

APPENDIX B

WMP Tables 1 - 31

SCE 2020-2022 WMP Tables 1-31 Change Log

Location of Change		Description of Changes	Item Index If Data Request Related
Section/Table #	Sub-Section/Cell		
Tables	N/A	Added a cover page and this change log. Following guidance from the WSD, SCE has highlighted cells with modified data in yellow and highlighted cells with new data in green relative to the version submitted on February 7, 2020.	
All Tables	Various	Updated print areas to repeat header rows for all tables and fixed issues related to cells with text appearing to be cutoff	
Table 1	I5:I22	Updated comments column	
Table 1	J44:J46	Updated comments column	
Table 2	C3:F60	Inserted new columns "2019 actual performance", "2019 goal", and "Percentage of goal reached" for all metrics on Table 4	
Table 10	H5 & H6	Corrected units column description for Row 4 "95th percentile wind conditions" and Row 5 "99th percentile wind conditions". Note: SCE's FPI calculation capability was initiated in late 2018 and was not implemented across SCE's HFRA until March 2019, and therefore the information in Table 10 for 2019 uses FPI data from March to December 2019	SCE-43879-D-61
Table 22	H3:K8 & Q3:Q8 H40:K74 & Q40:Q74	Updated Table 22 "Ignition probability drivers targeted", "Risk reduction", "Risk spend efficiency", and "Other risk drivers addressed" columns for all time periods to remove references to other tables/initiatives	SCE-43879-D-62
Table 22	G6 & G7	Corrected "1. Advanced weather monitoring and weather stations (SA-1)" "Spend/ treated line mile" calculation for 2021 and 2022	
Table 22	C20 & E20 & G20	Corrected "2.2. Continuous monitoring sensors: Early Fault Detection (EFD) evaluation (AT-7)" 2020-2022 "line miles to be treated" sum calculation and updated the "spend/ treated line mile" column	
Table 22	F26 & G26	Corrected "2.3. Continuous monitoring sensors: transmission open phase detection (SH-8)" 2020-2022 plan total "Total per initiative spend" sum calculation and updated the "spend/ treated line mile" column	
Table 22	C44 & E44 & G44	Corrected "4.2. Forecast of a fire risk index, fire potential index, or similar: fuel sampling program (SA-5)" 2020-2022 plan total "Total per initiative spend" sum calculation and updated the "spend/ treated line mile" column	
Table 22	C80 & D80	Corrected "7. Develop Asset & Reliability & Risk Analytics Capability (RA-1, SA-4)" 2020-2022 "total per initiative spend" sum calculation	
Table 23	G5	Corrected "1. Capacitor maintenance and replacement program" 2020 "Spend/ treated line mile" calculation	

Table 23	F8	Corrected "1. Capacitor maintenance and replacement program" 2020-2022 plan total "Line miles to be treated" calculation	
Table 23	F20	Corrected "2.2. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: alternative technology evaluations - meter alarm down energized conductor (MADEC)" 2020-2022 "line miles to be treated" sum calculation	
Table 23	J63	Updated the RSE for "3.1. Covered conductor installation: covered conductor (SH-1)" 2019 plan row based off updated scope	SCE-43879-G-68
Table 23	H81:K86	Updated "4. Covered conductor maintenance" "Ignition probability drivers targeted", "Risk reduction", "Risk-spend efficiency", and "Other risk drivers addressed" columns to be consistent with comment in comments column	
Table 23	H87:K92	Updated "5. Crossarm maintenance, repair, and replacement" "Ignition probability drivers targeted", "Risk reduction", "Risk-spend efficiency", "Other risk drivers addressed", and "Comments" columns to remove references to other tables/initiatives	
Table 23	G95:G97	Corrected "6.1. Distribution pole replacement and reinforcement, including with composite poles: composite poles and crossarms (SH-3)" 2020, 2021, & 2022 "Spend/ treated line mile" calculations	
Table 23	H119:K122	Updated "8.1. Grid topology improvements to mitigate or reduce PSPS events: PSPS driven grid hardening work (SH-7)" "Ignition probability drivers targeted", "Risk reduction", "Risk-spend efficiency", "Other risk drivers addressed", and "Comments" columns to remove references to other tables/initiatives	
Table 23	J129	Updated the RSE for "9. Installation of system automation equipment: installation of system automation equipment - remote controlled automatic reclosers settings update (SH-5)" 2019 plan row based off updated scope	SCE-43879-G-68
Table 23	F134 & G134	Corrected "9. Installation of system automation equipment: installation of system automation equipment - remote controlled automatic reclosers settings update (SH-5)" 2020-2022 "line miles to be treated" sum calculation and updated the "spend/ treated line mile" column	
Table 23	H153:K164 & Q153:Q164	Updated "12.1. Other corrective action: distribution remediations (SH-12.1)" and "12.2. Other corrective action: transmission remediations (SH-12.2)" "Ignition probability drivers targeted", "Risk reduction", "Risk-spend efficiency", "Other risk drivers addressed", and "Comments" columns to remove references to other tables/initiatives	
Table 23	F155:G158	Corrected "12.1. Other corrective action: distribution remediations (SH-12.1)" number of notifications ("line miles to be treated" column) and the "spend/ treated line mile" column for 2020-2022 Note: Added in remediations that were identified in 2019 that will be remediated in 2020-2022 based on the remediation prioritization schedule	

Table 24	F11 & G11 F14 & G14	Corrected 2020 number of inspections for "2. Detailed inspections of Transmission electric lines and equipment" and updated the "spend/ treated line mile" column. Also updated the 2020-2022 summary calculations accordingly.	
Table 24	I27:J32	Updated "5. Infrared inspections of transmission electric lines and equipment: infrared inspection, corona scanning, and high definition imagery of energized overhead transmission facilities and equipment (IN-4)" baseline transmission task, and therefore risk reduction & RSE changed	
Table 24	F80 & G80	Corrected "9.2.2. Other discretionary inspection of distribution electric lines and equipment, beyond inspections mandated by rules and regulations: UAS operations training (OP-3)" 2020-2022 "line miles to be treated" sum calculation and updated the "spend/ treated line mile" column	
Table 24	I81:J86	Updated "10.1. Other discretionary inspection of transmission electric lines and equipment, beyond inspections mandated by rules and regulations: transmission risk-informed inspections in HFRA (IN-1.2)" baseline transmission task, and therefore risk reduction & RSE changed	
Table 24	F83 & G83 F86 & G86	Corrected 2020 number of inspections for "10.1. Other discretionary inspection of transmission electric lines and equipment, beyond inspections mandated by rules and regulations: transmission risk-informed inspections in HFRA (IN-1.2)" and updated the "spend/ treated line mile" column. Also updated the 2020-2022 summary calculations accordingly.	
Table 24	I87:J88	Updated "10.2. Other discretionary inspection of transmission electric lines and equipment, beyond inspections mandated by rules and regulations: aerial inspections - transmission (IN-6.2)" baseline transmission task, and therefore risk reduction & RSE changed	
Table 24	I89:J92	Updated "10.2. Other discretionary inspection of transmission electric lines and equipment, beyond inspections mandated by rules and regulations: aerial inspections - transmission (IN-6.2)" baseline transmission task, and therefore risk reduction & RSE changed for 2020-2022	
Table 24	F118	Corrected 2019 actual number of structures for "14. Quality assurance / quality control of inspections: Quality Oversight / Quality Control"	
Table 25	F20 & G20	Corrected "3. Detailed inspections of vegetation around transmission electric lines and equipment" "line miles to be treated" sum calculation and updated the "spend/ treated line mile" column	
Table 25	F33:G34	Corrected 2019 plan and 2019 actual number of poles brushed and the "spend/ treated line mile" column	
Table 25	J33 & J34	Updated the RSE for "5.1. Fuel management and reduction of "slash" from vegetation management activities: expanded pole brushing (VM-2)" 2019 plan and 2019 actual rows based off updated scope	

Table 25	F44 & G44	Corrected "5.2. Fuel management and reduction of "slash" from vegetation management activities: expanded clearances for legacy facilities (VM-3)" 2020-2022 "line miles to be treated" sum calculation and updated the "spend/ treated line mile" column	
Table 25	F111 & G111	Corrected 2019 plan number of Hazard Tree Assessments and updated the "spend/ treated line mile" column	
Table 25	I112 & J112	Updated the Risk Reduction and RSE for "16.1. Removal and remediation of trees with strike potential to electric lines and equipment: hazard tree (VM-1)" 2019 actual row based off updated scope	
Table 26	J33:J38	Updated the RSE for "5. PSPS events and mitigation of PSPS impacts" 2019 plan through the 2020-2022 plan total rows based off updated spend	
Table 26	F68	Corrected "5.5. PSPS events and mitigation of PSPS impacts: independent living centers partnership (PSPS-6)" 2020-2022 total plan row for the "Line miles to be treated" to align with 2020-2022 "Line miles to be treated"	
Table 27	C3:E8	Provided total spend (including breakdown between capital and O&M) for 2019 plan - 2020-2022 plan total for "1. Centralized repository for data" and updated the comments column accordingly	SCE-43879-K-58
Table 29	C3:Q8	Combined Row 1 "1. Adequate and trained workforce for service restoration (DEP-2)" with Row 8 "8. Adequate and trained workforce for service restoration" and removed the old Row 8 as it was duplicative	
Table 31a	D4:L24	Updated ignition data on Table 31a based on updated risk analysis discussed in Tables 22-25 above	
Table 31a	All	Updated Tables 31a cell formatting so that "-", which is the equivalent of a zero, shows as "0"	SCE-43879-G-67
Table 31b	All	Updated Tables 31b cell formatting so that "-", which is the equivalent of a zero, shows as "0"	SCE-43879-G-67

SCE 2020-2022 WMP Tables 1-31 Global Instructions

Instructions	Comments
By providing this information, SCE is not admitting that: 1) the provided number is the actual value of assets destroyed; 2) SCE's facilities caused any of these wildfires or; 3) SCE has any responsibility for any damage, loss, fatality, or injury caused by these wildfires. Further, the information being provided is preliminary and subject to change. In many instances the cause of wildfires are still under investigation and even where an AHC has issued a report on the cause, SCE may dispute the conclusions of such report.	
All the dollars shown in the "Total per-initiative spend", "Subtotal A: Capital expenditure", and "Subtotal B: Operating expenses" columns in Tables 21-30 are in nominal dollars.	
All line miles (or other units) in the "Line miles to be treated" column in Tables 21-30 are in SCE's HFRA unless otherwise stated.	
To calculate the Risk Spend Efficiencies (RSEs), SCE used spend in 2019 dollars.	
In Tables 21-30 the "Ignition probability drivers targeted" column is based on analysis done by SCE. As a result, the column only includes drivers that SCE has either historical data or subject matter expert input on. This reliance on historical data means that it is possible a given mitigation can mitigate drivers not specifically included in the "ignition probability drivers targeted" column.	
Based on clarification from the WSD, SCE only lists initiatives as "Existing" in Tables 21-30 if the costs for that initiative have been reviewed AND approved by the CPUC, otherwise they are listed as "New"	As of the 2020-2022 WMP filing date, only SCE's 2018 GRC and earlier proceedings have been reviewed AND approved. SCE's GSRP and 2021 GRC are currently being reviewed for approval.

