1,639**
2018	124	108	120	130	88	136	68	75	73	113	93	88	**1,216**
2019	115	148	78	119	112	105	120	88	123	125	168	222	**1,523**

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

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

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

3. Metric Specific Bias Controls Discussion

For additional discussion on controls around primary wire down metric data please refer to Section II.A.3.

[35] As noted above, 2014 data collection for this metric started in May 2014. SCE provides the monthly historical data for SCE Metric 2a in Attachment A and in the Excel file served concurrently with this report.

C. Metric 3: Electric Emergency Response

Table II-10
Electric Emergency Response

Metric Name	Risks	Category	Units	Metric Description
3. Electric Emergency Response	Wildfire Overhead Conductor Public Safety Worker Safety	Electric	% of time response is within 60 mins	The percent of time utility personnel respond (are on-site) within one hour after receiving a 911 (electric related) call, with on-site defined as arriving at the premises to which the 911 call relates.

1. Metric Data and Discussion

The annual and historical monthly data for Electric Emergency Response is presented below in Figure II-4 and Table II-11, respectively. The metric data below is specific to 911 calls as defined as those calls that come in through a public agency (ex: police, fire, CHP) and where the officer in the field commits to standing by until SCE arrives on scene.

Figure II-4
Annual Electric Emergency Response Metric Data[36]

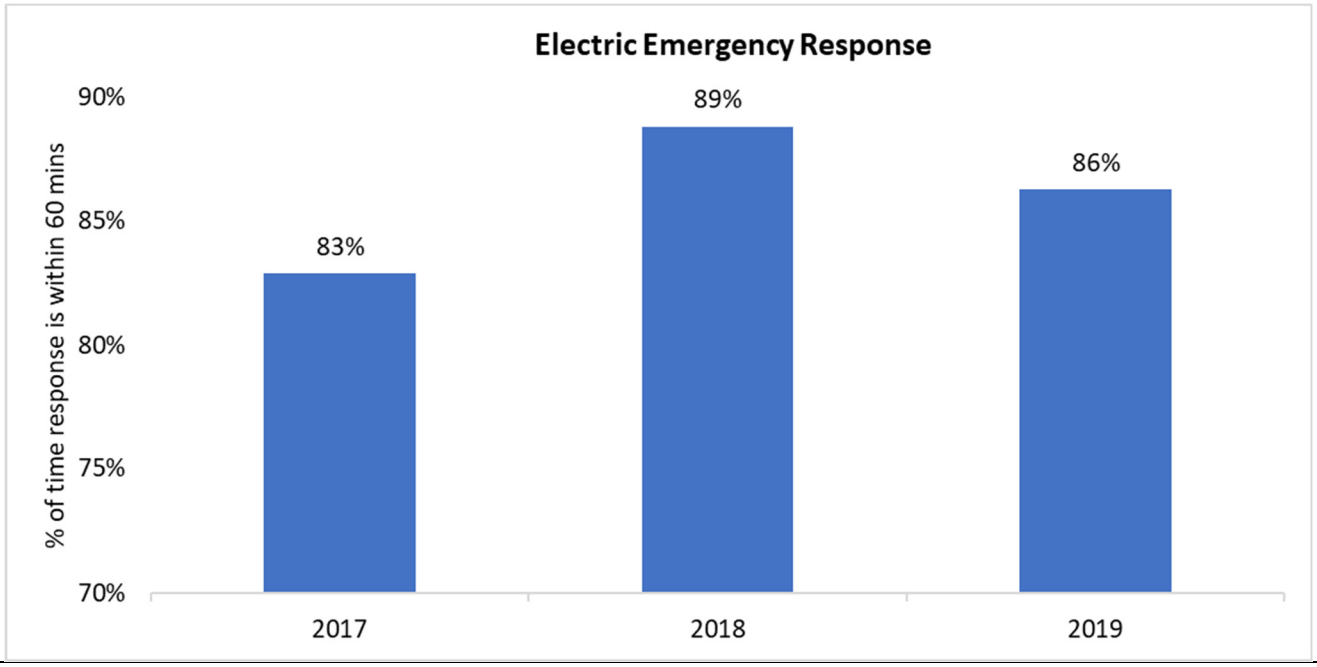


Table II-11
Electric Emergency Response – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	76%	72%	83%	76%	81%	85%	87%	87%	85%	87%	88%	88%	**83%**
2018	91%	90%	91%	90%	91%	91%	88%	89%	88%	86%	84%	86%	**89%**
2019	85%	84%	87%	88%	88%	88%	91%	86%	84%	90%	82%	83%	**86%**

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

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

36 This data represents the time to respond from the time a trouble order is initiated to the time utility personnel is on site.

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

3. Metric Specific Bias Controls Discussion

While the Electric Emergency Response metric is not a corporate goal we do have processes in place to help validate the data for internal purposes. When a 911 call doesn't have an arrival time for the SCE first responder, the Dispatch Supervisors research the call using Telogis vehicle tracking as well as additional OMS verification to fill in the correct working time for the call. After the call has been researched, the correct working time is used in the report and final reporting of the metric data.

D. Metric 4: Fire Ignitions

Table II-12
Fire Ignitions

Metric Name	Risks	Category	Units	Metric Description
4. Fire Ignitions	Overhead Conductor Wildfire Public Safety Worker Safety Catastrophic Event Preparedness	Electric	# of ignitions	The number of powerline-involved fire incidents annually reportable to the CPUC per Decision 14-02-015. A reportable fire incident includes all of the following: 1) Ignition is associated with a utility's powerlines and 2) something other than the utility's facilities burned and 3) the resulting fire traveled more than one meter from the ignition point.

1. Metric Data and Discussion

The annual and historical monthly data for Fire Ignitions is presented below in Figure II-5 and Table II-13, respectively. For a discussion on how SCE uses the Fire Ignitions metric to support risk-based decision making, please refer to the discussion in Section I.A.2. Additional information on this metric can be found in SCE's 2020 - 2022 Wildfire Mitigation Plan (WMP).[37]

[37] Southern California Edison 2020 -2022 Wildfire Mitigation Section 2 Metrics and underlying data.

Figure II-5
Annual Fire Ignitions Metric Data[38]

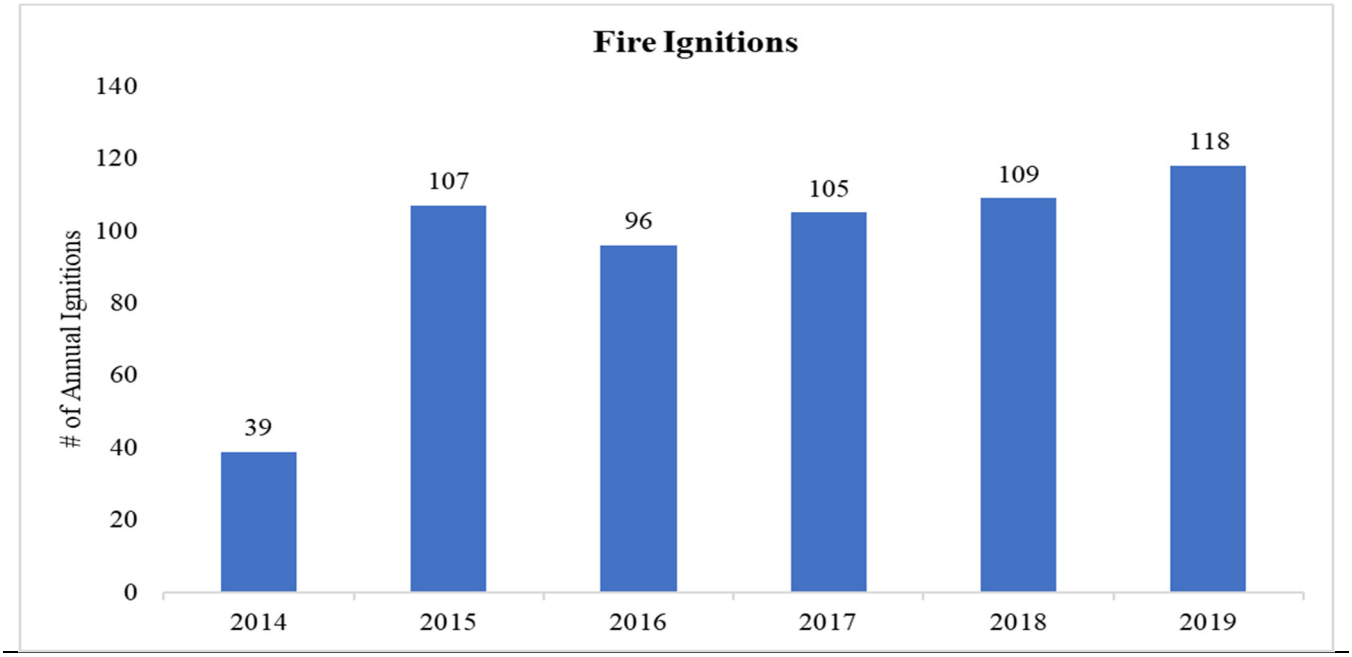


Table II-13
Fire Ignitions – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	1	6	6	6	5	3	6	6	**39**
2015	2	2	4	20	17	19	11	7	8	7	8	2	**107**
2016	4	10	3	14	8	16	6	4	9	11	5	6	**96**
2017	4	1	6	9	17	21	15	13	7	6	3	3	**105**
2018	4	6	2	14	8	18	11	13	6	16	6	5	**109**
2019	1	1	7	13	7	20	13	22	18	6	8	2	**118**

[38] This data does not include any fire ignitions that are currently under claims investigation or subject to potential or on-going litigation. Also note that data from 2014 is only available starting in May. SCE notes that the 2019 values differ from those reported in SCE's 2020 – 2022 WMP. At the time of filing the WMP, SCE was finalizing the 2019 year end totals for Fire Ignition data.

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

The Fire Ignitions metric is not linked to executive compensation. For a further discussion on how SCE determined which metrics are linked to executive compensation please refer to Section I.B Description of Bias Controls.

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

3. Metric Specific Bias Controls Discussion

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

E. Metric 14: Employee Serious Injuries and Fatalities (SIF)

Table II-14
Employee SIF

Metric Name	Risks	Category	Units	Metric Description
14. Employee Serious Injuries and Fatalities	Employee Safety	Injuries	Number of Serious Injuries and Fatalities	A work-related injury or illness that results in a fatality, inpatient hospitalization for more than 24 hours (other than for observation purposes), a loss of any member of the body, or any serious degree of permanent disfigurement.

1. Metric Data and Discussion

The annual and historical monthly data for Employee Serious Injuries and Fatalities is presented below in Figure II-6 and Table II-15, respectively. SCE has been seeing a downward trend in this data over the past two years due to SCE's significant safety efforts and activities aimed at eliminating serious injuries and fatalities. Additional discussion on some of these efforts is included in Section I.A.