Legend:
New Data
Modified Data

Table 1: Recent performance on progress metrics, last 5 years								
#	Progress metric name	Annual performance					Unit(s)	Comments
		2015	2016	2017	2018	2019		
1	Grid condition findings from inspection						Number of Level 1, 2, and 3 findings per mile of circuit in HFTD, and per total miles of circuit for each of the following inspection types:	Inspections are not completed by circuit (e.g., by inspecting from the substation to the end of circuit). Rather, inspections are completed by geographic grid at the asset-level within the geographic grid area. The "Number of Findings per Mile of Circuit in HFTD" data represent level 1, 2, and 3 findings per HFTD circuit mile based on the 13,946 circuit miles that are currently in the HTFD area. Also provided in inspection findings by inspection type (patrol, Detailed, and other) per circuit mile of the entire service territory. The total miles of circuits/lines used as 119,000 miles.
		0.0030	0.0027	0.0029	0.0030	0.0035	Number of level 1 findings per mile of circuit in HFTD for patrol inspections	Excludes EOI related findings
		0.0012	0.0037	0.0035	0.0031	0.0021	Number of level 1 findings per mile of circuit in HFTD for detailed inspections	Excludes EOI related findings
		0.0042	0.0037	0.0032	0.0009	0.0013	Number of level 1 findings per mile of circuit in HFTD for other inspections	Excludes EOI related findings
		0.2995	0.2795	0.2787	0.2732	0.2465	Number of level 2 findings per mile of circuit in HFTD for patrol inspections	Excludes EOI related findings
		0.4485	0.5203	0.3868	0.2873	0.7685	Number of level 2 findings per mile of circuit in HFTD for detailed inspections	Excludes EOI related findings
		0.0285	0.0521	0.0500	0.0459	0.0303	Number of level 2 findings per mile of circuit in HFTD for other inspections	Excludes EOI related findings
		0.0055	0.0051	0.0086	0.0106	0.0069	Number of level 3 findings per mile of circuit in HFTD for patrol inspections	Excludes EOI related findings
		1.0749	1.3083	0.9268	0.5629	0.6970	Number of level 3 findings per mile of circuit in HFTD for detailed inspections	Excludes EOI related findings
		0.0070	0.0217	0.0355	0.0106	0.0034	Number of level 3 findings per mile of circuit in HFTD for other inspections	Excludes EOI related findings
		0.0020	0.0020	0.0018	0.0022	0.0028	Number of level 1 findings per mile of total circuit for patrol inspections	Excludes EOI related findings
		0.0006	0.0025	0.0019	0.0012	0.0008	Number of level 1 findings per mile of total circuit for detailed inspections	Excludes EOI related findings
		0.0020	0.0019	0.0018	0.0007	0.0006	Number of level 1 findings per mile of total circuit for other inspections	Excludes EOI related findings
		0.1119	0.1024	0.0957	0.0926	0.0813	Number of level 2 findings per mile of total circuit for patrol inspections	Excludes EOI related findings
		0.3904	0.3861	0.3313	0.3115	0.3674	Number of level 2 findings per mile of total circuit for detailed inspections	Excludes EOI related findings
		0.0183	0.0346	0.0388	0.0355	0.0227	Number of level 2 findings per mile of total circuit for other inspections	Excludes EOI related findings
		0.0041	0.0051	0.0052	0.0050	0.0042	Number of level 3 findings per mile of total circuit for patrol inspections	Excludes EOI related findings
		0.7384	0.6432	0.5355	0.5262	0.5266	Number of level 3 findings per mile of total circuit for detailed inspections	Excludes EOI related findings
		0.0039	0.0140	0.0185	0.0056	0.0021	Number of level 3 findings per mile of total circuit for other inspections	Excludes EOI related findings
2	Vegetation clearance findings from inspection	NA	NA	NA	NA	Available from 07/2019	Percentage of right-of-way with noncompliant clearance based on applicable rules and regulations at the time of inspection, as a percentage of all right-of-way inspected	SCE's previous work management system did not track the reason why a tree was trimmed, just that trimming was required. In other words, a tree may have been trimmed because it was nearing the regulatory clearance distance (RCD) or because it was inside the RCD. Starting in July of 2019, SCE implemented a new work management system that required inspectors to document whether the tree was found inside the RCD, or other SCE program distances related to clearance which exceed RCD clearance.
						8.49%		
3	Extent of grid modularization						Number of sectionalizing devices per circuit mile plus number of automated grid control equipment in:	
		T: 2.332 (Equipment Count 1,886) D: 0.802 (Equipment Count 21,047)	T: 0.444 (Equipment Count 1,953) D: 0.802 (Equipment Count 21,047)	T: 2.172 (Equipment Count 2,025) D: 0.784 (Equipment Count 21,525)	T: 2.096 (Equipment Count 2,099) D: 0.736 (Equipment Count 22,925)	T: 2.047 (Equipment Count 2,149) D: 0.695 (Equipment Count 24,304)	1. HFTD T = Transmission (may include OH and UG Equipment) D = Distribution (may include OH and UG Equipment)	Including Gas Switches
		T: 1.605 (Equipment Count 5,424) D: 0.463 (Equipment Count 112,397)	T: 1.553 (Equipment Count 5,424) D: 0.445 (Equipment Count 116,882)	T: 1.490 (Equipment Count 5,843) D: 0.429 (Equipment Count 121,342)	T: 1.438 (Equipment Count 6,053) D: 0.411 (Equipment Count 126,699)	T: 1.403 (Equipment Count 6,204) D: 0.396 (Equipment Count 131,190)	2. Non-HFTD T = Transmission (may include OH and UG Equipment) D = Distribution (may include OH and UG Equipment)	
4	Data collection and reporting					100%	Percent of data requested in SDR and WMP collected in initial submission	SCE interprets this request as follows: Total number of cells where SCE provides data (including "NA" and "UNKNOWN" entries) in the WMP Tables 1-31 (excluding GIS attachments) / total number of cells of data requested in the WMP Tables 1-31 (excluding GIS attachments) "NA" accounts for approximately 40% of the entries "UNKNOWN" accounts for < 5% of the entries SCE has not yet completed the SDR and as such has not factored it into this row's calculation

Table 1
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Table 2: Recent performance on outcome metrics, last 5 years									
Metric type	#	Outcome metric name	2015	2016	2017	2018	2019	Unit(s)	Comments
1. Near misses	1.a.i	Number of all events (such as unplanned outages, faults, conventional blown fuses, etc.) that could result in ignition, by type according to utility-provided list (total) - add a new row for each ignition type and number rows in adjacent column to the left (column "W") 1.a.i, 1.a.ii ...	1,269	1,329	1,342	1,348	1,250	Number of all events that could result in ignition by CFO - Animal Contact	Outages / Faults from ODRM
	1.a.ii		824	898	1,088	1,052	909	Number of all events that could result in ignition by CFO - Balloon Contact	
	1.a.iii		499	704	755	464	685	Number of all events that could result in ignition by CFO - Vegetation Contact	
	1.a.iv		687	762	698	830	804	Number of all events that could result in ignition by CFO - Vehicle Contact	
	1.a.v		179	275	187	238	212	Number of all events that could result in ignition by CFO - Unspecified	
	1.a.vi		290	289	408	338	415	Number of all events that could result in ignition by EFF - Capacitor Bank Failure	
	1.a.vii		211	230	356	406	229	Number of all events that could result in ignition by EFF - Conductor Failure - All	
	1.a.viii		338	370	318	138	126	Number of all events that could result in ignition by EFF - Conductor Failure - Wires Down	
	1.a.ix		229	190	236	275	174	Number of all events that could result in ignition by EFF - Fuse Failure - All	
	1.a.x		NA	NA	NA	NA	NA	Number of all events that could result in ignition by EFF - Fuse Failure - Conventional Blown Fuse	
	1.a.xi		110	145	115	96	53	Number of all events that could result in ignition by EFF - Lightning Arrestor Failure	
	1.a.xii		58	60	50	54	27	Number of all events that could result in ignition by EFF - Switch Failure	
	1.a.xiii		1,725	1,585	1,842	1,681	441	Number of all events that could result in ignition by EFF - Transformer Failure	
	1.a.xiv		108	132	153	239	158	Number of all events that could result in ignition by EFF - Crossarm	
	1.a.xv		91	68	123	114	96	Number of all events that could result in ignition by EFF - Insulator	
	1.a.xvi		379	463	405	385	115	Number of all events that could result in ignition by EFF - Splice/Clamp/Connector	
	1.a.xvii		149	270	186	328	156	Number of all events that could result in ignition by EFF - Other Equipment Types	
	1.a.xviii		61	210	81	53	46	Number of all events that could result in ignition by Other - Wire-to-Wire Contact	
	1.a.xix		5,164	5,082	5,227	7,467	16,642	Number of all events that could result in ignition by Other - Other	
	1.b.i	Number of all events (such as unplanned outages, faults, conventional blown fuses, etc.) that could result in ignition, by type according to utility-provided list (normalized) - add a new row for each ignition type and number rows in adjacent column to the left (column "W") 1.b.i, 1.b.ii ...	0.0149	0.0044	0.0027	0.0045	0.0059	Number of all events per RFW circuit mile day per year could result in ignition by CFO - Animal Contact	Annual performance values in for row 1a are divided by the following values, RFW circuit mile days per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518
	1.b.ii		0.0097	0.0030	0.0022	0.0035	0.0043	Number of all events per RFW circuit mile day per year could result in ignition by CFO - Balloon Contact	
	1.b.iii		0.0058	0.0024	0.0015	0.0016	0.0032	Number of all events per RFW circuit mile day per year could result in ignition by CFO - Vegetation Contact	
	1.b.iv		0.0081	0.0025	0.0014	0.0028	0.0038	Number of all events per RFW circuit mile day per year could result in ignition by CFO - Vehicle Contact	
	1.b.v		0.0021	0.0009	0.0004	0.0008	0.0010	Number of all events per RFW circuit mile day per year could result in ignition by CFO - Unspecified	
	1.b.vi		0.0034	0.0010	0.0008	0.0011	0.0020	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Capacitor Bank Failure	
	1.b.vii		0.0025	0.0008	0.0007	0.0014	0.0011	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Conductor Failure - All	
	1.b.viii		0.0040	0.0012	0.0006	0.0005	0.0006	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Conductor Failure - Wires Down	
	1.b.ix		0.0027	0.0006	0.0005	0.0009	0.0008	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Fuse Failure - All	
	1.b.x		NA	NA	NA	NA	NA	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Fuse Failure - Conventional Blown Fuse	
	1.b.xi		0.0013	0.0005	0.0002	0.0003	0.0002	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Lightning Arrestor Failure	
	1.b.xii		0.0007	0.0002	0.0001	0.0002	0.0001	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Switch Failure	
	1.b.xiii		0.0002	0.0003	0.0003	0.0006	0.0002	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Transformer Failure	
	1.b.xiv		0.0013	0.0004	0.0003	0.0008	0.0007	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Crossarm	
	1.b.xv		0.0011	0.0002	0.0002	0.0004	0.0005	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Insulator	
	1.b.xvi		0.0044	0.0015	0.0008	0.0013	0.0005	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Splice/Clamp/Connector	
	1.b.xvii		0.0017	0.0009	0.0004	0.0011	0.0007	Number of all events per RFW circuit mile day per year could result in ignition by EFF - Other Equipment Types	
	1.b.xviii		0.0007	0.0007	0.0002	0.0002	0.0002	Number of all events per RFW circuit mile day per year could result in ignition by Other - Wire-to-Wire Contact	
	1.b.xix		0.0605	0.0170	0.0104	0.0250	0.0783	Number of all events per RFW circuit mile day per year could result in ignition by Other - Other	
	1.c.	Number of wires down (total)	1,532	1,865	1,639	1,216	1,346	Number of wires down per year	These counts represent the annual number of wire down events
			0.0180	0.0062	0.0033	0.0041	0.0063	Number per RFW circuit mile day per year	Annual performance values in row 1c are divided by the following values, RFW circuit mile day per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518
	1.d.	Number of wires down (normalized)							
2. Utility inspection findings	2.a.	Number of Level 1 findings that could increase the probability of ignition discovered per circuit mile inspected	119	42	136	99	98	Average number of Level 1 findings that could increase the probability of ignition discovered by all inspections per circuit mile per year	Unit provided is total count of level 1 findings and not level 1 findings per circuit mile inspected. Inspections are conducted by geographic grids (areas) and not line by line or circuit by circuit. Therefore the miles of line inspected is not currently available. Note that this unit is interpreted differently than table 1, which requests data on inspections findings by inspection type but also by circuit mile in HFTD, not per line miles inspected.
	2.b.	Number of Level 2 findings that could increase the probability of ignition discovered per circuit mile inspected	11,009	12,079	10,145	8,599	14,820	Average number of Level 2 findings that could increase the probability of ignition discovered by all inspections per circuit mile per year	Excludes EOI related findings. Unit provided is total count of level 2 findings and not level 2 findings per circuit mile inspected. Inspections are conducted by geographic grids (areas) and not line by line or circuit by circuit. Therefore the miles of line inspected is not currently available. Note that this unit is interpreted differently than table 1, which requests data on inspections findings by inspection type but also by circuit mile in HFTD, not per line miles inspected.
	2.c.	Number of Level 3 findings that could increase the probability of ignition discovered per circuit mile inspected	15,418	18,931	13,767	8,282	10,029	Average number of Level 3 findings that could increase the probability of ignition discovered by all inspections per circuit mile per year	Excludes EOI related findings. Unit provided is total count of level 3 findings and not level 3 findings per circuit mile inspected. Inspections are conducted by geographic grids (areas) and not line by line or circuit by circuit. Therefore the miles of line inspected is not currently available. Note that this unit is interpreted differently than table 1, which requests data on inspections findings by inspection type but also by circuit mile in HFTD, not per line miles inspected.

Table 2
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Table 2: Recent performance on outcome metrics, last 5 years									
Metric type	#	Outcome metric name	Annual performance					Unit(s)	Comments
			2015	2016	2017	2018	2019		
3. Customer hours of PSPS and other outages	3.a.	Customer hours of planned outages including PSPS (total)	NA	11,067,182	10,319,423	9,555,782	NA	Total customer hours of planned outages per year	Customer hours of planned outage data for 2015 is not available. 2019 customer hours of planned outage is currently not accessible and will be available at a later time
	3.b.	Customer hours of planned outages including PSPS (normalized)	NA	36.96	20.60	31.96	NA	Total customer hours of planned outages per RFW circuit mile day per year	Annual performance values in row 3a is divided by the following values RFW circuit mile days per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518
	3.c.	Customer hours of unplanned outages, not including PSPS (total)	8,401,591	9,275,791	7,788,631	6,088,158	7,594,139	Total customer hours of unplanned outages per year	Total customer hours of unplanned outages
	3.d.	Customer hours of unplanned outages, not including PSPS (normalized)	98.5	31.0	15.5	20.4	35.7	Total customer hours of unplanned outages per RFW circuit mile day per year	Annual performance values in row 3c is divided by the following values, RFW circuit mile days per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518
	3.e.	Increase in System Average Interruption Duration Index (SAIDI)	7.8	9.8	-18.3	-20.5	18.2	Change in minutes compared to the previous year	This is the change in SAIDI for unplanned outages including PSPS. Excludes unplanned outages on major event days (MEDs) as defined by IEEE 1366. Current year SAIDI is subtracted from the prior year (e.g., 2015 SAIDI - 2014 SAIDI)
4. Utility ignited wildfire fatalities	4.a.	Fatalities due to utility-ignited wildfire (total)	0	0	2	3	1	Number of fatalities per year	By providing this information, SCE is not admitting that: 1) the provided number is the actual number of deaths caused by wildfires; 2) SCE's facilities caused any of these wildfires or; 3) SCE has any responsibility for any damage, loss, fatality, or injury caused by these wildfires. In many instances the cause of wildfires are still under investigation and even where an AHC has issued a report on the cause, SCE may dispute the conclusions of such report. Data provided includes wildfires reported in SCE's Fire Incident Data Report, Electric Incident Safety Report and fatalities data from CAL FIRE. Thomas and Woosley CAL FIRE data contributed to the entirety of the 2017 and 2018 values.
	4.b.	Fatalities due to utility-ignited wildfire (normalized)	0.0	0.0	0.000004	0.00001	0.0	Number of fatalities per RFW circuit mile day per year	Annual performance values in row 4a is divided by the following values, RFW circuit mile days per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518
5. Accidental deaths resulting from utility wildfire mitigation initiatives	5.a.	Deaths due to utility wildfire mitigation activities (total)	0	0	0	0	0	Number of fatalities per year	SCE does not track OSHA-reportable contractor and public incidents, as there is no direct employment relationship and no requirement to report to OSHA. Thus, CPUC-reportable incidents were assessed as an alternative, as the threshold is similar (fatality or personal injury rising to the level of in-patient hospitalization, and in connection with utility assets).
6. OSHA-reportable injuries from utility wildfire mitigation initiatives	6.a.	OSHA-reportable injuries due to utility wildfire mitigation activities (total)	0	0	0	0	0	Number of OSHA-reportable injuries per year	SCE has not historically tracked wildfire-mitigation-related reportable incidents separately. In late 2018 when SCE initiated our Enhanced Overhead Inspections (EOI) effort to support wildfire mitigation, some employee and contractor incident tracking was captured as related to EOI work, however, none of those incidents rose to the level of an OSHA- or CPUC-reportable event and therefore, were not included in this table as well as 5 and 6.
	6.b.	OSHA-reportable injuries due to utility wildfire mitigation activities (normalized)	0	0	0	0	0	Number of OSHA-reportable injuries per year per 1000 line miles of grid	Annual performance values in row 6a are divided 1000

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Table 2: Recent performance on outcome metrics, last 5 years									
Metric type	#	Outcome metric name	Annual performance					Unit(s)	Comments
			2015	2016	2017	2018	2019		
7. Value of assets destroyed by utility-ignited wildfire, listed by asset type	7.a.	Value of assets destroyed by utility-ignited wildfire (total)	\$21,944,989	\$483,632,927	\$1,601,205,795	\$3,342,821,539	\$21,714,000	Dollars of damage or destruction per year	By providing this information, SCE is not admitting that: 1) the provided number is the actual value of assets destroyed; 2) SCE's facilities caused any of these wildfires or; 3) SCE has any responsibility for any damage, loss, fatality, or injury caused by these wildfires. In many instances the cause of wildfires are still under investigation and even where an AHC has issued a report on the cause, SCE may dispute the conclusions of such report. Asset type listed is either SCE or Third Party. Asset per the WSD guidance is utility electrical equipment or third party property. SCE asset value using a per unit cost based on the identified equipment failure for each CPUC reportable ignition. Data provided includes wildfires reported in SCE's Fire Incident Data Report, Electric Incident Safety Report and asset value data from CAL FIRE and the California Department of Insurance. Where third party source of information was unavailable, SCE applied a proxy cost per structure destroyed of \$819,472 based on its methodology used in its RAMP report. The California Department of Insurance and proxy cost data use information from insured claims.
	7.b.	Value of assets destroyed by utility-ignited wildfire (normalized)	257	1,615	3,196	11,180	102	Dollars of damage or destruction per RFW circuit mile day per year	Annual performance values in row 7a are divided by the following values, RFW circuit mile days per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518
8. Structures damaged or destroyed by utility-ignited wildfire	8.a.	Number of structures destroyed by utility-ignited wildfire (total)	45	290	1,072	1,667	26	Number of structures destroyed per year	By providing this information, SCE is not admitting that: 1) the provided number of structures destroyed is the actual number of structures destroyed; 2) SCE's facilities caused any of these fires or; 3) SCE has any responsibility for any damage, loss, fatality, or injury caused by these fires. Further, the information being provided is preliminary and subject to change. In many instances the cause of wildfires are still under investigation and even where an AHC has issued a report on the cause, SCE may dispute the conclusions of such report. Structure is defined as a dwelling, per WSD guidance. Data provided includes wildfires reported in SCE's Fire Incident Data Report and Electric
	8.b.	Number of structures destroyed by utility-ignited wildfire (normalized)	0.0005	0.0010	0.0021	0.0056	0.0001	Number of structures destroyed per RFW circuit mile day per year	Annual performance values in row 8a are divided by the following values, RFW circuit mile days per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518
9. Acreage burned by utility-ignited wildfire	9.a.	Acreage burned by utility-ignited wildfire (total)	15,711	82,897	292,051	97,240	22,784	Acres burned per year	By providing this information, SCE is not admitting that: 1) the provided number is the actual number of acres burned; 2) SCE's facilities caused any of these fires or; 3) SCE has any responsibility for any damage caused by these fires. In many instances the cause of wildfires are still under investigation and even where an AHC has issued a report on the cause, SCE may dispute the conclusions of such report. Data provided includes wildfires reported in SCE's Fire Incident Data Report and Electric Incident Safety Reports and acreage burned data from CAL FIRE.
	9.b.	Acreage burned by utility-ignited wildfire (normalized)	0.1841	0.2768	0.5830	0.3252	0.1072	Acres burned per RFW circuit mile day per year	Annual performance values in row 9a are divided by the following values, RFW circuit mile days per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518

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Table 2: Recent performance on outcome metrics, last 5 years									
Metric type	#	Outcome metric name	Annual performance					Unit(s)	Comments
			2015	2016	2017	2018	2019		
10. Number of utility wildfire ignitions	10.a.	Number of ignitions (total) according to existing ignition data reporting requirement	107	96	105	109	113	Number per year	Data are from SCE's CPUC reportable ignitions data set
	10.b.	Number of ignitions (normalized)	0.0013	0.0003	0.0002	0.0004	0.0005	Number per RFW circuit mile day per year	Annual performance values in for row 10a are divided by the following values, RFW Circuit mile day per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518
	10.c.	Number of ignitions in HFTD (subtotal)	45	42	33	37	32	Number in HFTD per year	Data excludes Non High Fire structures and BL322 (non-CPUC HFRA)
	10.c.i.	Number of ignitions in HFTD Zone 1	6	9	17	9	8	Number in HFTD Zone 1 per year	Data for BL322 (non-CPUC HFRA) areas
	10.c.ii.	Number of ignitions in HFTD Tier 2	13	12	9	15	11	Number in HFTD Tier 2 per year	Data for HFTD Tier 2 and 200 ft. Outer Buffer
	10.c.iii.	Number of ignitions in HFTD Tier 3	32	30	24	22	21	Number in HFTD Tier 3 per year	Data for HFTD Tier 3 and 200 ft. Outer Buffer
	10.d.	Number of ignitions in HFTD (subtotal, normalized)	0.0005	0.0001	0.0001	0.0001	0.0002	Number in HFTD per RFW circuit mile day per year	Annual performance values in for row 10.c is divided by the following values, RFW Circuit mile day per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,518
	10.d.i.	Number of ignitions in HFTD Zone 1 (normalized)	0.0001	0.0000	0.0000	0.0000	0.0000	Number in HFTD Zone 1 per RFW circuit mile day per year	Annual performance values in for row 10.c.i are divided by the following values, RFW Circuit mile day per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,519
	10.d.ii.	Number of ignitions in HFTD Tier 2 (normalized)	0.0002	0.0000	0.0000	0.0001	0.0001	Number in HFTD Tier 2 per RFW circuit mile day per year	Annual performance values in for row 10.c.ii are divided by the following values, RFW Circuit mile day per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,520
	10.d.iii.	Number of ignitions in HFTD Tier 3 (normalized)	0.0004	0.0001	0.0000	0.0001	0.0001	Number in HFTD Tier 3 per RFW circuit mile day per year	Annual performance values in for row 10.c.iii are divided by the following values, RFW Circuit mile day per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,520
11. Critical infrastructure impacted	11.e.	Number of ignitions in non-HFTD (subtotal)	62	54	72	72	81	Number in non-HFTD per year	No Comments
	11.f.	Number of ignitions in non-HFTD (normalized)	0.0007	0.0002	0.0001	0.0002	0.0004	Number in non-HFTD per RFW circuit mile day per year	Annual performance values in for row 10.e are divided by the following values, RFW Circuit mile day per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,520
	11.a.	Critical infrastructure impacted by PSPS	NA	NA	1,794	1,723	126,528	Number of critical infrastructure (in accordance with D.19-05-042) locations impacted per hour multiplied by hours offline per year	Calculation is based on duration of circuits that were de-energized multiplied by the number of critical infrastructure locations. Some circuits were de-energized more than once in a year. In those cases, those offline hours were summed. 2017 and 2018 include de-energization events similar in nature to PSPS
	11.b.	Critical infrastructure impacted by PSPS (normalized)	NA	NA	0.0036	0.0058	0.5954	Number of critical infrastructure (in accordance with D.19-05-042) locations impacted per hour multiplied by hours offline per RFW circuit mile day per year	Annual performance values in for row 11.a are divided by the following values, RFW Circuit mile day per year: 2015: 85,328 2016: 299,452 2017: 500,939 2018: 299,006 2019: 212,520

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Table 3: List and description of additional metrics, last 5 years								
Metric	Performance					Units	Underlying assumptions	Third-party validation
	2015	2016	2017	2018	2019			
Emergency 911 response times	0.73	0.77	0.83	0.89	NA	Percentage of SCE response within 1 hour.	Response to Public Agency calls within 1 hour where agency is standing by, excluding Major Event Days. 2019 data is still in the processes of being calculated. Will be available Q2 2020	Utility Data, Deep-dive audits of select portions of utility grid
Faults in HFRA - Contact from Object	692	775	717	777	485	Number of faults in HFRA by category	Number of faults in HFRA based on cause. These metrics may help to provide insight on controllable and uncontrollable risks or help plan future activities to focus on a particular type of fault or outage that may be of wildfire risk. Note 2019 data is from Jan 1 - Oct 1 2019	Deep-dive audits of select portions of utility grid
Faults in HFRA - Equipment Failure	976	1,101	1,208	1,558	1,500	Number of faults in HFRA by category	Number of faults in HFRA based on cause. These metrics may help to provide insight on controllable and uncontrollable risks or help plan future activities to focus on a particular type of fault or outage that may be of wildfire risk. Note 2019 data is from Jan 1 - Oct 1 2019	Deep-dive audits of select portions of utility grid
Faults in HFRA - Other	376	292	330	380	450	Number of faults in HFRA by category	Number of faults in HFRA based on cause. These metrics may help to provide insight on controllable and uncontrollable risks or help plan future activities to focus on a particular type of fault or outage that may be of wildfire risk. Note 2019 data is from Jan 1 - Oct 1 2019	Deep-dive audits of select portions of utility grid

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Table 4: List and description of program targets, last 5 years							
Program target	2019 performance notes	Units	2019 actual performance	2019 goal	Percentage of goal reached	Underlying assumptions	Third-party validation
Pilot installation of 50 CAL FIRE-exempt surge arrestor units in target locations	50 Locations of 50 pilot locations installed. All pilot units installed in Victorville District.	Number of Surge Arrestors	50	50	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Results of 50 CAL FIRE-exempt surge arrestor pilot. Results of meter alarming pilot for downed energized conductor
Pilot meter alarming for downed energized conductor	Completed pilot meter alarming for downed energized conductor. Pilot is now operational system wide.	Pilot	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Results of 50 CAL FIRE-exempt surge arrestor pilot. Results of meter alarming pilot for downed energized conductor
Evaluate Distribution Fault Anticipation (DFA) technology and conduct pilot installation of at least 10 DFA devices	Exceeded goal of 10 units. 54 of 60 units installed in field. 24 of the 54 installed units fully commissioned. Remaining units will be commissioned/installed Q1/2020.	NA	54	10	540%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Results of distributed fault anticipation technology assessment and pilot. Evaluation of results of BVLOS of UAS
Evaluate Beyond Visual Line of Sight Unmanned Aerial System capabilities	Goal Completed; Final Advanced UAS Study report socialized. Merge learnings from the Advanced UAS study with successes/lessons learned from the Aerial Inspection program and incorporate into a revised UAS Strategy presentation.	Pilot	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Grid Resiliency Program Management Office	Results of distributed fault anticipation technology assessment and pilot. Evaluation of results of BVLOS of UAS
Evaluate Rapid Earth Fault Current Limiters/Arc Suppression Coils	Conduct assessment by end of 2019. Assessment completed with a recommendation to proceed with a pilot install.	Pilot	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Assessment of REFCL/ASC feasibility. Assessment of technologies for reducing fault energy. Assessment and development of specifications of fire-retardant barriers for wood poles. Assessment of substation-class electronic fuses. Assessment of single phase reclosing
Evaluate alternate fault detection technology	Conduct technology assessment by end of 2019. Assessment completed with a recommendation to proceed with pilot installs.	Pilot	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Assessment of REFCL/ASC feasibility. Assessment of technologies for reducing fault energy. Assessment and development of specifications of fire-retardant barriers for wood poles. Assessment of substation-class electronic fuses. Assessment of single phase reclosing
Evaluate fire retardant barrier for wood poles	Evaluate use of wood pole with protective barrier. Completed evaluation of new fire-retardant wrap for wood poles as an alternative to fire-resistant composite poles; published associated design standards. Implementing fire-retardant wrap based on positive testing.	Evaluation	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Assessment of REFCL/ASC feasibility. Assessment of technologies for reducing fault energy. Assessment and development of specifications of fire-retardant barriers for wood poles. Assessment of substation-class electronic fuses. Assessment of single phase reclosing
Evaluate substation-class electronic fuses	Conduct technology assessment by end of 2019. Engineering evaluation is complete and determined to not move forward with this technology, evaluation work paper completed.	Evaluation	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Assessment of REFCL/ASC feasibility. Assessment of technologies for reducing fault energy. Assessment and development of specifications of fire-retardant barriers for wood poles. Assessment of substation-class electronic fuses. Assessment of single phase reclosing
Evaluate branch line protection to include single phase reclosing	Complete evaluation. Evaluation paper completed. 8 pilot units installed.	Pilot units	8	8	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Assessment of REFCL/ASC feasibility. Assessment of technologies for reducing fault energy. Assessment and development of specifications of fire-retardant barriers for wood poles. Assessment of substation-class electronic fuses. Assessment of single phase reclosing
Develop standard installation practices for Aeolian vibration dampers	Evaluate need for aeolian vibration dampers publish standards for use. Standards published for use of aeolian dampers with existing conductor. SCE is working with vendors on product evaluation for need and use of aeolian dampers with covered conductor.	Evaluation	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Publish vibration damper installation procedure. Publish ridge pin construction installation procedure. Publish updated connector selection requirements document
Develop standard installation practices for ridge pin construction for conductor rebuild	Standards published and operational. Installation practices updated for inclusion of ridge pin construction in high wind areas and is operational.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Publish vibration damper installation procedure. Publish ridge pin construction installation procedure. Publish updated connector selection requirements document
Update distribution overhead requirements for connector selection in HFRA	Design and Construction standards published for connector selection for use in HFRA. The connector selection standards updated to require the use of CAL FIRE exempt bolted wedge connectors when working in HFRA.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	Publish vibration damper installation procedure. Publish ridge pin construction installation procedure. Publish updated connector selection requirements document
Conduct a direct mail campaign to inform customers in HFRA	Reached approximately 1.5 million customers in HFRA through 2019 direct mailer. SCE's Dear Neighbor letter has been sent to all customers in HFRA and in non-HFRA.	Number of customers/ mailers in HFRA	1,500,000	1,500,000	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Local Public Affairs	Copy of letter and customer list. Schedule/Plan of community meetings. Presentation materials, sign-in sheet, invitee list
Develop Local Government Education and Engagement Community Meeting plan	Meeting plan developed. Local Government Education and Engagement Community Meeting Plan has been developed and is the framework for SCE's execution.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Local Public Affairs	Copy of letter and customer list. Schedule/Plan of community meetings. Presentation materials, sign-in sheet, invitee list
Execute Local Government Education and Engagement Community Meeting according to plan	145 of 145 (100%) community meetings. SCE has met with all 145 cities in HFRA as of 12/31/2019.	NA	145	145	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Local Public Affairs	Copy of letter and customer list. Schedule/Plan of community meetings. Presentation materials, sign-in sheet, invitee list