Figure II-6
Annual Employee SIF Metric Data

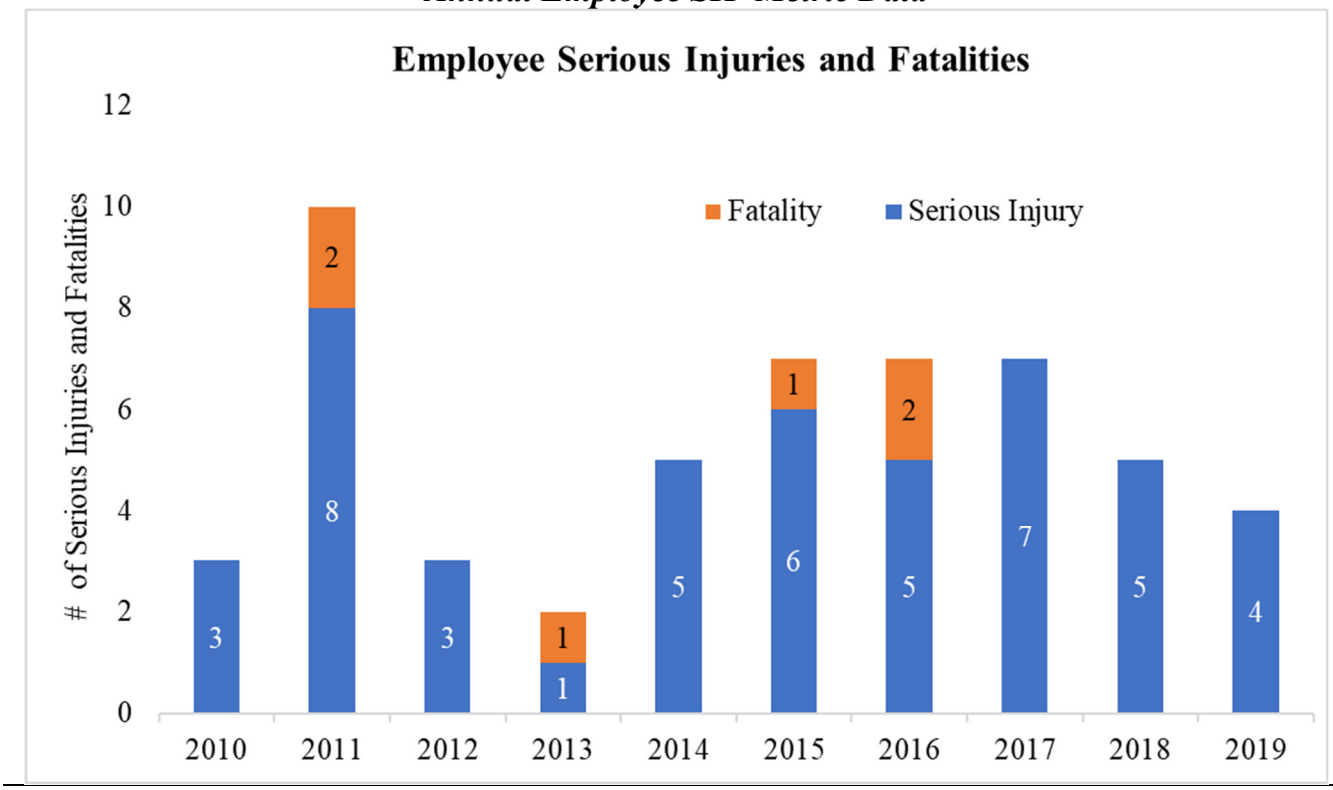


Table II-15
Employee SIF – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2010	0	1	0	0	0	0	1	0	0	1	0	0	**3**
2011	1	1	0	0	0	1	1	0	0	0	3	3	**10**
2012	0	0	0	0	0	0	0	1	1	0	1	0	**3**
2013	0	0	0	1	0	0	0	0	0	1	0	0	**2**
2014	0	1	1	0	2	0	0	0	0	0	1	0	**5**
2015	1	0	1	1	2	0	0	1	0	0	0	1	**7**
2016	2	1	0	1	0	1	0	0	2	0	0	0	**7**
2017	1	0	2	0	1	1	0	0	1	1	0	0	**7**
2018	0	0	1	0	1	1	1	1	0	0	0	0	**5**
2019	0	0	1	0	0	0	1	2	0	0	0	0	**4**

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

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

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

3. Metric Specific Bias Controls Discussion

In addition to the discussion provided in Section I.B Description of Bias Controls, an SCE Incident Screener follows the Cal OSHA SIF definition[39] and medical reports to classify Employee SIF. This classification is then reviewed and approved by Edison Safety Management. The Senior Edison Safety Management Team discusses each Employee SIF incident at monthly Executive Safety Meetings to

[39] The Cal OSHA definition for Employee SIF is the same as the definition adopted in SMAP for this metric.

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

F. Metric 15: Employee Days Away, Restricted and Transfer (DART) Rate

Table II-16
Employee DART Rate

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

1. Metric Data and Discussion

The annual and historical monthly data for Employee DART Rate is presented below in Figure II-7 and Table II-17, respectively. Employee DART rate is a metric SCE has tracked over the 10 year period and has been used as a metric for corporate goals. The Senior Edison Safety Management Team discusses monthly DART injuries at monthly Executive Safety Meetings to prevent the potential recurrence of DART injuries. Employee DART Rates significantly decreased starting in 2014 due to various safety programs and culture initiatives implemented at SCE, some of which are discussed in more detail in Section I.A.1. However, SCE notes that the Employee DART Rate increased in 2019 due to significant wildfire mitigation activities, such as Enhanced Overhead Inspections, which caused many employees to perform additional activities beyond normal job duties.

Figure II-7
Annual Employee DART Rate Metric Data

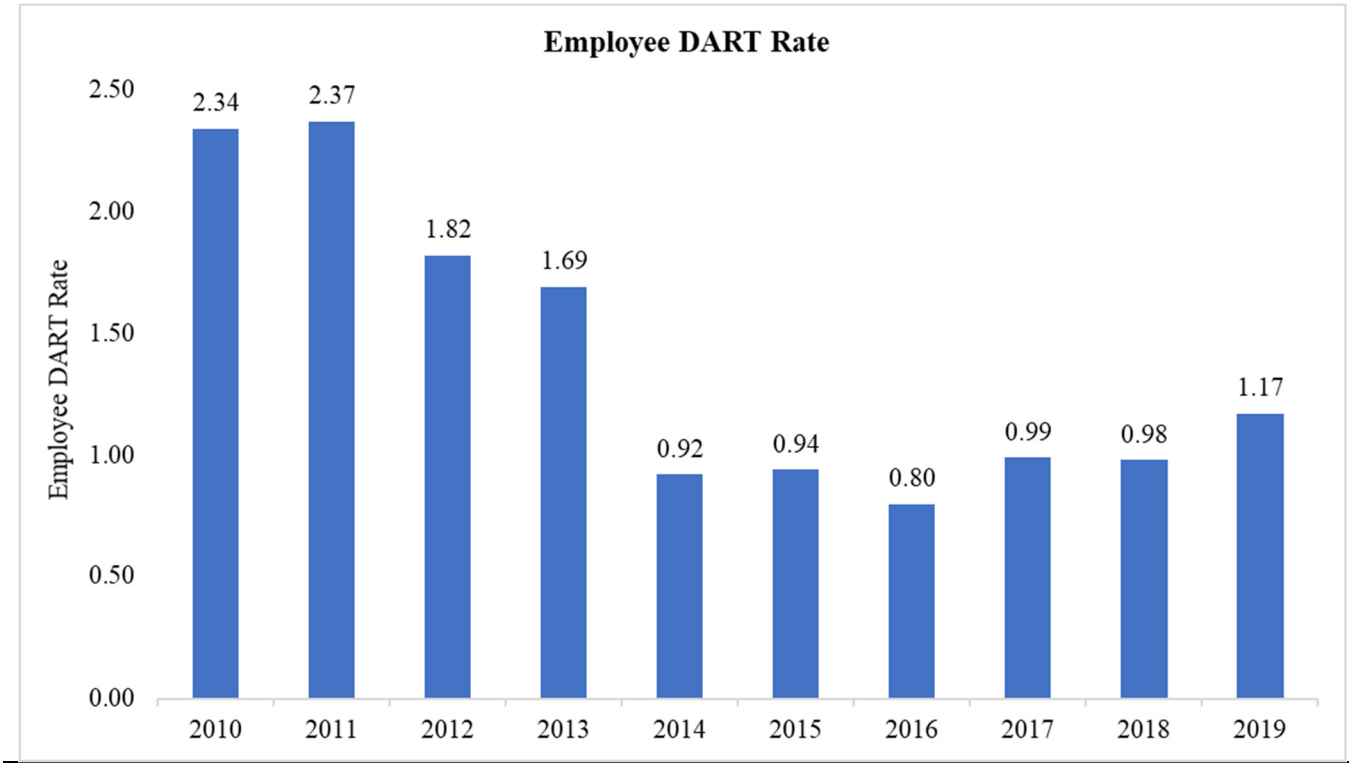


Table II-17
Employee DART Rate – Historical Monthly Data[40]

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2010	2.58	2.29	2.38	2.86	2.49	2.14	2.48	2.32	2.71	1.88	2.68	1.31	**2.34**
2011	2.26	2.73	1.96	1.98	3.14	2.94	2.51	1.66	3.03	2.00	1.88	2.40	**2.37**
2012	2.09	1.77	1.54	2.02	2.60	1.60	2.10	1.81	1.77	1.51	1.31	1.64	**1.82**
2013	1.79	2.36	1.35	2.02	1.67	1.59	1.16	1.72	1.45	2.08	1.95	1.07	**1.69**
2014	1.06	1.36	1.42	0.78	1.17	1.18	0.88	0.90	0.26	0.84	0.89	0.36	**0.92**
2015	1.40	1.16	1.46	1.14	0.85	0.35	1.07	0.92	1.19	0.81	0.11	0.60	**0.94**
2016	0.71	0.89	0.81	0.48	0.68	0.65	0.52	1.33	0.88	1.26	0.66	0.66	**0.80**
2017	1.10	0.84	0.99	0.83	1.23	1.33	1.16	1.78	0.79	0.91	0.43	0.32	**0.99**
2018	0.77	1.06	0.65	0.59	1.30	0.58	0.88	1.22	1.25	1.65	0.61	1.10	**0.98**
2019	0.82	1.49	1.77	0.73	1.89	0.87	1.37	1.23	1.32	0.98	0.94	0.51	**1.17**

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

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

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

3. Metric Specific Bias Controls Discussion

In addition to the discussion provided in Section I.B Description of Bias Controls, SCE has an OSHA Record keeper that follows OSHA Record keeping rules and medical reports in order to classify Employee DART Injuries, which classification is then reviewed by Edison Safety Management.

[40] The annual numbers are calculated be taking the total annual number of OSHA- recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer times 200,000 divided by the total employee hours worked in that year. The provided 10-year Employee DART rates have consistently followed OSHA Recordkeeping classification rules.

G. Metric 18: Contractor OSHA Recordable Rate

Table II-18
Contractor OSHA Recordable Rate

Metric Name	Risks	Category	Units	Metric Description
18. Contractor OSHA Recordable Rate	Contractor Safety	Injuries	OSHA recordable times 200,000 divided by contractor hours worked associated with work for the reporting	An OSHA recordable incident is an occupational (job- related) injury or illness that requires medical treatment beyond first aid, or results in work restrictions, death or loss of consciousness. OSHA recordable rate is calculated as OSHA recordable times 200,000 divided by contractor hours worked.

1. Metric Data and Discussion

The annual and historical monthly data for Contractor OSHA Recordable Rate is presented below in Figure II-8 and Table II-19, respectively. Additional discussion on contractor safety is included in Section I.A.1.