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Table 4: List and description of program targets, last 5 years							
Program target	2019 performance notes	Units	2019 actual performance	2019 goal	Percentage of goal reached	Underlying assumptions	Third-party validation
Wildfire response training for new or existing responders	Conducted wildfire response training for new or existing responders. Conducted training sessions for initial design of PSPS Incident Management Teams; IMT staffing is being expanded from initial design and trainings will be held as necessary for the remainder of the year.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	Training sign-in sheets. Training/Seminar materials, exercise notes, log of attendees/sign-in sheet
Conduct internal IMT Training around wildfire response and de-energization protocols	Conducted internal IMT Training around wildfire response and de-energization protocol. Conducted initial training of 175 persons on PSPS Incident Management Teams; Have continued to train additional persons as needed and identified and will continue trainings as needed.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	Training sign-in sheets. Training/Seminar materials, exercise notes, log of attendees/sign-in sheet
Determine positions that need enhanced staffing	Expanded teams to enable additional scalability and additional training sessions will be held for new personnel being added to the teams. Stood up dedicated PSPS IMT and Task Force effective June 2019. Provided specialized training and exercises for all PSPS IMT members.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	List of new positions created, or number of personnel needed in existing positions. Roster of newly trained personnel
Train, exercise, and qualify new staff to meet identified need	Expanded teams to enable additional scalability and additional training sessions will be held for new personnel being added to the teams. Stood up dedicated PSPS IMT and Task Force effective June 2019. Provided specialized training and exercises for all PSPS IMT members.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	List of new positions created, or number of personnel needed in existing positions. Roster of newly trained personnel
Complete evaluation of non-CPUC HFRA for retention or exclusion	Evaluation complete; PFM filed on 8/19/2019. The technical review of non-CPUC HFRA evaluation results was completed and the non-CPUC HFRA boundary Petition for Modification (PFM) was filed in August 2019.	Evaluation	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Grid Resiliency Program Management Office	A final disposition determination for each polygon. Documentation identifying the criteria used to determine each polygon's final disposition
Complete visual inspection of all distribution circuits in HFRA before 5/31	Distr. 100% of structures inspected.	% of Distribution Assets Inspected	380,000	380,000	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Distribution	Enhanced Overhead Inspection and Maintenance records
Remediate all conditions that create a fire risk in accordance with CPUC requirements	Distr. 98% of notifications remediated. Remediation goals were not achieved in 2019 due to various reasons, pushing past due notifications into 2020. Goal is to ensure all past due notifications are scheduled and remediated by the end of Q2 2020 putting Transmission and Distribution into compliance.	% of Distribution Remediations	49,783	NA	98%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Distribution	Enhanced Overhead Inspection and Maintenance records
Complete visual inspection of all transmission circuits in HFRA before 5/31	Trans. 100% of structures inspected.	% of Transmission Assets Inspected	41,952	41,952	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Transmission	Enhanced Overhead Inspection and Maintenance records
Remediate all conditions that create a fire risk in accordance with CPUC requirements	Trans. 82% of notifications remediated. Remediation goals were not achieved in 2019 due to various reasons, pushing past due notifications into 2020. Goal is to ensure all past due notifications are scheduled and remediated by the end of Q2 2020 putting Transmission and Distribution into compliance.	% of Transmission Remediations	10,000	NA	82%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Transmission	Enhanced Overhead Inspection and Maintenance records
Perform quality review on approximately 7,500 transmission and distribution structures in HFRA based on EOI inspections	17,109 of 7,500 structures inspected. The Quality Control group performed field validations of 17,109 EOI inspections completed by Distribution and Transmission work crews as part of the EOI effort. The inspections were performed in the HFRA between December 21, 2018 and August 2, 2019.	Number of Quality Review Inspections	17,109	7,500	228%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Compliance and Operations Support	Quality Oversight / Quality Control records
Inspect 50 percent of overhead circuit lines in HFRA	4,962 of 4,532 miles scanned. Distribution IR Scanning program was activated on 6/19 and completed scanning 4,962 circuit miles. The results of the IR scanning produced 81 findings. The project is 100% complete. Completed on 12/17/19.	HFRA Circuit Miles	4,962	4,532	109%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Distribution	Infrared inspection records
Remediate conditions as required based on inspection results	SCE to remediate distribution IR findings based on established remediation timeline criteria. All E1P1 notifications have been either completed or made safe in the field. All E1P2 notifications that were due in 2019 were completed with the exception of one notification that was rescheduled due to weather and subsequently completed on 1/6/20.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Distribution	Infrared inspection records
Complete IR, Corona, and HD image scanning of all overhead transmission lines in HFRA that are loaded to 40% of rated capacity or higher	6,788 of 6,788 miles planned of overhead transmission lines have been flown utilizing IR and corona scanning. All flying has been completed for 2019. In total, 6,788 miles were flown. 6,126 miles were flown in Phase 1, between 2/1/19 and 6/28/19. 662 miles were flown in Phase 2, between 10/14/19 and 11/2/19.	HFRA Circuit Miles	6,788	6,788	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Transmission	Infrared inspection records
Integrate remediation with EOI activities	Working to integrate remediation with EOI work. Any Priority 1 conditions or notification items are immediately evaluated and remediated. Priority 2 and 3 notifications will go through internal validation prior to being entered into SAP with a completion date based on HFRA Tier compliance timelines.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Transmission	Infrared inspection records
Review and update SOB 322 to reflect lessons learned from past elevated fire weather threats and integrate, where applicable, new and improved data from its situational awareness resources	Review and update to SOB 322 (operating Procedures regarding the operation of sub-transmission and distribution voltage lines traversing high fire areas) complete. Revised SOB 322 to include more details on operating restrictions during elevated fire weather threats, blocking transmission reclosers, fast curve settings, operations during PSPS events, lessons-learned from actual PSPS events, and best practices from other utilities.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Grid Resiliency Program Management Office	Updated SOB 322
Hire one additional meteorologist	Hired one additional meteorologist. Completed hiring of one additional meteorologist for the Wildfire Infrastructure Protection Team.	Number of meteorologists	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	Human Resources record of date hired
Notify applicable public safety agencies and local governments of possible de-energization	Sent notifications for each of the 16 events to date in 2019. Public Safety Partners and local officials are notified of potential PSPS De-energization's 3 days in advance and are provided with more detailed circuit information such as type of customer (critical care, essential service, etc.) and period of concern.	Number of notifications	16	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	ESRB-8 Report(s) filed with the CPUC. EONS Production Order/Invoice
Notify Cal OES through the State Warning Center of possible de-energization	Sent notifications for each of the 16 events to date in 2019. During a PSPS event, SCE conducts daily conference calls with Cal OES and submits daily reports to the State Warning Center regarding circuits in scope and potentially impacted customers.	Number of notifications	16	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	ESRB-8 Report(s) filed with the CPUC. EONS Production Order/Invoice
Notify the CPUC of possible de-energization	Sent notifications for each of the 16 events to date in 2019. This Activity is triggered by a PSPS event where SCE is required to submit ESRB-8 documentation to confirm it met the requirements outlined by the CPUC.	Number of notifications	16	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	ESRB-8 Report(s) filed with the CPUC. EONS Production Order/Invoice

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Table 4: List and description of program targets, last 5 years							
Program target	2019 performance notes	Units	2019 actual performance	2019 goal	Percentage of goal reached	Underlying assumptions	Third-party validation
Enhance Emergency Outage Notification System (EONS) to include in-language messages	PSPS messaging will be delivered in English plus the five primary additional languages within SCE's service area. In Language Solution implemented 11/25/19. PSPS messaging will be delivered in English plus the 5 primary additional languages within SCE Service Territory.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Customer Division	ESRB-8 Report(s) filed with the CPUC. EONS Production Order/Invoice
Conduct risk analysis which includes, but is not limited to, 2018 fire ignition data, additional distribution and transmission information, and consequence modeling to evaluate wildfire risk at a circuit segment level	To evaluate wildfire risk at a circuit segment level. Conducted a risk analysis incorporating 2018 fire ignition data, additional system information, and consequence modeling. SCE has a Wildfire Risk Model to inform granular wildfire risk. The Ignition Module has been enhanced through the incorporation of granular asset characteristics. The Fire Propagation Module leverages data and fire modeling developed by Reax Engineering. The Fire Consequence Module evaluates the consequence of conditional burns based on analysis of population and structure density within each perimeter.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Risk Management	Completed risk analysis. Updated list of prioritized wildfire drivers and risk mitigation efforts
Install at least 315 Units in HFRA	357 of 315 Weather stations complete. Lessons learned from 2019 PSPS events have driven SCE's decision to install more weather stations next year than the 375 originally planned for 2020. Planning is in progress for 2020 installations.	Number of Weather Stations Installed	357	315	113%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	Installation Guidelines. Production order/invoice. Weather station location master tracker
Enhance capabilities of FPI by increasing granularity, adding historical climatology data, and expanding to cover all of SCE's service territory	Enhanced capabilities of FPI by increasing granularity, adding historical climatology data, and expanding to cover all of SCE's service territory. Fire Potential Index (FPI) Phase 2 consisted of the FPI being calculated at the circuit level across its HFRA below 6,000 feet.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	Statement of work. Sign in sheets from trainings
Install at least 62 cameras on 31 towers to monitor HFRA	91 of 62 HD cameras installed. At conclusion of this initiative in 2020, SCE will have reached 90% coverage of its Tier 2 and Tier 3 HFRA.	Number of HD Camera Installed	91	62	147%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	Production order/invoice. HD camera location master tracker
Procure and install High Performance Computing Cluster weather and fuels modeling system	1 out of 1 HPCCs operational. Goal of 1 HPCC installed was completed. Second backup HPCC will be moved from PSSC Labs to the Alhambra Data Center on January 27th.	Number of HPCCs	1	1	100%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Business Resiliency	Production Order/Invoice. Sign in sheets from trainings
Complete implementation of the Asset Reliability and Risk Analytics tools	Complete implementation of advanced analytics platform and tools. Completed demo of fire simulation software. High-Performance Computer Cluster is now analyzing historical fires. SCE has developed an Asset Risk Model to prioritize wildfire activities, including the deployment of covered conductor. SCE will continue to enhance and improve the maturity of this model, its ignition modeling, and the ability to reduce risk at the asset level.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Advanced Analytics and Process Improvement	Demonstration of tool
Install at least 96 circuit miles of covered conductor in HFRA	372 of 96 circuit miles installed. Completed installation of 372 circuit miles of covered conductor through December.	Miles of Covered Conductor	372	96	388%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Distribution Program Management	List of circuits and associated miles of covered conductor installation. Record of completed work orders of covered conductor construction
Conduct evaluation of undergrounding for HFRA	Undergrounding Selection methodology was established, with initial scope selection completed in support of 2021 execution. Developed selection methodology to identify scope for consideration for wildfire undergrounding. Through this process, identified ~45 circuit miles of potential scope for additional feasibility review, in support of 2021 GRC scope amount of six miles.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Risk Management	Assessment of undergrounding in HFRA
Install at least 1,100 composite poles	1,421 of 1,100 poles installed. Installed 1,421 composite poles through December vs. target of 1,100. Exceeded target of 1,100 composite poles due to acceleration of 2020 scope.	Number of Composite Poles Installed	1,421	1,100	129%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Distribution Program Management	List of circuits and associated number of composite pole installations. Record of completed work orders of covered conductor construction
Install at least 7,500 current limiting fuses (CLF) in HFRA locations	7,765 of 7,500 fuse locations completed. Met target of 7,500 in August.	Number of Current Limiting Fuses Installed	7,765	7,500	104%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Distribution Program Management	Record of completed work (i.e., work orders), including circuit, fuse location, and installation date
Install at least 50 new remote automatic reclosers (RAR)	55 of 50 RARs installed. Installed and fully commissioned 55 RARs through December. Exceeded target of 50 RARs installed and commissioned through December 2019.	Number of Remote Controlled Automatic Reclosers Installed	55	50	110%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Distribution Program Management	Record of completed work (i.e., work orders), including location and installation date
Update at least 150 existing RAR settings	151 of 150 updated RAR settings. Met 2019 goal of updating RAR settings.	Number of Remote Controlled Automatic Reclosers settings updated	151	150	101%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	List of RAR/CBs for fast curve settings change. Record of completed work of RAR/CB settings (OD43), including circuit, device number, relay change date for fast curves
Develop engineering plan to upgrade remaining CB relays and update settings	CB relays and update settings. SH-7.1.A: 60 Substations with 300 circuits scoped. SH-7.1.B: 45 Substations with 68 circuits being scoped. All job walks completed, projects scoped and updated into IWP for design/execution.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Asset Management, Strategy, and Engineering	CB Upgrade plan. List of CBs for upgrade and fast curve settings. Record of relay upgrade and fast curve settings. Record of relay upgrade (work order) and record of completed relay settings completed (OD43)
Conduct CB upgrades and setting updates according to plan	All projects have commenced engineering design, engineering contracts have been issued to the regional engineering vendors who are currently working on the design. There are no overdue projects as of 12/31/19 and therefore the 2019 goal is complete. Construction dates are being scheduled for 2020.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Transmission Program Management	CB Upgrade plan. List of CBs for upgrade and fast curve settings. Record of relay upgrade and fast curve settings. Record of relay upgrade (work order) and record of completed relay settings completed (OD43)
Perform at least 125,000 tree-specific threat assessments in HFRA	129,485 of 125,000 trees. New assessor resources were obtained for Q3-Q4, team met the goal of 125,000 removals by year-end 2019.	Number of Tree Specific Threat Assessments	129,485	125,000	104%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Vegetation Management	List of tree assessments performed. List of risk-based tree removals or mitigations performed following tree assessments. Customer refusal forms for trees identified for removal but where the customer refused to allow removal

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Table 4: List and description of program targets, last 5 years							
Program target	2019 performance notes	Units	2019 actual performance	2019 goal	Percentage of goal reached	Underlying assumptions	Third-party validation
Perform at least 7,500 risk-based tree removals or mitigations in HFRA	5,917 of 7,500 trees. Short of plan by 1,583 (21%). Permitting issues resulted in a revised forecast of approximately 4,500 trees to be removed, as communicated in September. While the team did not meet the SB901 goal of 7,500 removals, the team did meet the revised forecast by year-end 2019.	Number of Risk-Based Tree Removals	5,917	7,500	79%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Vegetation Management	List of tree assessments performed. List of risk-based tree removals or mitigations performed following tree assessments. Customer refusal forms for trees identified for removal but where the customer refused to allow removal
Inspect and clear brush as necessary to achieve 10 feet of clearance for at least 25,000 poles in HFRA that are not part of PRC 4292 brush clearing requirements	159,545 of 100,000 poles. Contractor continued to add resources throughout the year to complete work on increased pole population. The team met, and exceeded, the goal of 100,000 poles by year-end 2019.	Number of Poles Inspected and Cleared of Brush	159,545	100,000	160%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Vegetation Management	List of poles inspected. List of poles cleared of brush
Obtain tree-to-line clearance distance of 12 feet, as achievable, in HFRA at time of maintenance for line voltages of 2.4kV to 69kV	Obtain clearance distance of 12' in HFRA. The New standard (12' at time of trim) for distribution voltages piloted in Q1 and Q2. Implementation across HFRA for pruning took place, and tree-specific exceptions were evaluated to ensure required clearance distance maintained. Hired "notification consultants" to provide direct customer interaction and worked with local governments. The team met, and exceeded, the goal by year-end 2019.	NA	NA	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Vegetation Management	Records of tree pruning activities to achieve 12 feet of clearance, or documentation of reason why clearance could not or did not need to be achieved (e.g., customer refusals, woody stem trees, etc.)
Perform all quarterly DRI inspections	Quarterly DRI inspections on track. 13,015 trees identified for removal in 2019 YTD. Continued historical program for inspections (repeating approximately every 3 months) of areas identified by the CA Tree Mortality Task Force to identify trees that are dead, diseased, or dying.	Number of Drought Removal Initiative (DRI) Trees Inspected	129,485	125,000	104%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Vegetation Management	Inspection records. DRI tree removal records
Remove identified dead, dying, or diseased trees in accordance with SCE's vegetation management program	>96% of active inventory removed less than 180 days old. 13,015 trees identified for removal in 2019 YTD. 13,627 trees removed in 2019 YTD. Year-end outlook tracking to ~50% of ~30,000 WMP metric forecast. Continued historical program for removal of trees identified as dead, diseased, or dying. Easing of drought conditions has reduced the volume of trees requiring removal (30,000 originally forecast based on historical average).	Number of drought Removal Initiative (DRI) Trees Removed	13,267	NA	NA	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Vegetation Management	Inspection records. DRI tree removal records
LIDAR inspect at least 1,000 conductor miles in HFRA (results from LIDAR inspections will be used to inform of subject trees assessed under the Hazard Tree Mitigation program)	1,559 of 1,000 circuit miles flown. The team met, and exceeded, the goal of 1,000 miles by year-end 2019.	Number of Circuit Miles flown with LIDAR	1,559	1,000	156%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Vegetation Management	Invoices. Flight logs
Inspect vegetation adjacent to approximately 450 distribution circuit miles	Inspected vegetation adjacent to 2,271 of 450 distribution circuit miles and 870 of 400 transmission circuit miles. Independent QC of annual pruning implemented across territory. Evaluated clearance distance achieved post-pruning. The team met, and exceeded, the goal of 850 total circuit miles by year-end 2019.	Number of Distribution Circuit Miles Inspected	2,271	450	505%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Vegetation Management	Distribution circuit miles inspected
Inspect vegetation adjacent to approximately 400 transmission circuit miles	Inspected vegetation adjacent to 2,271 of 450 distribution circuit miles and 870 of 400 transmission circuit miles. Independent QC of annual pruning implemented across territory. Evaluated clearance distance achieved post-pruning. The team met, and exceeded, the goal of 850 total circuit miles by year-end 2019.	Number of Transmission Circuit Miles Inspected	870	400	218%	Data stored on the Wildfire Mitigation Dashboard on SAS VA and is updated by Vegetation Management	Transmission circuit miles inspected

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Table 5: Accidental deaths due to utility wildfire mitigation initiatives, last 5 years																
Activity	Victim															Total
	Full-time employee					Contractor					Member of public					
Year	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019	
Inspection	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vegetation management	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utility fuel management	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grid hardening	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Table 6: OSHA-reportable injuries due to utility wildfire mitigation initiatives, last 5 years																
Activity	Victim															Total
	Full-time employee					Contractor					Member of public					
Year	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019	
Inspection	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vegetation management	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utility fuel management	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grid hardening	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Table 7: Methodology for potential impact of ignitions																																																																																																																																																																
List of all data inputs used in impact simulation	Sources of data inputs	Data selection and treatment methodologies	Assumptions, including SME input	Equation(s), functions, or other algorithms used to obtain output	Output type(s), e.g., wind speed model	Comments																																																																																																																																																										
Wind and weather inputs include historical atmospheric observations, namely surface observations of temperature, relative humidity, wind speed/direction, and precipitation; as well as weather balloon observations of wind speed/direction and atmospheric seas surface temperatures from buoys, satellite imagery for cloud cover and precipitable water.	North American Regional Reanalysis (NARR) dataset (32 km x 32 km resolution)	First, ten m wind, two m temperature, and two m relative humidity are extracted from the NARR dataset and converted to raster files at 3-hour intervals from 1999 to 2018 (20 years). Ten meter wind speeds components were used to calculate 20 foot wind speeds, in mph and wind azimuth in degrees. Next, a Fosberg Fire Weather Index (FFWI), and Modified Fosberg Fire Weather Index (MFFWI) were calculated at 3-hour intervals (see equations in Column E) to identify historical fire weather days. MFFWI values were then averaged over a 6-hour period given that rapidly spreading fires cause significant damage in the first six hours of a burn period. Next, these 6-hour average MFFWI files were processed to determine the maximum 6-hour MFFWI. The fire weather data set combines temperature, relative humidity, and wind speed into a single index ranging from 0 to 100 with 100 corresponding to a wind speed of 30 mph and a fine fuel moisture of 0%. Finally, for each 32 km by 32 km pixel in the NARR data set, the ~7,000 (20 years x 365 average days per year) daily maximum FFWI values were sorted from high to low with associated calendar date. Based on these data, two MFFWI stacked raster were developed - one containing the highest MFFWI value over 20 years, and the data file containing the corresponding date to that MFFWI. The second raster set contains the second highest MFFWI and the corresponding date. These data were used to develop a 20 year fire weather climatology using a Weather Research and Forecasting (WRF) model to recreate historical days of fire weather significance across SCE's service territory.	Schroeder's ember ignition probability (P_{ign}), which assumes a strong correlation between ignition probability based on moisture context rather than temperature. See chart below: <div><p>Table 1. Ignition probability by woody embers/firebrands as tabulated by Schroeder [42].</p><table><tr><th>Fuel Temp (F)</th><th>1-5</th><th>5-8</th><th>8-11</th><th>11-14</th><th>14-17</th><th>17-20</th><th>20-23</th><th>23-26</th><th>26-29</th><th>29-32</th></tr><tr><td>30-39</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>40-49</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>50-59</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>60-69</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>70-79</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>80-89</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>90-99</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>100-109</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>110-119</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>120-129</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>130-139</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>140-149</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>150-159</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr></table></div>	Fuel Temp (F)	1-5	5-8	8-11	11-14	14-17	17-20	20-23	23-26	26-29	29-32	30-39	0	0	0	0	0	0	0	0	0	0	40-49	0	0	0	0	0	0	0	0	0	0	50-59	0	0	0	0	0	0	0	0	0	0	60-69	0	0	0	0	0	0	0	0	0	0	70-79	0	0	0	0	0	0	0	0	0	0	80-89	0	0	0	0	0	0	0	0	0	0	90-99	0	0	0	0	0	0	0	0	0	0	100-109	0	0	0	0	0	0	0	0	0	0	110-119	0	0	0	0	0	0	0	0	0	0	120-129	0	0	0	0	0	0	0	0	0	0	130-139	0	0	0	0	0	0	0	0	0	0	140-149	0	0	0	0	0	0	0	0	0	0	150-159	0	0	0	0	0	0	0	0	0	0	The FFWI formula is: $FFWI = nv(1+U^2)$, where "U" is the 20 ft wind speed in miles per hour and "n" is the function of equilibrium moisture content (M_{eq}) is calculated as: $n = 1-2(M_{eq}/30) + 1.5(M_{eq}/30)^2 + 0.5(M_{eq}/30)^3$. " M_{eq} " is calculated differently based on the relative humidity (RH). If RH is less than 10%, then $M_{eq} = 0.3 + 0.28 \times RH - 0.00058 \times RH \times T$, where "RH" is relative humidity and "T" is temperature in degrees Fahrenheit. If RH is 10% or greater up to 50%, then $M_{eq} = 2.23 + 0.16 \times RH - 0.0148 \times RH \times T$; If RH is 50% or greater, then $M_{eq} = 21.1 - 0.4944 \times RH + 0.00557 \times RH^2 - 0.00035 \times RH \times T$. It was discovered during the CPUC fire map development process that the FFWI could result in "off season" (winter, following significant rain events) being falsely identified as fire weather days. To avoid this issue, a MFFWI was developed to identify wind events that occur with relatively low humidity and high temperatures. MFFWI is defined as $MFFWI = FFWI \times (P_{\text{wet}}/100)$, where P_{ign} is Schroeder's ember ignition probability as a function of fuel temperature and fine fuel moisture content (see chart in Column D)	A fire weather data set including approximately 900 days. For modeling purposes these data were distilled to the most severe 40 days for a given location within SCE's service territory. High resolution (2 km x 2 km) hourly gridded fields of relative humidity, temperature, dead fuel moisture, and wind speed/direction.	The data and methods described in this document are reflective of the REAX fire modeling methodology described in SCE 2021 GRC SCE-01, Volume 2, Workpaper "Reax Engineering: Fire Risk from Overhead Electrical Facilities" for a detailed overview.
Fuel Temp (F)	1-5	5-8	8-11	11-14	14-17	17-20	20-23	23-26	26-29	29-32																																																																																																																																																						
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Fuel and topography inputs include surface vegetation model, including canopy height, canopy cover, canopy base height, and canopy bulk density, and dead fuel moisture at a 30 m x 30 m resolution	LANDFIRE 2014 (1.4.0)	Fuel data describe the composition and characteristics of surface and canopy fuel. LANDFIRE 2014 uses both the Scott and Burgan Fire Behavior Fuel Model. Fire behavior fuel models represent distinct distributions of fuel loading found among surface fuel components (live and dead),size classes, and fuel types, based on grass, shrub, timber, and slash fuel types. The Scott and Burgan model increases prediction accuracy by providing modeling more fuel types (grass, shrub, timber, slash) than previous models. It also captures moisture variations and unique fuel differences, to model the impact of multiple or varying fuel and fire scenarios; Topography includes the aspect, elevation, and slope. Specific data selection, tools, and methodology can be found in Toney et al. (2007) " Use of FIA Plot Data in the LANDFIRE Project" https://www.nrs.fs.fed.us/pubs/gtr/gtr_wo077/gtr_wo077_3_09.pdf	Urban areas are marked as non-burnable in LANDFIRE; This model does not reflect fire activity from 2015-2018. For that reason, near-term fire risk may be overestimated in recently-burned areas; LANDFIRE data products tend to over-estimate fire behavior in desert areas. Desert fuels typically do not burn due to lack of fuel continuity. However, in years where rainfall has been plentiful, an herbaceous surface layer capable of supporting propagating fires may be present. LANDFIRE inputs for desert areas reflect fuel conditions when an herbaceous surface layer is present.		30 m x 30 m raster of fuel data for all of SCE service territory.	The data and methods described in this document are reflective of the REAX fire modeling methodology described in SCE 2021 GRC SCE-01, Volume 2, Workpaper "Reax Engineering: Fire Risk from Overhead Electrical Facilities" for a detailed overview.																																																																																																																																																										
GIS data depicting SCE overhead transmission and distribution lines.	SCE cGIS System	A 100 m buffer was applied to SCE overhead transmission and distribution lines to create an "ignition mask." Random ignitions were distributed within these areas defined by the ignition mask. For each random ignition location, a weather day is also randomly selected from the 40 most severe fire weather days in proximity to that ignition location/time combination, based on FFWI.	By distributing ignitions randomly and uniformly within a buffer surrounding overhead facilities, it is inherently assumed that ignition likelihood is equal at all locations within the analyzed area. Other factors that may affect ignition likelihood such as protective devices on circuits, presence or absence of canopy, and highly localized wind patterns are not considered in this analysis.		A GIS overlay with SCE overhead transmission and distribution lines, along with a corresponding 100 m buffer, and random ignitions distributed within the areas defined by the ignition mask; along with the corresponding randomly selected FFWI weather day and 6 hour weather data.	The data and methods described in this document are reflective of the REAX fire modeling methodology described in SCE 2021 GRC SCE-01, Volume 2, Workpaper "Reax Engineering: Fire Risk from Overhead Electrical Facilities" for a detailed overview.																																																																																																																																																										
GIS data depicting population and housing density for each California census block	U.S. Census Data	REAX outputs use 2010 Census Data.	Structure density data were obtained from the 2010 census and do not reflect development that has occurred since 2010. Structure density data are at the census block level and do not reflect precise locations of individual structures; SCE has developed additional enhancements to utilize updated 2017 Census data.	Bins were created to simplify value ranges; These bins range in value from close to zero structures per square mile, to greater than 30 structures per square miles.	30 m x 30 m raster of population and structure density.	The data and methods described in this document are reflective of the REAX fire modeling methodology described in SCE 2021 GRC SCE-01, Volume 2, Workpaper "Reax Engineering: Fire Risk from Overhead Electrical Facilities" for a detailed overview.																																																																																																																																																										
A GIS overlay with SCE overhead transmission and distribution lines, along with a corresponding 100 m buffer, and random ignitions distributed within the areas defined by the ignition mask; along with the corresponding randomly selected FFWI weather day and 6 hour weather data.	Output data from previous processes	ELMFIRE is free open source software for modeling wildland fire spread; it was used to develop Monte Carlo simulations to create conditional burn probabilities for locations within the ignition masks identified in previous processes.	Most fire models, including ELMFIRE lack capabilities to model fire spread through built up or urban areas; Fires are modeled for a duration of 6 hours; consequently, impacts beyond 6 hours of spread are not addressed. It does not take into account varying lengths in fire suppression time that may be more or less than six hours.	The equations used to develop these simulations can be found in: Lautenberger, Chris (2013), "Wildland Fire Modeling with an Eulerian Level Set Method and Automated Calibration." https://www.sciencedirect.com/science/article/abs/pii/S037911213001343?via%3Dihub	~100,000 raster files containing conditional burn probabilities, Fire volume (fire area and flame length) for all ignitions within each ignition location within defined ignition masks.	The data and methods described in this document are reflective of the REAX fire modeling methodology described in SCE 2021 GRC SCE-01, Volume 2, Workpaper "Reax Engineering: Fire Risk from Overhead Electrical Facilities" for a detailed overview.																																																																																																																																																										