Figure II-8
Annual Contractor OSHA Recordable Rate Metric Data[41]

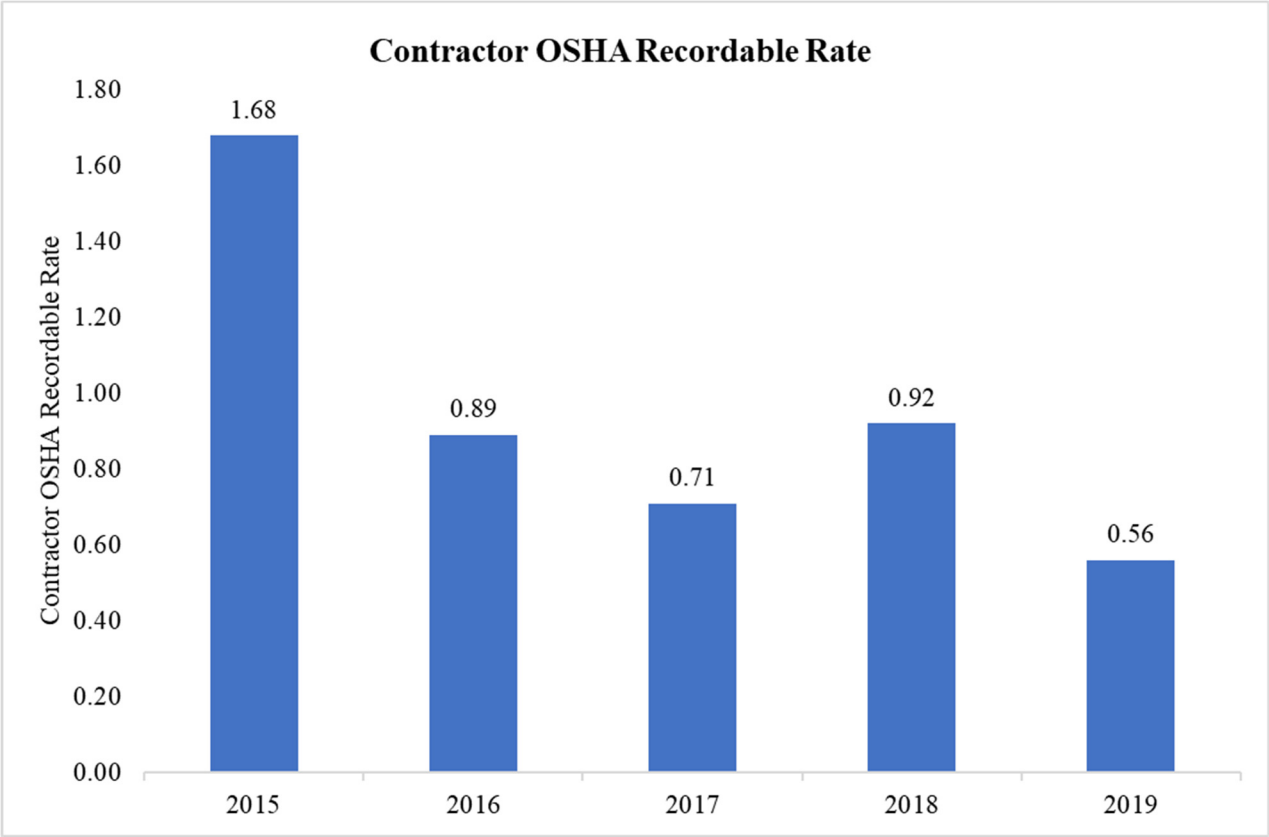


Table II-19
Contractor OSHA Recordable Rate – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2015	1.72	2.66	2.13	1.30	2.52	1.62	1.90	1.73	1.29	0.59	0.89	2.03	**1.68**
2016	0.28	1.31	0.00	0.91	1.15	1.25	1.34	0.54	1.35	1.13	0.70	2.12	**0.89**
2017	1.36	0.00	1.51	1.24	0.78	0.23	0.77	0.34	0.41	0.96	0.73	0.54	**0.71**
2018	0.35	0.71	1.50	0.70	1.04	1.70	1.62	1.44	0.51	0.13	0.74	0.71	**0.92**
2019	0.50	0.56	0.45	0.47	0.45	0.84	0.43	0.76	0.85	0.43	0.44	0.52	**0.56**

[41] The data provided for this metric includes Tier 1 contractors only.

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

The Contractor OSHA Recordable Rate metric is not linked to executive compensation. For a further discussion on how SCE determined which metrics are linked to executive compensation please refer to Section I.B Description of Bias Controls.

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

3. Metric Specific Bias Controls Discussion

SCE verifies submitted Site Tracker data with Contractor Incident Reports for improved quality control of contractor safety performance data. SCE further describes this in Section I.A.1.

H. Metric 20: Contractor Serious Injuries and Fatalities (SIF)

Table II-20
Contractor SIF

Metric Name	Risks	Category	Units	Metric Description
20. Contractor Serious Injuries and Fatalities	Contractor Safety	Injuries	#of work- related injuries or illnesses associated with work for the reporting utility	A work-related injury or illness that results in a fatality, inpatient hospitalization for more than 24 hours (other than for observation purposes), a loss of any member of the body, or any serious degree of permanent disfigurement.

1. Metric Data and Discussion

The annual and historical monthly data for Contractor SIF is presented below in Figure II-8 and Table II-19, respectively. Additional discussion on Contractor Safety is included in Section I.A.1.

Figure II-9
Annual Contractor SIF Metric Data

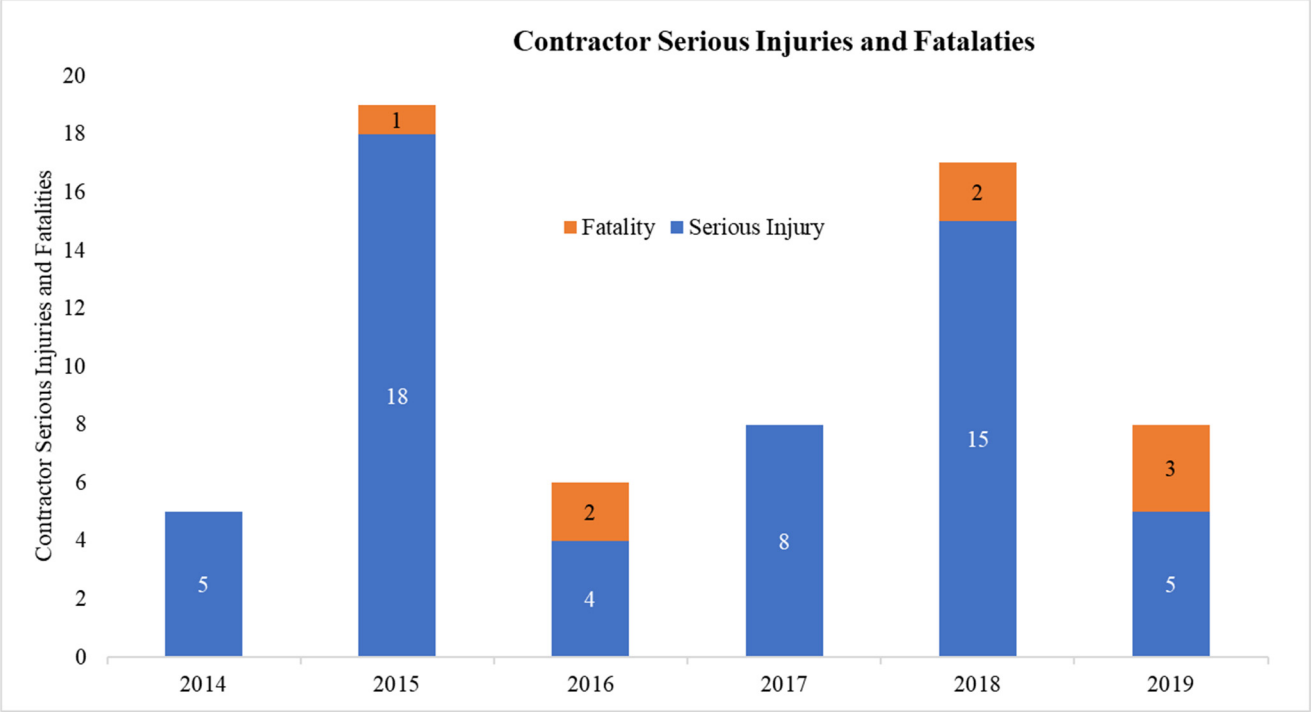


Table II-21
Contractor SIF – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	0	0	1	0	0	0	1	1	0	0	1	1	**5**
2015	0	4	3	2	2	3	3	0	0	0	1	1	**19**
2016	0	0	1	0	3	2	0	0	0	0	0	0	**6**
2017	0	1	0	2	1	1	0	1	1	1	0	0	**8**
2018	1	0	3	0	5	2	1	0	1	1	1	2	**17**
2019	0	0	0	0	1	2	2	2	0	1	0	0	**8**

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

The Contractor SIF metric is linked to executive compensation as described in Section I.B Description of Bias Controls.

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

3. Metric Specific Bias Controls Discussion

SCE verifies submitted Site Tracker data with Contractor Incident Reports for improved quality control of contractor safety performance data. SCE further describes this in Section I.A.1.

I. Metric 21: Contractor Lost Work Day (WD) Rate

Table II-22
Contractor Lost Work Day (WD) Rate

Metric Name	Risks	Category	Units	Metric Description
21. Contractor Lost Work Day Case Rate	Contractor Safety	Injuries	# of Lost Workday (LWD) cases incurred for contractors per 200,000 hours worked associated with work for the reporting utility.	This measures the number of Lost Workday (LWD) cases incurred for contractors per 200,000 hours worked (for approximately every 100 contractors). A Lost Workday Case is a current year OSHA Recordable incident that has resulted in at least one lost workday. An OSHA Recordable incident is an occupational (job related) injury or illness that requires medical treatment beyond first aid, or results in work restrictions, death or loss of consciousness. The formula is: LWD Case Rate = Number of LWD Cases / productive hours worked x 200,000.

1. Metric Data and Discussion:

The 2019 monthly data for Contractor Lost WD rate is presented below in Table II-23. SCE began tracking this metric and will provide additional details on the metric over time as more data becomes available.

Table II-23
Contractor Lost WD Rate – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2019	0.33	0.14	0.11	0.12	0.11	0.21	0.21	0.38	0.38	0.17	0.35	0.21	**0.23**

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

The Contractor Lost WD Rate metric is not linked to executive compensation. For a further discussion on how SCE determined which metrics are linked to executive compensation please refer to Section I.B Description of Bias Controls.

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

3. Metric Specific Bias Controls Discussion

SCE verifies submitted Site Tracker data with Contractor Incident Reports for improved quality control of contractor safety performance data. SCE further describes this in Section I.A.1.

J. Metric 22: Public Serious Injuries and Fatalities

Table II-24
Public Serious Injuries and Fatalities[42]

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

1. Metric Data and Discussion:

Pursuant to Ordering Paragraph 3 of D.19-04-020, SCE provided SED staff with its data on Public Serious Injuries and Fatalities sixty days prior to the due date for this report. The format for the

[42] SCE tracks Public Serious Injuries and Fatalities that meet the CPUC's Accident Reporting Requirements. This does not include public serious injuries and fatalities from vehicle incidents, not involving our electric facilities, where the vehicle was used during the course of business.

submittal of this data in this report was subsequently agreed upon with SED staff, which on March 11, 2020 designated the following categories and subcategories for SCE's reporting of this data:

- Overhead electric contact
  - Contact with intact overhead conductors
  - Contact with energized fallen overhead conductors caused by falling trees/branches
  - Contact with energized fallen overhead conductors due to damage by pole failure
  - Contact with energized fallen overhead conductors due to conductor failure
  - Contact with energized fallen overhead conductors due to theft/vandalism
  - Contact with energized fallen overhead conductors due to other causes
- Underground electric contact
  - Excavation damage ("dig-ins")
  - Theft/vandalism
  - Causes other than theft/vandalism.
- Equipment failure other than conductors or poles
- Vehicle-related
- Aircraft collision with utility infrastructure
- Wildfire
- Workplace or third party violence
- Other non-categorized causes.

The annual and historical monthly data for Public Serious Injuries and Fatalities is presented below in Figure II-10 and Table II-25, respectively with the 2019 data broken out by the categories and subcategories designated by SED.[43] Table II-24 represents the number of serious injury and fatality incidents reported to the CPUC. For some incidents, the actual severity of injury and/or SCE's involvement either remain unknown or are still under investigation. Therefore, the Public Serious Injuries and Fatalities data may change from what is presented in this report as more information is learned.

[43] For all incidents the type of utility infrastructure involved was also noted (Generation, Distribution, Substation, and Transmission).

Figure II-10
Annual Public Serious Injury and Fatality Metric Data

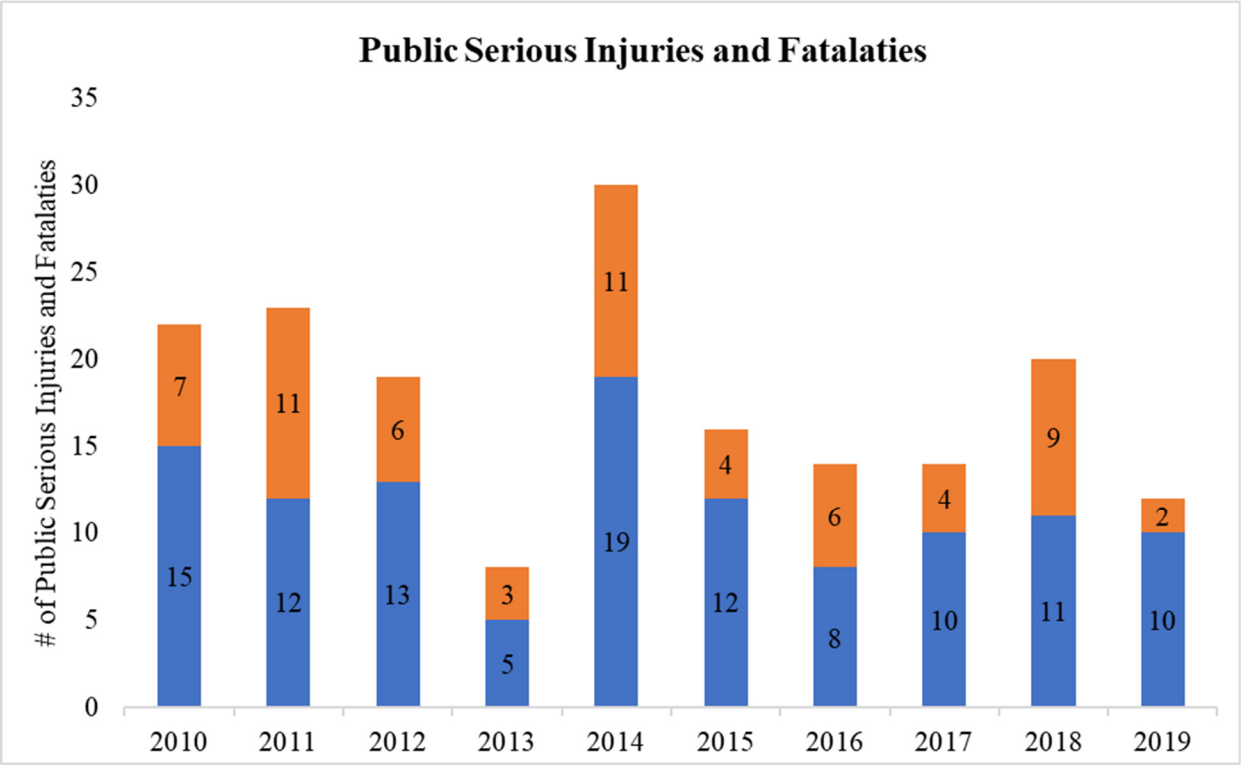


Table II-25
Public Serious Injury and Fatality – Historical Monthly Data

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2010	4	0	0	2	1	0	2	2	1	3	2	5	**22**
2011	6	1	0	3	3	0	0	1	2	0	4	3	**23**
2012	1	0	1	1	2	2	4	2	0	0	4	2	**19**
2013	2	0	0	0	0	0	3	1	0	2	0	0	**8**
2014	0	3	2	1	9	4	1	7	0	2	1	0	**30**
2015	0	2	1	1	2	1	0	2	1	2	4	0	**16**
2016	2	1	1	1	4	0	0	0	1	2	1	1	**14**
2017	0	2	1	2	1	2	0	1	2	0	0	3	**14**
2018	0	4	2	1	1	3	1	0	2	2	4	0	**20**
2019	1	0	1	0	0	2	2	2	0	3	1	0	**12**

Table II-26
Public Serious Injury and Fatality – 2019 Data by Category

#	Injury Type	Incident Type	Sub-Category	Infrastructure Involved
1	Injury	Underground Electrical Contact	Theft/Vandalism	Distribution
2	Injury	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution
3	Injury	Underground Electrical Contact	Excavation damage (Dig-in)	Distribution
4	Fatality	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution
5	Injury	Underground Electrical Contact	Theft/Vandalism	Substation
6	Injury	Underground Electrical Contact	Theft/Vandalism	Distribution
7	Injury	Underground Electrical Contact	Theft/Vandalism	Distribution
8	Fatality	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution
9	Injury	Equipment failure other than conductors or poles	Underground equipment failure	Distribution
10	Injury	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution
11	Injury	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution
12	Injury	Overhead Electrical Contact	Contact with intact overhead conductors	Distribution

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

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

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

3. Metric Specific Bias Controls Discussion

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

K. Metric 23: Helicopter / Flight Accident or Incident

Table II-27
Helicopter / Flight Accident or Incident

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

1. Metric Data and Discussion:

The annual data for Helicopter / Flight Accident or Incident is presented below in Figure II-11 and Table II-28, respectively. In June 2018, SCE had one contractor incident/accident as shown in Figure II-10.[44] SCE takes multiple actions in regards to aviation safety with our contractors and the general public as follows:

[44] There were a total of 405.4 flight hours for SCE and contractors during that month which results in a monthly Helicopter / Flight Accident or Incident metric value of 247 using the definition outlined in Table II-26. SCE has provided the same calculation for all of 2018 which results in an annual value of 24.71. Figure II-10

(*Continued*)

- SCE has a Use of Company Owned, Contract and Chartered Aircraft Policy as an administrative control for the use of aviation assets.
- All contractors, including aviation providers, have to comply with the Contractor Safety Policy (ISN) and are required to attend a contractor Safety Forum.
- All Aviation Service Providers are required to pass a technical qualification as required by SCE Air Operations policy. They are approved by work method based on their ability and whether they have obtained certificates to perform the work in compliance with Federal aviation regulations.
- SCE performs observations of contract helicopter vendors during missions so that it can provide safety behavior feedback to the contractor.
- Air operations holds an annual outreach program for flying in the wires environment with an open invitation to all contract pilots and all general aviation to prevent wire strikes.

Annual Public Serious Injury and Fatality Metric Data Figure II-10
Annual Public Serious Injury and Fatality Metric Data below also shows the total flight hours experienced from 2014 – 2019 and the corresponding Helicopter / Flight Accident or Incident rate resulting in a value of 4.71.

Figure II-11
Summary of Annual Metric Data[45]

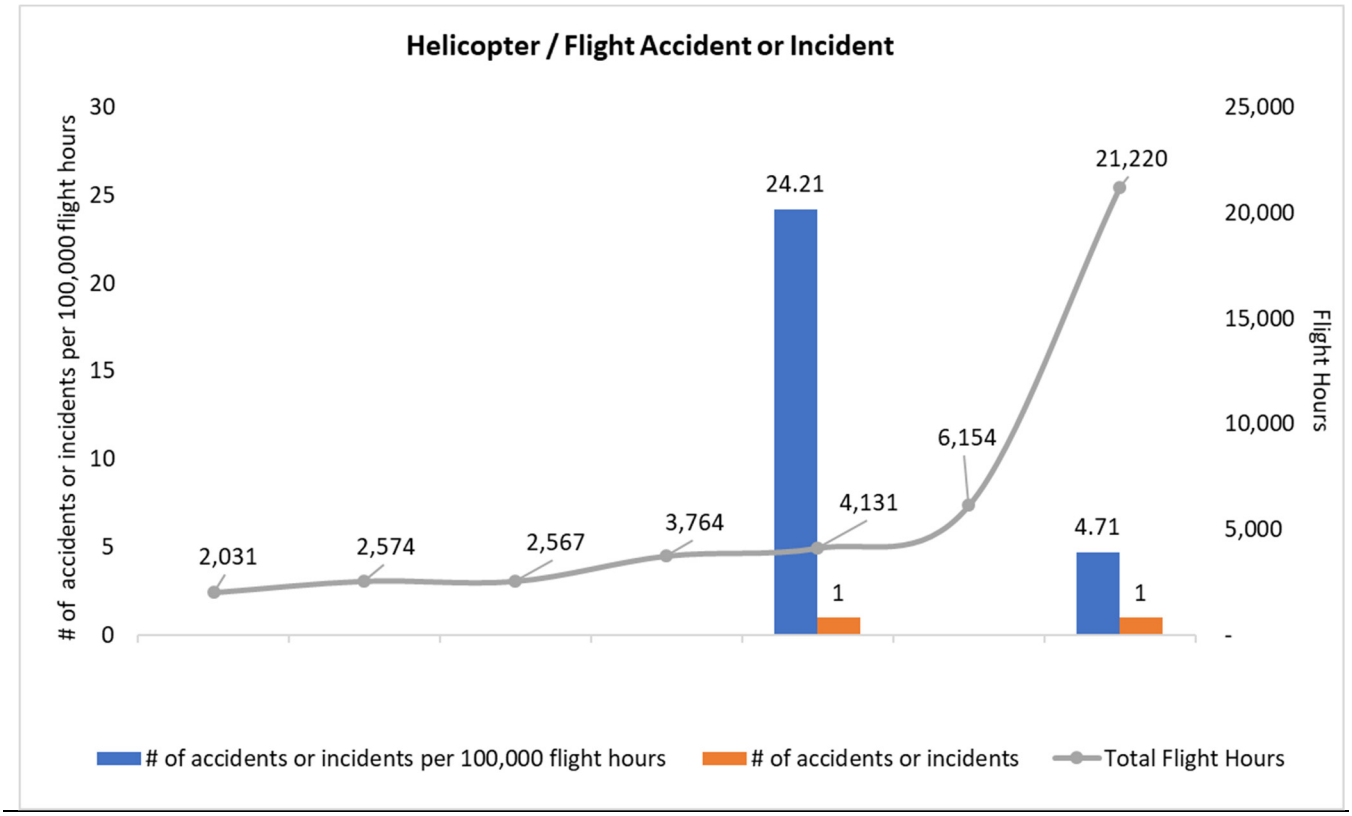


Table II-28
Annual Historical Data for Helicopter / Flight Accident or Incident Metric

Year	# of accidents or incidents	Total Flight Hours	# of accidents or incidents per 100,000 flight hours
2014	0	2,031	-
2015	0	2,574	-
2016	0	2,567	-
2017	0	3,764	-
2018	1	4,131	24.21
2019	0	6,154	-
2014 - 2019 Totals	**1**	**21,220**	**4.71**

[45] This historical data does not include all contractor helicopter flight hours executed on Major Projects or Enhanced Overhead Inspection work.

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

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

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

3. Metric Specific Bias Controls Discussion

SCE uses a common industry device, Hobbs meter, to ensure accurate measurement of total flight hours for SCE and contractors. In addition, SCE internally reviews and verifies that helicopter incidents or accidents meet the definition requirements of Federal Aviation Regulations (FARs), reportable to FAA per 49-CFR-830.