Table 7: Methodology for potential impact of ignitions						
List of all data inputs used in impact simulation	Sources of data inputs	Data selection and treatment methodologies	Assumptions, including SME input	Equation(s), functions, or other algorithms used to obtain output	Output type(s), e.g., wind speed model	Comments
Raster files of conditional burn probabilities; GIS data for population and housing density	Output data from previous processes	For each simulated fire, the total number of impacted structures is estimated by integrating the area burned with the population and structure density for each pixel within the fire perimeter at the end of a six-hour simulation. All raster outputs are smoothed and interpolated to create average 300 m x 300 m resolution "REAX" grids.	This method cannot determine to what extent specific structures would be impacted by a particular fire, as it captures the average losses at the census block level. For example, if a fire burns 1 square mile, the total number of structures reported by ELMFIRE would be 20. The actual impacted structures, however, would depend on the location of those structures in the census block relative to the fire location. Affected structures may also not directly translate into damaged or destroyed structures. Many structures within a fire perimeter, depending on suppression efforts, may survive. In addition to suppression efforts, structure survivability is also a function of defensible space, construction techniques, and other variables. While some have attempted to model structure losses based on factors such as flame length or ember density, such methods have not been validated and, in such are not used in this model. The impact of Firewise compliance and survivability based on updated California Building Codes are not modeled.	Structure Risk calculated as $0.001 \times \text{fire volume} \times \text{impacted structures}$	Fire area (acres) at 30 m x 30 m resolution; fire volume (acre-feet) at 30 m x 30 m resolution; number of impacted structures at 30 m x 30 m resolution; structure risk - product of fire volume and impacted structures. Smoothed and interpolated 300 m x 300 m into gridded REAX risk squares.	The data and methods described in this document are reflective of the REAX fire modeling methodology described in SCE 2021 GRC SCE-01, Volume 2, Workpaper "Reax Engineering: Fire Risk from Overhead Electrical Facilities" for a detailed overview.

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Table 8: Map file requirements for recent and modelled conditions of utility service territory, last 5 years			
Layer name	Measurements	Units	Attachment location
Recent weather patterns	Average annual number of Red Flag Warning days per square mile across service territory	Area, days, square mile resolution	6.1
	Average 95th and 99th percentile wind speed and prevailing direction (actual)	Area, miles per hour, at a square mile resolution or better, noting where measurements are actual or interpolated	
Recent drivers of ignition probability	Date of recent ignitions categorized by ignition probability driver	Point, GPS coordinate, days, square mile resolution	6.2
Recent use of PSPS	Duration of PSPS events and area of the grid affected in customer hours per year	Area, customer hours, square mile resolution	6.3

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Table 8: Map file requirements for recent and modelled conditions of utility service territory, last 5 years			
Layer name	Measurements / variables	Units	Appendix location
Current baseline state of service territory and utility equipment	Non-HFTD vs HFTD (Zone 1, Tier 2, Tier 3) regions of utility service territory	Area, square mile resolution per type	6.4
	Urban vs. rural vs. highly rural regions of utility service territory	Area, square mile resolution per type	
	WUI regions of utility service territory	Area, square mile resolution	
	Number and location of critical facilities	Point, GPS coordinate	
	Number and location of customers	Area, number of people, square mile resolution	
	Number and location of customers belonging to access and functional needs populations	Area, number of people, square mile resolution	
	Overhead transmission lines	Line, quarter mile resolution	
	Overhead distribution lines	Line, quarter mile resolution	
	Location of substations	Point, GPS coordinate	
	Location of weather stations	Point, GPS coordinate	
	All utility assets by asset type, model, age, specifications, and condition	Point, GPS coordinate	
Location of planned utility equipment additions or removal	Non-HFTD vs HFTD (Zone 1, Tier 2, Tier 3) regions of utility service territory	Line, quarter mile resolution	6.5
	Urban vs. rural vs. highly rural regions of utility service territory	Line, quarter mile resolution	
	WUI regions of utility service territory	Line, quarter mile resolution	
	Circuit miles of overhead transmission lines	Line, quarter mile resolution	
	Circuit miles of overhead distribution lines	Line, quarter mile resolution	
	Location of substations	Point, GPS coordinate	
Planned 2020 WMP initiative activity per year	Location of 2020 WMP initiative activity for each activity as planned to be completed by the end of each year of the plan term	Line, quarter mile resolution	6.6

Table 10: Weather patterns, last 5 years							
Weather measurement	2015	2016	2017	2018	2019	5-year historical average	Unit(s)
Red Flag Warning days	85,328.77	299,452.49	500,939.63	299,006.42	212,518.16	279,449.09	RFW circuit mile days per year
Days rated at the top 30% of proprietary fire potential index or similar fire risk index measure	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	1,640	UNKNOWN	Circuit mile days where proprietary measure rated above top 30% threshold per year Threshold defined as top 30% of FPI or equivalent scale (e.g., "Extreme" on SCE's FPI; "extreme", 15 or greater, on SDG&E's FPI; and 4 or above on PG&E's FPI).
95th percentile wind conditions	57,494.94	86,430.92	112,328.68	76,476.08	105,300.77	87,606.28	Circuit mile days with wind gusts over 95th percentile historical (meaning the prior 5 years, 2009-2014) conditions per year
99th percentile wind conditions	7,778.63	12,816.67	26,595.14	13,223.86	15,947.22	15,272.30	Circuit mile days with wind gusts over 99th percentile historical (meaning the prior 5 years, 2009-2014) conditions per year
Other	NA	NA	NA	NA	NA	NA	NA

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Table 11a: Key recent drivers of ignition probability (Distribution), last 5 years																				
Incident type by ignition probability driver		Near misses tracked (Y/N)?	Number of incidents per year (faults)						Average percentage probability of ignition per incident						Number of ignitions per year from this driver					
			2015	2016	2017	2018	2019	Average	2015	2016	2017	2018	2019	Average	2015	2016	2017	2018	2019	Average
Contact from object	All type of object contact	Y	2,836	3,153	3,234	3,111	3,285	3,124	1.6%	1.2%	1.5%	2.0%	1.7%	1.6%	48	41	51	70	63	54.6
	Animal contact	Y	775	731	709	718	794	745	1.3%	1.1%	1.0%	1.1%	2.1%	1.3%	9	8	6	12	20	11.0
	Balloon contact	Y	820	848	1,005	990	892	911	1.3%	1.1%	1.6%	2.6%	1.2%	1.6%	12	10	18	30	13	16.6
	Vegetation contact	Y	459	679	735	450	661	597	2.8%	1.8%	2.2%	3.3%	2.1%	2.4%	13	12	16	15	15	14.2
	Vehicle contact	Y	655	739	646	800	779	724	1.4%	0.7%	0.8%	1.5%	1.2%	1.1%	11	6	6	13	10	9.2
	Unspecified CFO	Y	127	156	139	153	159	147	1.6%	3.2%	3.6%	0.0%	3.1%	2.3%	3	5	5	0	5	3.6
All types of equipment / facility failure	All types of equipment	Y	3,614	3,752	4,120	3,938	1,931	3,471	0.6%	1.1%	0.7%	0.7%	1.1%	0.8%	21	40	29	26	21	27.4
	Capacitor bank failure	Y	290	289	408	338	415	348	0.0%	0.3%	0.2%	0.0%	0.0%	0.1%	0	1	1	0	1	0.6
	Conductor failure—all	Y	448	466	561	465	321	452	0.4%	3.9%	2.7%	1.1%	1.2%	1.9%	2	18	15	5	3	8.6
	Conductor failure— wires down	Y	241	236	205	78	96	171	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Fuse failure—all	Y	229	191	236	274	175	221	0.4%	0.5%	0.4%	0.0%	1.1%	0.5%	1	1	1	0	2	1.0
	Fuse failure—conventional blown fuse	N	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Lightning arrester failure	Y	110	138	110	86	49	99	1.8%	0.0%	1.8%	0.0%	2.0%	1.1%	2	0	2	0	1	1.0
	Switch failure	Y	56	60	51	56	27	50	0.0%	0.0%	0.0%	1.8%	0.0%	0.4%	0	0	0	1	0	0.2
	Transformer failure	Y	1,739	1,587	1,854	1,681	435	1,459	0.2%	0.1%	0.1%	0.6%	0.5%	0.3%	3	2	2	10	2	3.8
	Crossarm	Y	131	155	177	246	160	174	0.8%	1.3%	0.6%	0.4%	0.6%	0.7%	1	2	1	1	1	1.2
	Insulator	Y	44	79	111	111	93	88	2.3%	2.5%	1.8%	0.9%	2.2%	1.9%	1	2	2	1	2	1.6
	Splice/Clamp/Connector	Y	409	500	427	397	122	371	1.0%	0.8%	0.7%	0.3%	5.7%	1.7%	4	4	3	1	7	3.8
	Other Equipment Types	Y	158	287	185	284	134	210	4.4%	3.5%	1.1%	2.5%	1.5%	2.6%	7	10	2	7	2	5.6
Wire-to-wire contact / Contamination		Y	58	87	72	40	38	59	3.4%	1.1%	4.2%	7.5%	15.8%	6.4%	2	1	3	3	7	3.2
Other		Y	4,312	4,100	4,118	6,601	15,687	6,964	0.6%	0.1%	0.3%	0.1%	0.1%	0.3%	28	6	13	7	15	13.8

For the purposes of this WMP, SCE's distribution lines are voltages lower than 50kV.