Attachment A

SCE 2020 Safety performance Metrics – Historical Data

Southern California Edison Safety Performance Metrics

Metric Name	Risks	Category	Units	Metric Description
1. T&D Overhead Wires Down	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken and falls from its intended position to rest on the ground or a foreign object; excludes down secondary distribution wires and "Major Event Days" (typically due to severe storm events) as defined by the IEEE.
2. T&D Overhead Wires Down - Major Event Days	Wildfire Transmission Overhead Conductor Distribution Overhead Conductor Primary	Electric	Number of Wire Down Events	Number of instances where an electric transmission or primary distribution conductor is broken and falls from its intended position to rest on the ground or a foreign object; includes down secondary distribution wires. Includes "Major Event Days" (typically due to severe storm events) as defined by the IEEE.
3. Electric Emergency Response	Wildfire Overhead Conductor Public Safety Worker Safety	Electric	% of time response is within 60 mins	The percent of time utility personnel respond (are on-site) within one hour after receiving a 911 (electric related) call, with on-site defined as arriving at the premises to which the 911 call relates.
4. Fire Ignitions	Overhead Conductor Wildfire Public Safety Worker Safety Catastrophic Event Preparedness	Electric	# of Ignitions	The number of powerline-involved fire incidents annually reportable to the CPUC per Decision 14-02-015. A reportable fire incident includes all of the following: 1) Ignition is associated with a utility's powerlines and 2) something other than the utility's facilities burned and 3) the resulting fire traveled more than one meter from the ignition point.
14. Employee Serious Injuries and Fatalities	Employee Safety	Injuries	Number of Serious Injuries and Fatalities	A work-related injury or illness that results in a fatality, inpatient hospitalization for more than 24 hours (other than for observation purposes), a loss of any member of the body, or any serious degree of permanent disfigurement.
15. Employee Days Away, Restricted and Transfer (DART) Rate	Employee Safety	Injuries	DART Cases times 200,000 divided by employee hours worked	DART Rate is calculated based on number of OSHA- recordable injuries resulting in Days Away from work and/or Days on Restricted Duty or Job Transfer, and hours worked
18. Contractor OSHA Recordable Rate	Contractor Safety	Injuries	OSHA recordable times 200,000 divided by contractor hours worked associated with work for the reporting utility.	An OSHA recordable incident is an occupational (job- related) injury or illness that requires medical treatment beyond first aid, or results in work restrictions, death or loss of consciousness. OSHA recordable rate is calculated as OSHA recordable times 200,000 divided by contractor hours worked.
20. Contractor Serious Injuries and Fatalities	Contractor Safety	Injuries	#of work- related injuries or illnesses associated with work for the reporting utility	A work-related injury or illness that results in a fatality, inpatient hospitalization for more than 24 hours (other than for observation purposes), a loss of any member of the body, or any serious degree of permanent disfigurement.
21. Contractor Lost Work Day Case Rate	Contractor Safety	Injuries	# of Lost Workday (LWD) cases incurred for contractors per 200,000 hours worked associated with work for the reporting utility.	This measures the number of Lost Workday (LWD) cases incurred for contractors per 200,000 hours worked (for approximately every 100 contractors). A Lost Workday Case is a current year OSHA Recordable incident that has resulted in at least one lost workday. An OSHA Recordable incident is an occupational (job related) injury or illness that requires medical treatment beyond first aid, or results in work restrictions, death or loss of consciousness. The formula is: LWD Case Rate = Number of LWD Cases / productive hours worked x 200,000.
22. Public Serious Injuries and Fatalities	Public Safety	Injuries	# of Serious Injuries and Fatalities	A fatality or personal injury requiring in-patient hospitalization involving utility facilities or equipment. Equipment includes utility vehicles used during the course of business.
23. Helicopter / Flight Accident or Incident	Aviation Safety Helicopter Operations Public Safety Worker Safety Employee Safety	Vehicle	# of accidents or incidents (as defined in 49 CFR Section 830.5 "Immediate Notification") per 100,000 flight hours	Defined by Federal Aviation Regulations (FARs), reportable to FAA per 49-CFR-830.

1) SCE's Approved Safety Performance Metrics (Version 1.0) from D19.04.020

Southern California Edison Safety Performance Metrics - Monthly Data

Date	1. T&D Overhead Wires Down	SCE Metric 1a	2. T&D Overhead Wires Down - Major Event Days	SCE Metric 2a	3. Electric Emergency Response	4. Fire Ignitions	14. Employee Serious Injuries and Fatalities	15. Employee Days Away, Restricted and Transfer (DART) Rate
Dec-19	125	172	222	175	83%	2	0	0.51
Nov-19	73	108	168	133	82%	8	0	0.94
Oct-19	40	87	125	78	90%	6	0	0.98
Sep-19	74	77	123	120	84%	18	0	1.32
Aug-19	49	53	88	84	86%	22	2	1.23
Jul-19	84	84	120	120	91%	13	1	1.37
Jun-19	77	77	105	105	88%	20	0	0.87
May-19	81	81	112	112	88%	7	0	1.89
Apr-19	67	83	119	103	88%	13	0	0.73
Mar-19	73	73	78	78	87%	7	1	1.77
Feb-19	79	136	148	91	84%	1	0	1.49
Jan-19	110	110	115	115	85%	1	0	0.82
Dec-18	80	80	88	88	86%	5	0	1.10
Nov-18	46	86	93	53	84%	6	0	0.61
Oct-18	53	108	113	58	86%	16	0	1.65
Sep-18	72	72	73	73	88%	6	0	1.25
Aug-18	71	71	75	75	89%	13	1	1.22
Jul-18	52	60	68	60	88%	11	1	0.88
Jun-18	112	112	136	136	91%	18	1	0.58
May-18	71	71	88	88	91%	8	1	1.30
Apr-18	97	97	130	130	90%	14	0	0.59
Mar-18	99	99	120	120	91%	2	1	0.65
Feb-18	91	91	108	108	90%	6	0	1.06
Jan-18	67	100	124	91	91%	4	0	0.77
Dec-17	72	122	140	90	88%	3	0	0.32
Nov-17	66	66	72	72	88%	3	0	0.43
Oct-17	74	74	103	103	87%	6	1	0.91
Sep-17	112	112	153	153	85%	7	1	0.79
Aug-17	86	109	146	123	87%	13	0	1.78
Jul-17	90	90	125	125	87%	15	0	1.16
Jun-17	83	83	110	110	85%	21	1	1.33
May-17	87	87	105	105	81%	17	1	1.23
Apr-17	84	84	121	121	76%	9	0	0.83
Mar-17	113	113	151	151	83%	6	2	0.99
Feb-17	85	147	172	110	72%	1	0	0.84
Jan-17	119	181	241	179	76%	4	1	1.10
Dec-16	125	134	190	181		6	0	0.66
Nov-16	70	70	117	117		5	0	0.66
Oct-16	68	120	167	115		11	0	1.26
Sep-16	100	100	156	156		9	2	0.88
Aug-16	63	63	105	105		4	0	1.33
Jul-16	64	64	116	116		6	0	0.52
Jun-16	80	98	138	120		16	1	0.65
May-16	88	88	123	123		8	0	0.68
Apr-16	125	125	205	205		14	1	0.48
Mar-16	109	109	157	157		3	0	0.81
Feb-16	85	85	163	163		10	1	0.89
Jan-16	93	200	228	121		4	2	0.71
Dec-15	95	124	164	135		2	1	0.60
Nov-15	78	78	126	126		8	0	0.11
Oct-15	79	96	139	122		7	0	0.81
Sep-15	77	102	154	129		8	0	1.19
Aug-15	67	67	133	133		7	1	0.92
Jul-15	103	120	152	135		11	0	1.07
Jun-15	81	81	120	120		19	0	0.35
May-15	74	74	101	101		17	2	0.85
Apr-15	80	80	109	109		20	1	1.14
Mar-15	96	96	125	125		4	1	1.46
Feb-15	55	55	77	77		2	0	1.16
Jan-15	88	88	132	132		2	1	1.40

Southern California Edison Safety Performance Metrics - Monthly Data

Date	1. T&D Overhead Wires Down	SCE Metric 1a	2. T&D Overhead Wires Down - Major Event Days	SCE Metric 2a	3. Electric Emergency Response	4. Fire Ignitions	14. Employee Serious Injuries and Fatalities	15. Employee Days Away, Restricted and Transfer (DART) Rate
Dec-14	119	194	241	166		6	0	0.36
Nov-14	63	63	100	100		6	1	0.89
Oct-14	71	71	101	101		3	0	0.84
Sep-14	67	76	126	117		5	0	0.26
Aug-14	91	91	123	123		6	0	0.90
Jul-14	64	64	100	100		6	0	0.88
Jun-14	85	85	118	118		6	0	1.18
May-14	81	95	131	117		1	2	1.17
Apr-14							0	0.78
Mar-14							1	1.42
Feb-14							1	1.36
Jan-14							0	1.06
Dec-13							0	1.07
Nov-13							0	1.95
Oct-13							1	2.08
Sep-13							0	1.45
Aug-13							0	1.72
Jul-13							0	1.16
Jun-13							0	1.59
May-13							0	1.67
Apr-13							1	2.02
Mar-13							0	1.35
Feb-13							0	2.36
Jan-13							0	1.79
Dec-12							0	1.64
Nov-12							1	1.31
Oct-12							0	1.51
Sep-12							1	1.77
Aug-12							1	1.81
Jul-12							0	2.10
Jun-12							0	1.60
May-12							0	2.60
Apr-12							0	2.02
Mar-12							0	1.54
Feb-12							0	1.77
Jan-12							0	2.09
Dec-11							3	2.40
Nov-11							3	1.88
Oct-11							0	2.00
Sep-11							0	3.03
Aug-11							0	1.66
Jul-11							1	2.51
Jun-11							1	2.94
May-11							0	3.14
Apr-11							0	1.98
Mar-11							0	1.96
Feb-11							1	2.73
Jan-11							1	2.26
Dec-10							0	1.31
Nov-10							0	2.68
Oct-10							1	1.88
Sep-10							0	2.71
Aug-10							0	2.32
Jul-10							1	2.48
Jun-10							0	2.14
May-10							0	2.49
Apr-10							0	2.86
Mar-10							0	2.38
Feb-10							1	2.29
Jan-10							0	2.58

Southern California Edison Safety Performance Metrics - Monthly Data

Date	18. Contractor OSHA Recordable Rate	20. Contractor Serious Injuries and Fatalities	21. Contractor Lost Work Day Case Rate	22. Public Serious Injuries and Fatalities	23. Helicopter / Flight Accident or Incident		
					Total Incident Count	*Total Flight Hours*	*Total Incident Rate*
Dec-19	0.52	0	0.21	0	0	547.1	0
Nov-19	0.44	0	0.35	1	0	536.6	0
Oct-19	0.43	1	0.17	3	0	749.3	0
Sep-19	0.85	0	0.38	0	0	615.5	0
Aug-19	0.76	2	0.38	2	0	318.8	0
Jul-19	0.43	2	0.21	2	0	763	0
Jun-19	0.84	2	0.21	2	0	757	0
May-19	0.45	1	0.11	0	0	637	0
Apr-19	0.47	0	0.12	0	0	397.1	0
Mar-19	0.45	0	0.11	1	0	424.4	0
Feb-19	0.56	0	0.14	0	0	205.4	0
Jan-19	0.50	0	0.33	1	0	202.7	0
Dec-18	0.71	2		0	0	207.3	0
Nov-18	0.74	1		4	0	325.5	0
Oct-18	0.13	1		2	0	518.9	0
Sep-18	0.51	1		2	0	526.4	0
Aug-18	1.44	0		0	0	565.3	0
Jul-18	1.62	1		1	0	548.3	0
Jun-18	1.70	2		3	1	405.4	246.67
May-18	1.04	5		1	0	186	0
Apr-18	0.70	0		1	0	199	0
Mar-18	1.50	3		2	0	172.8	0
Feb-18	0.71	0		4	0	151.8	0
Jan-18	0.35	1		0	0	324.1	0
Dec-17	0.54	0		3	0	232.6	0
Nov-17	0.73	0		0	0	195.3	0
Oct-17	0.96	1		0	0	270.4	0
Sep-17	0.41	1		2	0	577.5	0
Aug-17	0.34	1		1	0	233.3	0
Jul-17	0.77	0		0	0	320.3	0
Jun-17	0.23	1		2	0	614.8	0
May-17	0.78	1		1	0	439.6	0
Apr-17	1.24	2		2	0	287.4	0
Mar-17	1.51	0		1	0	253.6	0
Feb-17	0.00	1		2	0	140.1	0
Jan-17	1.36	0		0	0	198.6	0
Dec-16	2.12	0		1	0	128.3	0
Nov-16	0.70	0		1	0	266.6	0
Oct-16	1.13	0		2	0	220.8	0
Sep-16	1.35	0		1	0	460.1	0
Aug-16	0.54	0		0	0	262.8	0
Jul-16	1.34	0		0	0	216.1	0
Jun-16	1.25	2		0	0	180.5	0
May-16	1.15	3		4	0	158.7	0
Apr-16	0.91	0		1	0	156.5	0
Mar-16	0.00	1		1	0	175.2	0
Feb-16	1.31	0		1	0	183.4	0
Jan-16	0.28	0		2	0	157.6	0
Dec-15	2.03	1		0	0	250.9	0
Nov-15	0.89	1		4	0	212.1	0
Oct-15	0.59	0		2	0	216.6	0
Sep-15	1.29	0		1	0	357.8	0
Aug-15	1.73	0		2	0	224.7	0
Jul-15	1.90	3		0	0	255.5	0
Jun-15	1.62	3		1	0	248.1	0
May-15	2.52	2		2	0	215.8	0
Apr-15	1.30	2		1	0	146.3	0
Mar-15	2.13	3		1	0	191.4	0
Feb-15	2.66	4		2	0	155.4	0
Jan-15	1.72	0		0	0	99.8	0

Southern California Edison Safety Performance Metrics - Monthly Data

Date	18. Contractor OSHA Recordable Rate	20. Contractor Serious Injuries and Fatalities	21. Contractor Lost Work Day Case Rate	22. Public Serious Injuries and Fatalities	23. Helicopter / Flight Accident or Incident		
					Total Incident Count	*Total Flight Hours*	*Total Incident Rate*
Dec-14		1		0	0	184.4	0
Nov-14		1		1	0	113.9	0
Oct-14		0		2	0	156.5	0
Sep-14		0		0	0	218.9	0
Aug-14		1		7	0	252.5	0
Jul-14		1		1	0	183.1	0
Jun-14		0		4	0	181.5	0
May-14		0		9	0	168.4	0
Apr-14		0		1	0	178.2	0
Mar-14		1		2	0	163.9	0
Feb-14		0		3	0	119.8	0
Jan-14		0		0	0	109.7	0
Dec-13				0	0	0	0
Nov-13				0			
Oct-13				2			
Sep-13				0			
Aug-13				1			
Jul-13				3			
Jun-13				0			
May-13				0			
Apr-13				0			
Mar-13				0			
Feb-13				0			
Jan-13				2			
Dec-12				2			
Nov-12				4			
Oct-12				0			
Sep-12				0			
Aug-12				2			
Jul-12				4			
Jun-12				2			
May-12				2			
Apr-12				1			
Mar-12				1			
Feb-12				0			
Jan-12				1			
Dec-11				3			
Nov-11				4			
Oct-11				0			
Sep-11				2			
Aug-11				1			
Jul-11				0			
Jun-11				0			
May-11				3			
Apr-11				3			
Mar-11				0			
Feb-11				1			
Jan-11				6			
Dec-10				5			
Nov-10				2			
Oct-10				3			
Sep-10				1			
Aug-10				2			
Jul-10				2			
Jun-10				0			
May-10				1			
Apr-10				2			
Mar-10				0			
Feb-10				0			
Jan-10				4			

Southern California Edison Safety Performance Metrics - Annual Data

Year	1. T&D Overhead Wires Down	SCE Metric 1a	2. T&D Overhead Wires Down - Major Event Days	SCE Metric 2a	3. Electric Emergency Response	4. Fire Ignitions	14. Employee Serious Injuries and Fatalities	15. Employee Days Away, Restricted and Transfer (DART) Rate	18. Contractor OSHA Recordable Rate	20. Contractor Serious Injuries and Fatalities	21. Contractor Lost Work Day Case Rate	22. Public Serious Injuries and Fatalities	23. Helicopter / Flight Accident or Incident
2019	932	739	1,523	1,314	86%	118	4	1.17	0.56	8	0.23	12	0
2018	911	1,061	1,216	1,080	89%	109	5	0.98	0.92	17		20	246.67
2017	1,071	1,256	1,639	1,442	83%	105	7	0.99	0.71	8		14	0
2016	1,070	1,268	1,865	1,679		96	7	0.8	0.89	6		14	0
2015	973	1,047	1,532	1,444		107	7	0.94	1.68	19		16	0
2014	641	1,141	1,040	942		39	5	0.92		5		30	0
2013							2	1.69				8	0
2012							3	1.82				19	0
2011							10	2.37				23	0
2010							3	2.34				22	0

#1 - T&D Overhead Wires Down

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

Monthly Historical Data:

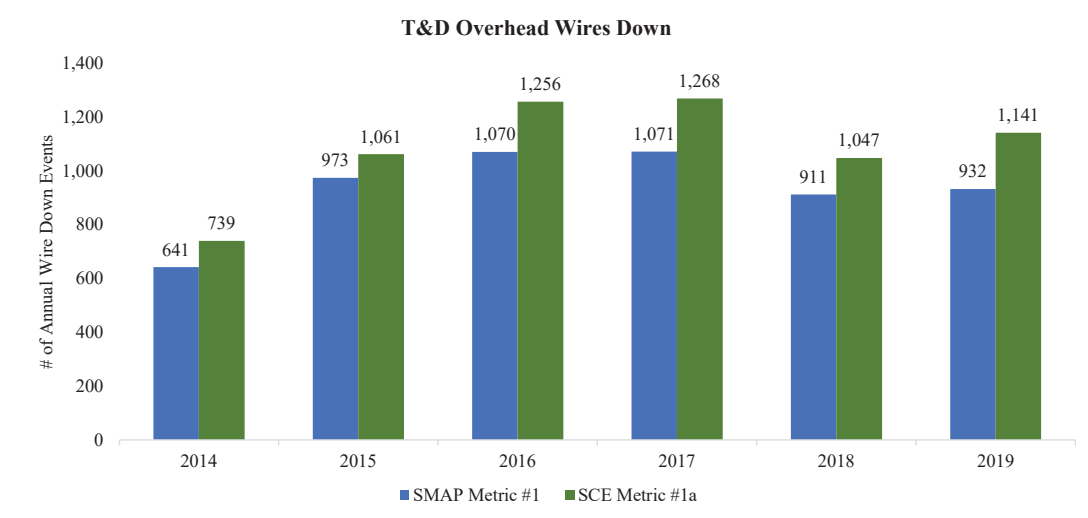
Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	81	85	64	91	67	71	63	119	**641**
2015	88	55	96	80	74	81	103	67	77	79	78	95	**973**
2016	93	85	109	125	88	80	64	63	100	68	70	125	**1,070**
2017	119	85	113	84	87	83	90	86	112	74	66	72	**1,071**
2018	67	91	99	97	71	112	52	71	72	53	46	80	**911**
2019	110	79	73	67	81	77	84	49	74	40	73	125	**932**

Annual Historical Data:

Year	SMAP Metric #1	SCE Metric #1a
2014	641	739
2015	973	1,061
2016	1,070	1,256
2017	1,071	1,268
2018	911	1,047
2019	932	1,141

"SCE Metric 1a," which differs from Safety Performance Metric 1 only in that SCE's metric includes MEDs

Annual Historical Chart



T&D Overhead Wires Down - Major Event Days

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

Monthly Historical Data:

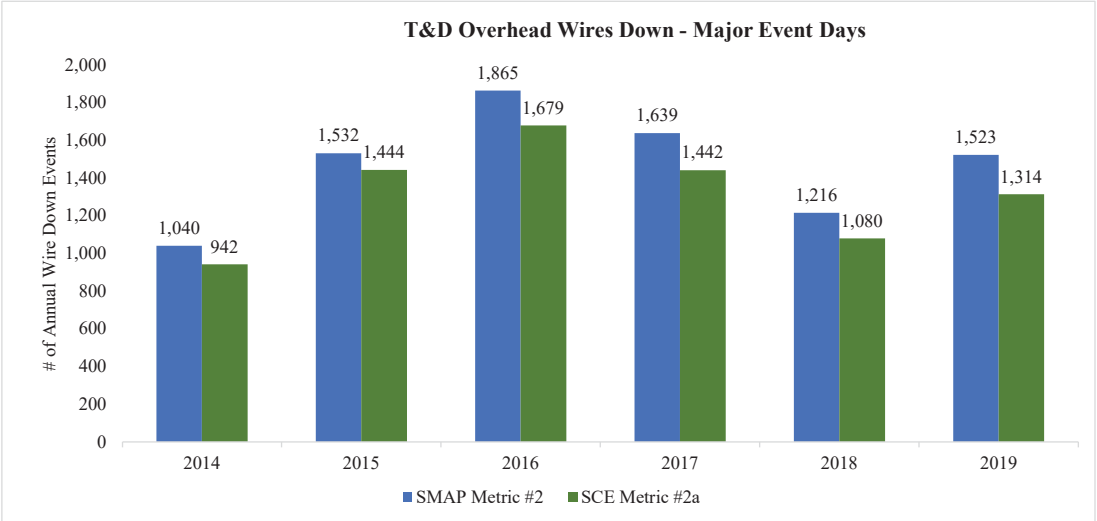
Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	131	118	100	123	126	101	100	241	**1,040**
2015	132	77	125	109	101	120	152	133	154	139	126	164	**1,532**
2016	228	163	157	205	123	138	116	105	156	167	117	190	**1,865**
2017	241	172	151	121	105	110	125	146	153	103	72	140	**1,639**
2018	124	108	120	130	88	136	68	75	73	113	93	88	**1,216**
2019	115	148	78	119	112	105	120	88	123	125	168	222	**1,523**

Annual Historical Data:

Year	SMAP Metric #2	SCE Metric #2a
2014	1,040	942
2015	1,532	1,444
2016	1,865	1,679
2017	1,639	1,442
2018	1,216	1,080
2019	1,523	1,314

SCE Metric 2a," which differs from Safety Performance Metric 2 only in that SCE's metric excludes MEDs

Annual Historical Chart



Electric Emergency Response

Metric Name	Risks	Category	Units	Metric Description
3. Electric Emergency Response	Wildfire Overhead Conductor Public Safety Worker Safety	Electric	% of time response is within 60 mins	The percent of time utility personnel respond (are on-site) within one hour after receiving a 911 (electric related) call, with on-site defined as arriving at the premises to which the 911 call relates.