Table 11b: Key recent drivers of ignition probability (Transmission), last 5 years																				
Incident type by ignition probability driver		Near misses tracked (Y/N)?	Number of incidents per year (faults)						Average percentage probability of ignition per incident						Number of ignitions per year from this driver					
			2015	2016	2017	2018	2019	Average	2015	2016	2017	2018	2019	Average	2015	2016	2017	2018	2019	Average
Contact from object	All type of object contact	Y	622	815	836	821	575	734	1.0%	0.7%	0.6%	0.0%	1.0%	0.7%	6	6	5	0	6	4.6
	Animal contact	Y	494	598	633	630	456	562	0.6%	0.3%	0.5%	0.0%	0.7%	0.4%	3	2	3	0	3	2.2
	Balloon contact	Y	4	50	83	62	17	43	25.0%	2.0%	2.4%	0.0%	11.8%	8.2%	1	1	2	0	2	1.2
	Vegetation contact	Y	40	25	20	14	24	25	0.0%	4.0%	0.0%	0.0%	0.0%	0.8%	0	1	0	0	0	0.2
	Vehicle contact	Y	32	23	52	30	25	32	3.1%	4.3%	0.0%	0.0%	4.0%	2.3%	1	1	0	0	1	0.6
	Unspecified CFO	Y	52	119	48	85	53	71	1.9%	0.8%	0.0%	0.0%	0.0%	0.6%	1	1	0	0	0	0.4
All types of equipment / facility failure	All types of equipment	Y	72	48	71	115	58	73	0.0%	0.0%	2.8%	1.7%	5.2%	1.9%	0	0	2	2	3	1.4
	Capacitor bank failure	Y	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Conductor failure—all	Y	4	7	12	26	6	11	0.0%	0.0%	0.0%	0.0%	33.3%	6.7%	0	0	0	0	2	0.4
	Conductor failure— wires down	Y	0	7	12	7	2	6	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Fuse failure—all	Y	0	0	0	1	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	0	0	0	0	0.0
	Fuse failure—conventional blown fuse	N	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Lightning arrester failure	Y	2	9	10	10	4	7	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	0	0	0	0	0.0
	Switch failure	Y	3	0	0	0	0	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	0	0	0	0	0.0
	Transformer failure	Y	0	15	0	6	11	6	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	0	0	0	0	0.0
	Crossarm	Y	6	0	6	5	2	4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	0	1	0	0	0.2
	Insulator	Y	50	3	23	16	4	19	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	0	0	0	0	0.0
	Splice/Clamp/Connector	Y	7	2	8	2	7	5	0.0%	0.0%	0.0%	50.0%	0.0%	10.0%	0	0	0	1	0	0.2
	Other Equipment Types	Y	0	12	12	49	24	19	0.0%	0.0%	8.3%	2.0%	4.2%	2.9%	0	0	1	1	1	0.6
Wire-to-wire contact / Contamination		Y	3	123	9	13	8	31	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	0	1	0	0	0.2
Other		Y	852	982	1,109	866	955	953	0.2%	0.2%	0.1%	0.1%	0.0%	0.1%	2	2	1	1	0	1.2

For the purposes of this WMP, SCE's transmission lines are voltages greater than 50kV.

Table 12: Recent use of PSPS, last 5 years						
PSPS Characteristic	2015	2016	2017	2018	2019	Unit(s)
Frequency of PSPS events (total)	0	0	1	3	9	Number of instances where utility operating protocol requires de-energization of a circuit or portion thereof to reduce ignition probability, per year
Frequency of PSPS events (normalized)	0	0	0.000002	0.000010	0.000042	Number of instances where utility operating protocol requires de-energization of a circuit or portion thereof in order to reduce ignition probability, per RFW circuit mile day per year
Scope of PSPS events (total)	0	0	7	8	266	Circuit-events, measured in number of events multiplied by number of circuits de-energized per year
Scope of PSPS events (normalized)	0	0	0.000014	0.000027	0.001252	Circuit-events, measured in number of events multiplied by number of circuits targeted for de-energization per RFW circuit mile day per year
Duration of PSPS events (total)	0	0	86,755	5,093	5,437,332	Customer hours per year
Duration of PSPS events (normalized)	0	0	0.173185	0.017033	25.585258	Customer hours per RFW circuit mile day per year
Other	NA	NA	NA	NA	NA	NA

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Table 13: Current baseline state of service territory and utility equipment					
Land use	Characteristic tracked	In non-HFTD	In HFTD Zone 1	In HFTD Tier 2	In HFTD Tier 3
In urban areas	Circuit miles	17,159.88	0.85	1,126.19	1,452.86
	Circuit miles in WUI	3,446.19	0.48	749.70	1,363.52
	Number of critical facilities	36,757	6	2,550	3,923
	Number of critical facilities in WUI	7,305	5	1,676	3,489
	Number of customers	3,790,432	545	209,126	323,745
	Number of customers in WUI	778,819	525	149,646	294,005
	Number of customers belonging to access and functional needs populations	1,032,899	32	30,783	44,840
	Number of customers belonging to access and functional needs populations in WUI	206,260	21	23,970	41,362
	Circuit miles of overhead transmission lines	1,953.85	0.08	217.92	223.98
	Circuit miles of overhead transmission lines in WUI	293.15	0.00	130.59	182.31
	Circuit miles of overhead distribution lines	15,206.04	0.77	908.27	1,228.89
	Circuit miles of overhead distribution lines in WUI	3,153.05	0.48	619.12	1,181.22
	Number of substations	231	0	23	17
	Number of substations in WUI	47	0	16	16
In rural areas	Circuit miles	8,536.18	0.46	2,127.05	3,723.50
	Circuit miles in WUI	3,262.55	0.04	1,491.89	2,729.02
	Number of critical facilities	7,692	0	1,456	2,894
	Number of critical facilities in WUI	2,397	0	1,036	2,348
	Number of customers	225,587	20	53,624	92,195
	Number of customers in WUI	94,950	16	44,971	83,235
	Number of customers belonging to access and functional needs populations	37,100	4	7,741	9,410
	Number of customers belonging to access and functional needs populations in WUI	19,384	1	6,718	8,676
	Circuit miles of overhead transmission lines	1,353.32	0.09	453.91	771.52
	Circuit miles of overhead transmission lines in WUI	333.80	0.00	283.81	419.23
	Circuit miles of overhead distribution lines	7,182.86	0.37	1,673.14	2,951.98
	Circuit miles of overhead distribution lines in WUI	2,928.75	0.04	1,208.08	2,309.79
	Number of substations	125	0	18	32
	Number of substations in WUI	25	0	10	26

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Table 13: Current baseline state of service territory and utility equipment					
Land use	Characteristic tracked	In non-HFTD	In HFTD Zone 1	In HFTD Tier 2	In HFTD Tier 3
In highly rural areas	Circuit miles	12,178.84	0.84	2,757.67	2,992.26
	Circuit miles in WUI	93.66	0.00	34.64	43.60
	Number of critical facilities	21,784	0	1,767	2,598
	Number of critical facilities in WUI	98	0	22	32
	Number of customers	379,812	8	24,861	37,774
	Number of customers in WUI	2,566	0	968	1,578
	Number of customers belonging to access and functional needs populations	44,535	0	2,492	2,674
	Number of customers belonging to access and functional needs populations in WUI	342	0	54	100
	Circuit miles of overhead transmission lines	5,161.27	0.02	1,285.50	1,399.53
	Circuit miles of overhead transmission lines in WUI	7.75	0.00	3.18	2.97
	Circuit miles of overhead distribution lines	7,017.57	0.81	1,472.17	1,592.74
	Circuit miles of overhead distribution lines in WUI	85.92	0.00	31.46	40.63
	Number of substations	420	0	62	49
	Number of substations in WUI	1	0	0	0

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Table 14: Summary data on weather station count		
Weather station count type	Current count	Unit (s)
Number of weather stations (total)	482	Total number located in service territory and operated by utility
Number of weather stations (normalized)	0.009259	Total number located in service territory and operated by utility, divided by total number of circuit miles in utility service territory
Number of weather stations in non-HFTD (total)	34	Total number located in non-HFTD service territory and operated by utility
Number of weather stations in non-HFTD (normalized)	0.000898	Total number located in non-HFTD service territory and operated by utility, divided by total number of circuit miles in non-HFTD service territory
Number of weather stations in HFTD Zone 1 (total)	0	Total number located in HFTD Zone 1 service territory and operated by utility
Number of weather stations in HFTD Zone 1 (normalized)	0	Total number located in HFTD Zone 1 service territory and operated by utility, divided by total number of circuit miles in HFTD Zone 1 service territory
Number of weather stations in HFTD Tier 2 (total)	145	Total number located in HFTD Tier 2 service territory and operated by utility
Number of weather stations in HFTD Tier 2 (normalized)	0.024123	Total number located in HFTD Tier 2 service territory and operated by utility, divided by total number of circuit miles in HFTD Tier 2 service territory
Number of weather stations in HFTD Tier 3 (total)	303	Total number located in HFTD Tier 3 service territory and operated by utility
Number of weather stations in HFTD Tier 3 (normalized)	0.037093	Total number located in HFTD Tier 3 service territory and operated by utility, divided by total number of circuit miles in HFTD Tier 3 service territory

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Table 15: Summary data on fault indicator count		
Fault indicator count type	Current count	Unit(s)
Number of fault indicators (total)	11,916	Total number located in service territory and operated by utility
Number of fault indicators (normalized)	0.303704	Total number located in service territory and operated by utility, divided by total number of circuit miles in utility service territory
Number of fault indicators in non-HFTD (total)	9,021	Total number located in non-HFTD service territory and operated by utility
Number of fault indicators in non-HFTD (normalized)	0.306769	Total number located in non-HFTD service territory and operated by utility, divided by total number of circuit miles in non-HFTD service territory
Number of fault indicators in HFTD Zone 1 (total)	0	Total number located in HFTD Zone 1 service territory and operated by utility
Number of fault indicators in HFTD Zone 1 (normalized)	0	Total number located in HFTD Zone 1 service territory and operated by utility, divided by total number of circuit miles in HFTD Zone 1 service territory
Number of fault indicators in HFTD Tier 2 (total)	1,029	Total number located in HFTD Tier 2 service territory and operated by utility
Number of fault indicators in HFTD Tier 2 (normalized)	0.253850	Total number located in HFTD Tier 2 service territory and operated by utility, divided by total number of circuit miles in HFTD Tier 2 service territory
Number of fault indicators in HFTD Tier 3 (total)	1,866	Total number located in HFTD Tier 3 service territory and operated by utility
Number of fault indicators in HFTD Tier 3 (normalized)	0.323195	Total number located in HFTD Tier 3 service territory and operated by utility, divided by total number of circuit miles in HFTD Tier 3 service territory

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Table 16: Location of planned utility equipment additions or removal by end of 3-year plan term					
Land use	Characteristic tracked	Changes by end - 2022			
		In non-HFTD	In HFTD Zone 1	In HFTD Tier 2	In HFTD Tier 3
In urban areas	Circuit miles of overhead transmission lines	7.833888	0	0.058876	0.397805
	Circuit miles of overhead distribution lines	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Circuit miles of overhead transmission lines in WUI	1.297294	0	2.175555	1.51947
	Circuit miles of overhead distribution lines in WUI	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Number of substations	1	0	0	0
	Number of substations in WUI	0	0	0	0
	Number of weather stations	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Number of weather stations in WUI	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
In rural areas	Circuit miles of overhead transmission lines	5.717633	0	4.211063	2.977788
	Circuit miles of overhead distribution lines	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Circuit miles of overhead transmission lines in WUI	3.045083	0	7.577299	8.735671
	Circuit miles of overhead distribution lines in WUI	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Number of substations	0	0	0	0
	Number of substations in WUI	0	0	0	0
	Number of weather stations	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Number of weather stations in WUI	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
In highly rural areas	Circuit miles of overhead transmission lines	5.301229	0	10.590818	22.14268
	Circuit miles of overhead distribution lines	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Circuit miles of overhead transmission lines in WUI	0	0	0	0.393216
	Circuit miles of overhead distribution lines in WUI	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Number of substations	0	0	0	0
	Number of substations in WUI	0	0	0	0
	Number of weather stations	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Number of weather stations in WUI	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN

Values shown represent the level of work that has been scoped and prioritized and may not reflect actual targets shown in Tables 21-30

For the purposes of this WMP, SCE's transmission lines are voltages greater than 50kV.