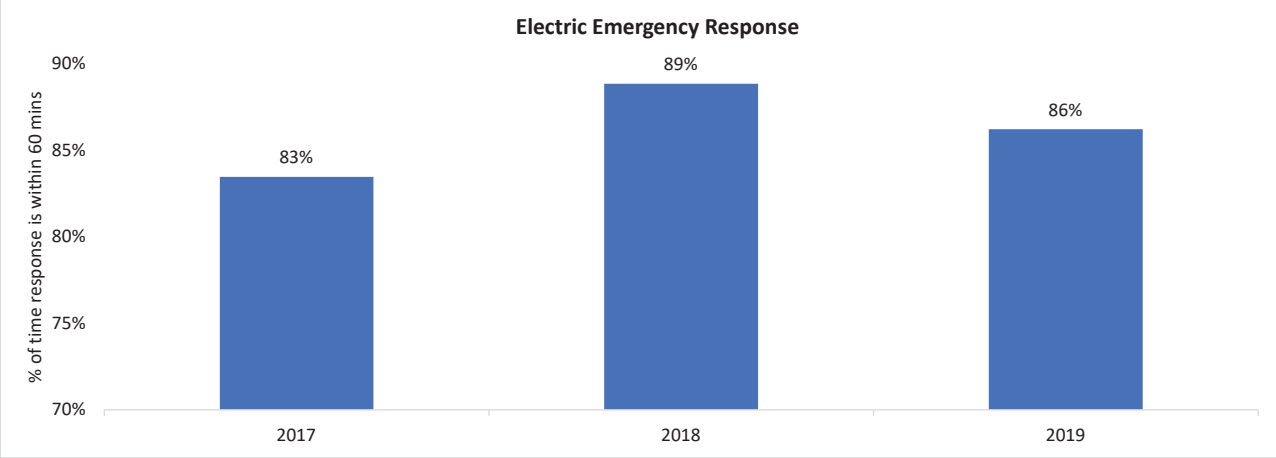
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2017	76%	72%	83%	76%	81%	85%	87%	87%	85%	87%	88%	88%	83%
2018	91%	90%	91%	90%	91%	91%	88%	89%	88%	86%	84%	86%	89%
2019	85%	84%	87%	88%	88%	88%	91%	86%	84%	90%	82%	83%	86%

Annual Historical Data:

Year	Value
2017	83%
2018	89%
2019	86%

Annual Historical Chart



Fire Ignitions

Metric Name	Risks	Category	Units	Metric Description
4. Fire Ignitions	Overhead Conductor Wildfire Public Safety Worker Safety Catastrophic Event Preparedness	Electric	# of Ignitions	The number of powerline-involved fire incidents annually reportable to the CPUC per Decision 14-02-015. A reportable fire incident includes all of the following: 1) Ignition is associated with a utility's powerlines and 2) something other than the utility's facilities burned and 3) the resulting fire traveled more than one meter from the ignition point.

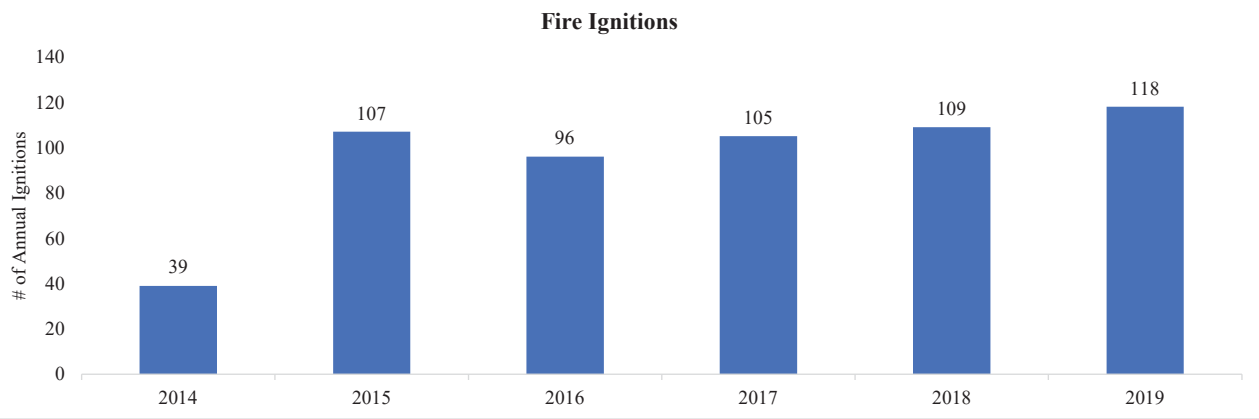
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	N/A	N/A	N/A	N/A	1	6	6	6	5	3	6	6	**39**
2015	2	2	4	20	17	19	11	7	8	7	8	2	**107**
2016	4	10	3	14	8	16	6	4	9	11	5	6	**96**
2017	4	1	6	9	17	21	15	13	7	6	3	3	**105**
2018	4	6	2	14	8	18	11	13	6	16	6	5	**109**
2019	1	1	7	13	7	20	13	22	18	6	8	2	**118**

Annual Historical Data:

Year	Value
2014	39
2015	107
2016	96
2017	105
2018	109
2019	118

Annual Historical Chart



Employee Serious Injuries and Fatalities

Metric Name	Risks	Category	Units	Metric Description
14. Employee Serious Injuries and Fatalities	Employee Safety	Injuries	Number of Serious Injuries and Fatalities	A work-related injury or illness that results in a fatality, inpatient hospitalization for more than 24 hours (other than for observation purposes), a loss of any member of the body, or any serious degree of permanent disfigurement.

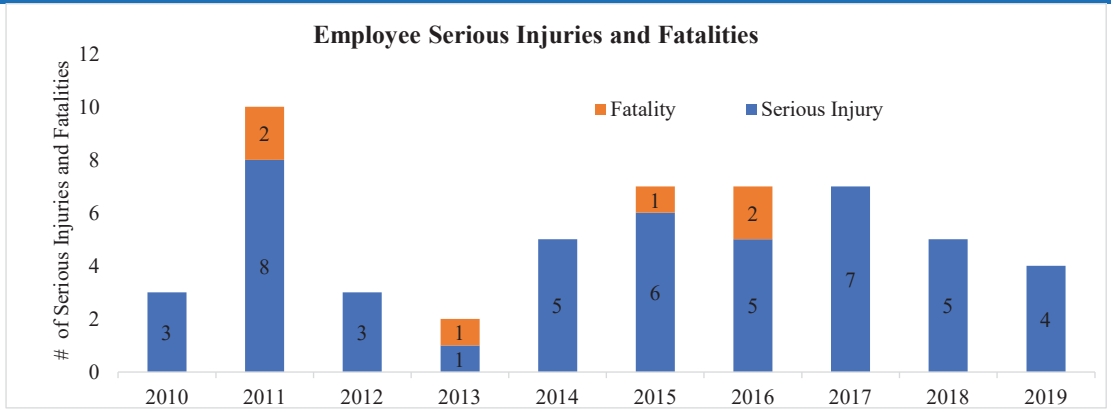
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2010	0	1	0	0	0	0	1	0	0	1	0	0	**3**
2011	1	1	0	0	0	1	1	0	0	0	3	3	**10**
2012	0	0	0	0	0	0	0	1	1	0	1	0	**3**
2013	0	0	0	1	0	0	0	0	0	1	0	0	**2**
2014	0	1	1	0	2	0	0	0	0	0	1	0	**5**
2015	1	0	1	1	2	0	0	1	0	0	0	1	**7**
2016	2	1	0	1	0	1	0	0	2	0	0	0	**7**
2017	1	0	2	0	1	1	0	0	1	1	0	0	**7**
2018	0	0	1	0	1	1	1	1	0	0	0	0	**5**
2019	0	0	1	0	0	0	1	2	0	0	0	0	**4**

Annual Historical Data:

Year	Serious Injury	Fatality	Total
2010	3	0	3
2011	8	2	10
2012	3	0	3
2013	1	1	2
2014	5	0	5
2015	6	1	7
2016	5	2	7
2017	7	0	7
2018	5	0	5
2019	4	0	4

Annual Historical Chart



Employee Days Away, Restricted and Transfer (DART) Rate

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

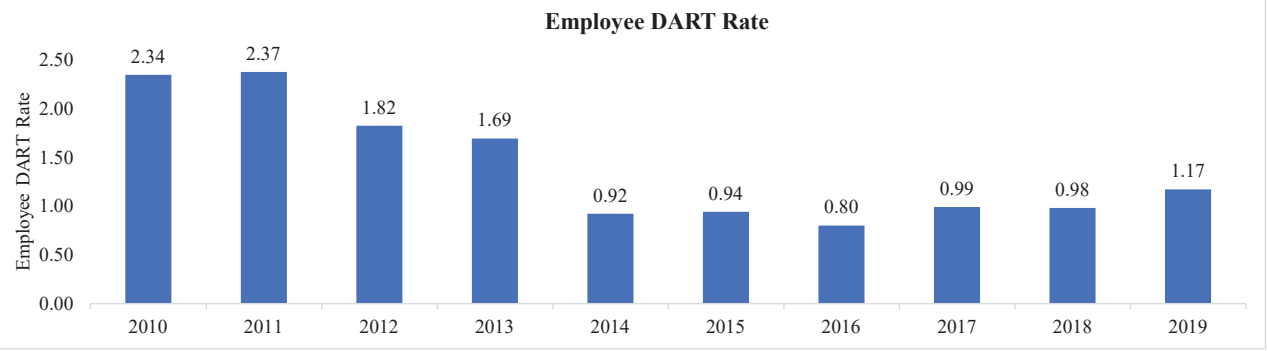
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2010	2.58	2.29	2.38	2.86	2.49	2.14	2.48	2.32	2.71	1.88	2.68	1.31	**2.34**
2011	2.26	2.73	1.96	1.98	3.14	2.94	2.51	1.66	3.03	2.00	1.88	2.40	**2.37**
2012	2.09	1.77	1.54	2.02	2.60	1.60	2.10	1.81	1.77	1.51	1.31	1.64	**1.82**
2013	1.79	2.36	1.35	2.02	1.67	1.59	1.16	1.72	1.45	2.08	1.95	1.07	**1.69**
2014	1.06	1.36	1.42	0.78	1.17	1.18	0.88	0.90	0.26	0.84	0.89	0.36	**0.92**
2015	1.40	1.16	1.46	1.14	0.85	0.35	1.07	0.92	1.19	0.81	0.11	0.60	**0.94**
2016	0.71	0.89	0.81	0.48	0.68	0.65	0.52	1.33	0.88	1.26	0.66	0.66	**0.80**
2017	1.10	0.84	0.99	0.83	1.23	1.33	1.16	1.78	0.79	0.91	0.43	0.32	**0.99**
2018	0.77	1.06	0.65	0.59	1.30	0.58	0.88	1.22	1.25	1.65	0.61	1.10	**0.98**
2019	0.82	1.49	1.77	0.73	1.89	0.87	1.37	1.23	1.32	0.98	0.94	0.51	**1.17**

Annual Historical Data:

Year	Value
2010	2.34
2011	2.37
2012	1.82
2013	1.69
2014	0.92
2015	0.94
2016	0.80
2017	0.99
2018	0.98
2019	1.17

Annual Historical Chart



Contractor OSHA Recordable Rate

Metric Name	Risks	Category	Units	Metric Description
18. Contractor OSHA Recordable Rate	Contractor Safety	Injuries	OSHA recordable times 200,000 divided by contractor hours worked associated with work for the reporting utility.	An OSHA recordable incident is an occupational (job- related) injury or illness that requires medical treatment beyond first aid, or results in work restrictions, death or loss of consciousness. OSHA recordable rate is calculated as OSHA recordable times 200,000

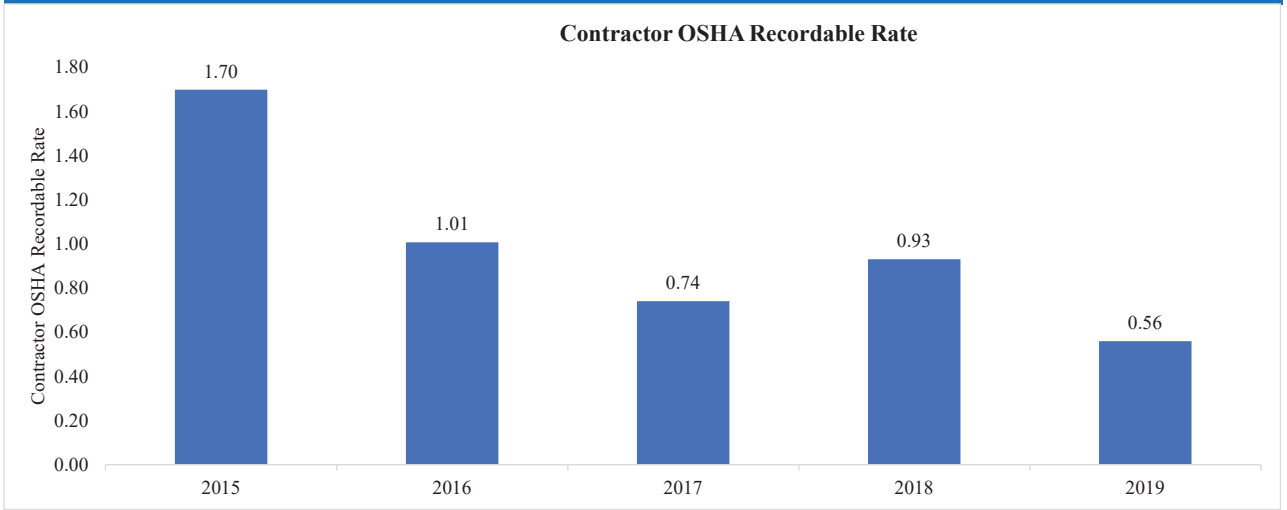
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2015	1.72	2.66	2.13	1.30	2.52	1.62	1.90	1.73	1.29	0.59	0.89	2.03	**1.70**
2016	0.28	1.31	0.00	0.91	1.15	1.25	1.34	0.54	1.35	1.13	0.70	2.12	**1.01**
2017	1.36	0.00	1.51	1.24	0.78	0.23	0.77	0.34	0.41	0.96	0.73	0.54	**0.74**
2018	0.35	0.71	1.50	0.70	1.04	1.70	1.62	1.44	0.51	0.13	0.74	0.71	**0.93**
2019	0.50	0.56	0.45	0.47	0.45	0.84	0.43	0.76	0.85	0.43	0.44	0.52	**0.56**

Annual Historical Data:

Year	Value
2015	1.70
2016	1.01
2017	0.74
2018	0.93
2019	0.56

Annual Historical Chart



Contractor Serious Injuries and Fatalities

Metric Name	Risks	Category	Units	Metric Description
20. Contractor Serious Injuries and Fatalities	Contractor Safety	Injuries	#of work- related injuries or illnesses associated with work for the reporting utility	A work-related injury or illness that results in a fatality, inpatient hospitalization for more than 24 hours (other than for observation purposes), a loss of any member of the body, or any serious degree of permanent disfigurement.

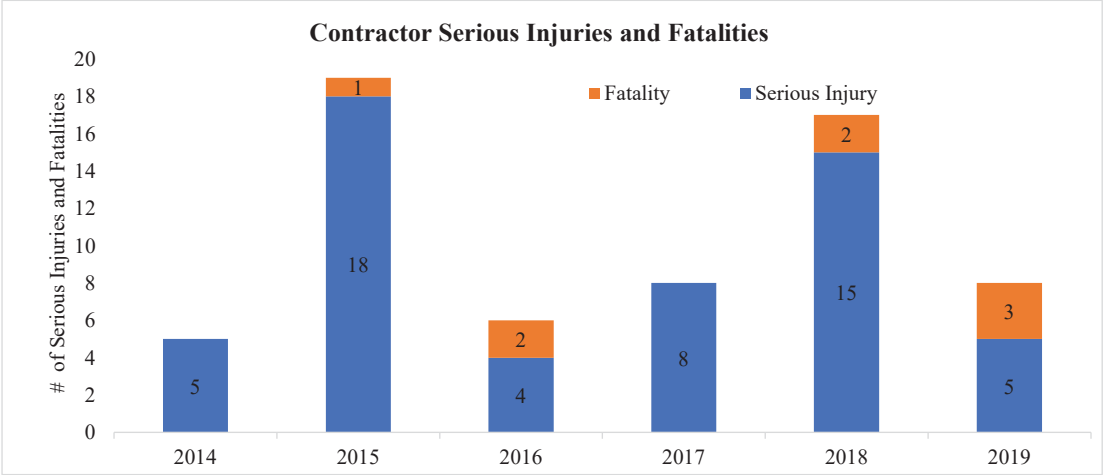
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2014	0	0	1	0	0	0	1	1	0	0	1	1	**5**
2015	0	4	3	2	2	3	3	0	0	0	1	1	**19**
2016	0	0	1	0	3	2	0	0	0	0	0	0	**6**
2017	0	1	0	2	1	1	0	1	1	1	0	0	**8**
2018	1	0	3	0	5	2	1	0	1	1	1	2	**17**
2019	0	0	0	0	1	2	2	2	0	1	0	0	**8**

Annual Historical Data:

Year	Serious Injury	Fatality	Total
2014	5	0	5
2015	18	1	19
2016	4	2	6
2017	8	0	8
2018	15	2	17
2019	5	3	8

Annual Historical Chart



Contractor Lost Work Day Case Rate

Metric Name	Risks	Category	Units	Metric Description
21. Contractor Lost Work Day Case Rate	Contractor Safety	Injuries	# of Lost Workday (LWD) cases incurred for contractors per 200,000 hours worked associated with work for the reporting utility.	This measures the number of Lost Workday (LWD) cases incurred for contractors per 200,000 hours worked (for approximately every 100 contractors). A Lost Workday Case is a current year OSHA Recordable incident that has resulted in at least one lost workday. An OSHA Recordable incident is an occupational (job related) injury or illness that requires medical treatment beyond first aid, or results in work restrictions, death or loss of consciousness. The formula is: LWD Case Rate = Number of LWD Cases / productive hours worked x 200,000.

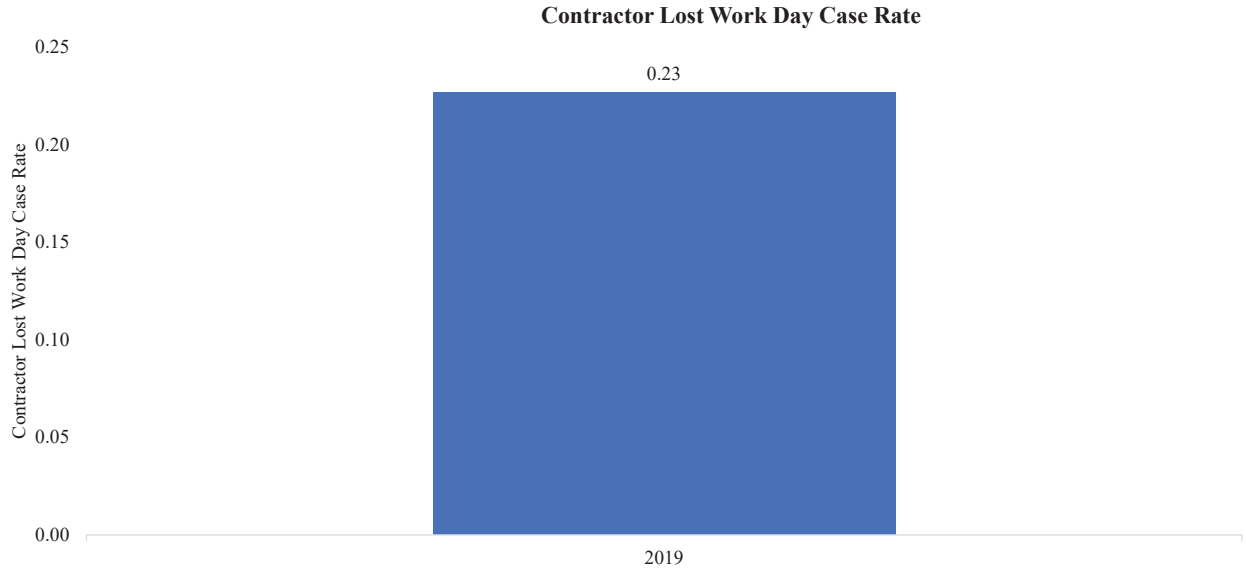
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2019	0.33	0.14	0.11	0.12	0.11	0.21	0.21	0.38	0.38	0.17	0.35	0.21	**0.23**

Annual Historical Data:

Year	Value
2019	0.23

Annual Historical Chart



Public Serious Injuries and Fatalities

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

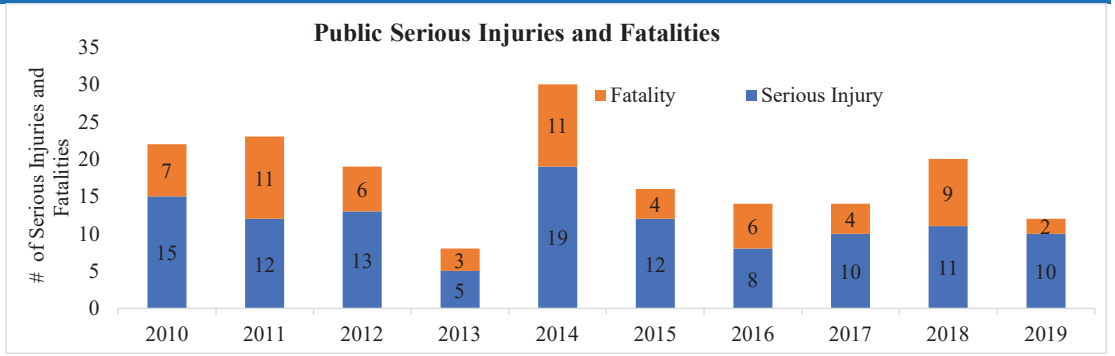
Monthly Historical Data:

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Totals
2010	4	0	0	2	1	0	2	2	1	3	2	5	**22**
2011	6	1	0	3	3	0	0	1	2	0	4	3	**23**
2012	1	0	1	1	2	2	4	2	0	0	4	2	**19**
2013	2	0	0	0	0	0	3	1	0	2	0	0	**8**
2014	0	3	2	1	9	4	1	7	0	2	1	0	**30**
2015	0	2	1	1	2	1	0	2	1	2	4	0	**16**
2016	2	1	1	1	4	0	0	0	1	2	1	1	**14**
2017	0	2	1	2	1	2	0	1	2	0	0	3	**14**
2018	0	4	2	1	1	3	1	0	2	2	4	0	**20**
2019	1	0	1	0	0	2	2	2	0	3	1	0	**12**

Annual Historical Data:

Year	Serious Injury	Fatality	Total
2010	15	7	22
2011	12	11	23
2012	13	6	19
2013	5	3	8
2014	19	11	30
2015	12	4	16
2016	8	6	14
2017	10	4	14
2018	11	9	20
2019	10	2	12

Annual Historical Chart



Helicopter / Flight Accident or Incident

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

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

Annual Historical Data:

Year	# of accidents or incidents per 100,000 flight hours	# of accidents or incidents	Total Flight Hours
2014	0	0	2,031
2015	0	0	2,574
2016	0	0	2,567
2017	0	0	3,764
2018	24	1	4,131
2019	0	0	6,154
2014 - 2019 Totals	5	1	21,220

Annual Historical Chart