Table 17: Location of planned utility infrastructure upgrades													
Land use	Characteristic tracked	In non-HFTD			In HFTD Zone 1			In HFTD Tier 2			In HFTD Tier 3		
		2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022
Total circuit miles planned for hardening each year, all types and locations		Reclosers - 22, Branch Line Fuses - 58, Tree Attachments - 1, Covered Conductor - 23.598 circuit miles	Covered Conductor - 63.740 circuit miles	Covered Conductor - 57.938 circuit miles	Tree Attachments - 1, Covered Conductor - 23.598 circuit miles	Covered Conductor - 0.014 circuit miles		Reclosers - 15, Branch Line Fuses - 109, Tree Attachments - 611, Covered Conductor - 347.051 circuit miles	Covered Conductor - 289.744 circuit miles	Covered Conductor - 568.008 circuit miles	Reclosers - 10, Branch Line Fuses - 230, Tree Attachments - 165, Covered Conductor - 801.807 circuit miles	Covered Conductor - 1038.417 circuit miles	Covered Conductor - 928.505 circuit miles
Total number of substations planned for hardening each year, all locations		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
In urban areas	Circuit miles planned for grid hardening of overhead transmission lines	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Circuit miles of overhead transmission lines in WUI to harden	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Circuit miles of overhead distribution lines to harden	Reclosers - 9, Branch Line Fuses - 8, Tree Attachments - 1, Covered Conductor - 2.577 circuit miles	Covered Conductor - 2.660 circuit miles	Covered Conductor - 1.402 circuit miles	0	0	0	Reclosers - 4, Branch Line Fuses - 3, Covered Conductor - 0.530 circuit miles	UNKNOWN	Covered Conductor - 6.430 circuit miles	Branch Line Fuses - 3, Covered Conductor - 3.551 circuit miles	Covered Conductor - 3.551 circuit miles	Covered Conductor - 9.909 circuit miles
	Circuit miles of overhead distribution lines in WUI to harden	Reclosers - 7, Branch Line Fuses - 20, Covered Conductor - 11.963 circuit miles	Covered Conductor - 31.837 circuit miles	Covered Conductor - 19.452 circuit miles	0	Covered Conductor - 0.014 circuit miles	0	Reclosers - 2, Branch Line Fuses - 27, Tree Attachments - 1, Covered Conductor - 49.499 circuit miles	Covered Conductor - 139.024 circuit miles	Covered Conductor - 218.587 circuit miles	Reclosers - 4, Branch Line Fuses - 53, Tree Attachments - 1, Covered Conductor - 328.288 circuit miles	Covered Conductor - 499.703 circuit miles	Covered Conductor - 379.357 circuit miles
	Circuit miles of overhead transmission lines in WUI to harden	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Number of substations to harden	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Number of substations in WUI to harden	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Number of substations in WUI to harden	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
In rural areas	Circuit miles of overhead transmission lines to harden	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Circuit miles of overhead transmission lines in WUI to harden	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Circuit miles of overhead distribution lines to harden	Reclosers - 1, Branch Line Fuses - 3, Covered Conductor - 2.280 circuit miles	Covered Conductor - 8.567 circuit miles	Covered Conductor - 8.418 circuit miles	0	0	0	Reclosers - 1, Branch Line Fuses - 6, Covered Conductor - 55.381 circuit miles	Covered Conductor - 33.009 circuit miles	Covered Conductor - 79.420 circuit miles	Branch Line Fuses - 28, Covered Conductor - 125.205 circuit miles	Covered Conductor - 94.440 circuit miles	Covered Conductor - 113.117 circuit miles
	Circuit miles of overhead distribution lines in WUI to harden	Reclosers - 1, Branch Line Fuses - 12, Covered Conductor - 1.033 circuit miles	Covered Conductor - 5.894 circuit miles	Covered Conductor - 5.636 circuit miles	0	0	0	Reclosers - 2, Branch Line Fuses - 39, Tree Attachments - 287, Covered Conductor - 43.991 circuit miles	Covered Conductor - 43.776 circuit miles	Covered Conductor - 60.202 circuit miles	Reclosers - 1, Branch Line Fuses - 88, Tree Attachments - 3, Covered Conductor - 144.386 circuit miles	Covered Conductor - 151.129 circuit miles	Covered Conductor - 128.195 circuit miles
	Circuit miles of overhead transmission lines in WUI to harden	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Number of substations to harden	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Number of substations in WUI to harden	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Number of substations in WUI to harden	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
In highly rural areas	Circuit miles of overhead transmission lines to harden	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Circuit miles of overhead transmission lines in WUI to harden	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Circuit miles of overhead distribution lines to harden	Reclosers - 5, Branch Line Fuses - 15, Covered Conductor - 2.280 circuit miles	Covered Conductor - 14.780 circuit miles	Covered Conductor - 23.0285 circuit miles	0	0	0	Reclosers - 6, Branch Line Fuses - 31, Tree Attachments - 236, Covered Conductor - 194.571 circuit miles	Covered Conductor - 71.296 circuit miles	Covered Conductor - 196.227 circuit miles	Branch Line Fuses - 2, Tree Attachments - 78, Covered Conductor - 192.874 circuit miles	Covered Conductor - 279.990 circuit miles	Covered Conductor - 293.440 circuit miles
	Circuit miles of overhead distribution lines in WUI to harden	Reclosers - 1	0	0	0	0	0	Branch Line Fuses - 3, Tree Attachments - 68, Covered Conductor - 3.079 circuit miles	Covered Conductor - 2,640 circuit miles	Covered Conductor - 7.140 circuit miles	Branch Line Fuses - 2, Tree Attachments - 78, Covered Conductor - 4.805 circuit miles	Covered Conductor - 9.601 circuit miles	Covered Conductor - 4.484 circuit miles
	Circuit miles of overhead transmission lines in WUI to harden	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
	Number of substations to harden	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Number of substations in WUI to harden	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Number of substations in WUI to harden	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Values shown represent the level of work that has been scoped and prioritized and may not reflect actual targets shown in Tables 21-30

For the purposes of this WMP, SCE's transmission lines are voltages greater than 50kV.

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Table 18a: Key drivers of ignition probability (Distribution)									
Ignition probability drivers		Number of incidents per year (according to 5-year historical average)	Average likelihood of ignition per incident	Ignitions from this driver					
				Total	In non- HFTD	In HFTD Zone 1	In HFTD Tier 2	In HFTD Tier 3	SOB322
Contact from Object	All type of object contact	3,124	1.6%	54.6	35.0	NA	6.2	12.8	0.6
	Animal contact	745	1.3%	11.0	6.6	NA	1.8	2.6	0.0
	Balloon contact	911	1.6%	16.6	12.0	NA	1.2	3.4	0.0
	Vegetation contact	597	2.4%	14.2	9.2	NA	1.8	3.0	0.2
	Vehicle contact	724	1.1%	9.2	5.4	NA	1.0	2.6	0.2
	Unspecified CFO	147	2.3%	3.6	1.8	NA	0.4	1.2	0.2
All types of equipment / facility failure	All types of equipment	3,471	0.8%	27.4	17.8	NA	2.4	7.0	0.2
	Capacitor bank failure	348	0.1%	0.6	0.4	NA	0.0	0.2	0.0
	Conductor failure—all	452	1.9%	8.6	6.0	NA	1.0	1.6	0.0
	Conductor failure— wires down	171	NA	NA	NA	NA	NA	NA	NA
	Fuse failure—all	221	0.5%	1.0	0.8	NA	0.0	0.2	0.0
	Fuse failure—conventional blown fuse	NA	NA	NA	NA	NA	NA	NA	NA
	Lightning arrestor failure	99	1.1%	1.0	1.0	NA	0.0	0.0	0.0
	Switch failure	50	0.4%	0.2	0.2	NA	0.0	0.0	0.0
	Transformer failure	1,459	0.3%	3.8	2.8	NA	0.2	0.8	0.0
	Crossarm	174	0.7%	1.2	1.0	NA	0.0	0.2	0.0
	Insulator	88	1.9%	1.6	0.4	NA	0.6	0.6	0.0
	Splice/Clamp/Connector	371	1.7%	3.8	1.2	NA	0.6	1.8	0.2
	Other Equipment Types	210	2.6%	5.6	4.0	NA	0.0	1.6	0.0
Wire-to-wire contact / Contamination		59	6.4%	3.2	2.0	NA	0.4	0.8	0.0
Other		6,964	0.3%	13.8	8.4	NA	1.6	3.4	0.4

For the purposes of this WMP, SCE's distribution lines are voltages lower than 50kV.

Table 18b: Key drivers of ignition probability (Transmission)									
Ignition probability drivers		Number of incidents per year (according to 5-year historical average)	Average likelihood of ignition per incident	Ignitions from this driver					
				Total	In non- HFTD	In HFTD Zone 1	In HFTD Tier 2	In HFTD Tier 3	SOB322
Contact from Object	All type of object contact	734	0.7%	4.6	1.8	NA	1.0	1.8	0.0
	Animal contact	562	0.4%	2.2	0.8	NA	0.4	1.0	0.0
	Balloon contact	43	8.2%	1.2	0.6	NA	0.4	0.2	0.0
	Vegetation contact	25	0.8%	0.2	0.0	NA	0.0	0.2	0.0
	Vehicle contact	32	2.3%	0.6	0.2	NA	0.0	0.4	0.0
	Unspecified CFO	71	0.6%	0.4	0.2	NA	0.2	0.0	0.0
All types of equipment / facility failure	All types of equipment	73	1.9%	1.4	1.2	NA	0.0	0.2	0.0
	Capacitor bank failure	NA	NA	0.0	0.0	NA	0.0	0.0	0.0
	Conductor failure—all	11	6.7%	0.4	0.4	NA	0.0	0.0	0.0
	Conductor failure— wires down	6	NA	NA	NA	NA	NA	NA	NA
	Fuse failure—all	0	0.0%	0.0	0.0	NA	0.0	0.0	0.0
	Fuse failure—conventional blown fuse	NA	NA	NA	NA	NA	NA	NA	NA
	Lightning arrestor failure	7	0.0%	0.0	0.0	NA	0.0	0.0	0.0
	Switch failure	1	0.0%	0.0	0.0	NA	0.0	0.0	0.0
	Transformer failure	6	0.0%	0.0	0.0	NA	0.0	0.0	0.0
	Crossarm	4	0.0%	0.2	0.2	NA	0.0	0.0	0.0
	Insulator	19	0.0%	0.0	0.0	NA	0.0	0.0	0.0
	Splice/Clamp/Connector	5	10.0%	0.2	0.2	NA	0.0	0.0	0.0
	Other Equipment Types	19	2.9%	0.6	0.4	NA	0.0	0.2	0.0
Wire-to-wire contact /Contamination		31	0.0%	0.2	0.0	NA	0.2	0.0	0.0
Other		953	0.1%	1.2	0.8	NA	0.2	0.0	0.2

For the purposes of this WMP, SCE's transmission lines are voltages greater than 50kV.

Table 19: Macro trends impacting ignition probability and/or wildfire consequence		
Rank	Macro trends impacting utility ignited ignition probability and estimated wildfire consequence by year 10	Comments
1	Change in ignition probability and estimated wildfire consequence due to climate change	SCE has not modeled ignition probability or estimated consequence under future climate scenarios; SCE also recommends aligning on definitions and data sources for population projections and spatial boundaries for future wild-land-urban interfaces during the modeling process. In such, SCE is limited to ranking only the first three categories. These relative rankings are grounded primarily in academic literature and are meant to reflect potential impacts manifesting themselves in SCE territory. To the extent possible, these references are aligned with "Wildfire Simulations for California's Fourth Climate Change Assessment: Projecting Changes in Extreme Wildfire Events with a Warming Climate, Westerling 2018, prepared for the Fourth California Climate Change Assessment. Climate change is the primary driver of a range of underlying factors that increase wildfire ignition probability and, in turn, wildfire consequences. At a high-level, climate change-driven droughts are most tightly coupled with wildfire activity, more so than fuel density and invasive species (e.g., mountain and bark beetles) alone. This is in part because climate change is a driver of these other variables that influence wildfires as secondary factors. Meanwhile, climate/weather-related factors alone (e.g., droughts, extreme temperatures, high evapotranspiration, dry winds, etc.) can conspire to produce elevated "fire weather" conditions in the service territory. During these conditions, vegetation in the SCE territory is often dry enough to fuel extensive fires regardless of the presence of secondary factors such as invasive species. These fire weather conditions are being and are projected to continue to be exacerbated by climate change. Extreme multiyear drought (increased temperatures, and decreased precipitation) may lead to increase in dead material, increased bark beetle infestations, and more fuel for wildfire, if left unmanaged. Increased in the frequency and/or magnitude of wind events can compound these impacts. Projections by Westerling et al. (2018) point to a future defined by intensifying and, at times, expanding areas of elevated wildfire risk, that are strongly driven by changes to underlying climate conditions used in the statistical modeling. New research further strengthens the primary link between climate change and wildfire activity in California (e.g., Williams et al., 2019 https://agupubs.onlinelibrary.wiley.com/doi/full/10.1029/2019EF001210). It should also be noted that, while the impact of climate change on utility equipment failure (e.g., lines down) may not be overly significant as a wildfire driver, the risk of infrastructure failure leading to a wildfire increases dramatically when climate change makes the underlying and surrounding landscape more conducive to ignitions.
3	Change in ignition probability and estimated wildfire consequence due to relevant invasive species, such as bark beetles	Recent work has shown that mountain pine beetle outbreaks do not have a large impact on the area burned in the western United States (e.g., Hart et al., 2015 https://www.pnas.org/content/pnas/early/2015/03/18/1424037112.full.pdf). Hart et al. (2015) find that while beetle infestation and fire activity both increased independently and simultaneous to recent climate warming, wildfire activity has not increased in direct response to beetle activity at broad spatial extents. Ultimately, stands of dead trees killed by bark beetles can have an effect on wildfire behavior, but that effect depends on the severity of "fire weather," and the level of the bark beetle outbreak, and has little correspondence to the actual land area burned in a wildfire. Westerling (2018) does not explicitly consider the role of bark beetles or other invasive species.
2	Change in ignition probability and estimated wildfire consequence due to other drivers of change in fuel density and moisture	As previously noted, climate change is a main driver of fuel density and moisture. Vegetation is an existing condition and its contribution to ignition likelihood and wildfire consequences is predicated on its interaction with climate and fire weather conditions. Westerling (2018) uses vegetation fraction as a logistic model variable to determine wildfire presence, but the regression also considers a range of underlying climate variables (e.g., temperature, water deficit, etc.) to help determine how vegetation may convert to wildfire fuel. As a result, we consider fuel density and moisture as secondary to (though influenced by) climate change trends. Fuel density may also be reduced by active forest management; using Sierra Nevada forests as an example, Westerling's simulation of fuel treatment scenarios indicate a significant reduction of area burned relative to the baseline scenario.
6	Population changes (including Access and Functional Needs population) that could be impacted by utility ignition	SCE uses current population from the U.S. Census to estimate potential consequence; SCE has not used population projections to assess possible future consequence. Given this, SCE assumed a 2% annual population growth to conceptually assess this macro trend. Population increases will increase the potential consequence of a wildfire but not necessarily contributes to an ignition risk related to the electrical system. SCE ranked this trend lower than the other population trends because it assumes this population is spread out across its service territory and thus includes population outside of the HFTD.
4	Population changes in HFTD that could be impacted by utility ignition	SCE uses current population from the U.S. Census to estimate potential consequence; SCE has not used population projections in the current HFTD to assess possible future consequence. Given this, SCE assumed a 2% annual population growth to conceptually assess this macro trend. Population increases will increase the potential consequence of a wildfire but not necessarily contributes to an ignition risk related to the electrical system. SCE ranked this trend higher than the other population trends because population increases in the highest risk areas of SCE's service territory directly increase the consequences for where wildfires are most prone to initiate.
5	Population changes in WUI that could be impacted by utility ignition	SCE uses current population projections from the U.S. Census to estimate potential consequence; SCE has not used population projections in the wildland-urban interface to assess possible future consequence. Given this, SCE assumed a 2% annual population growth to conceptually assess this macro trend. Population increases will increase the potential consequence of a wildfire but not necessarily contributes to an ignition risk related to the electrical system. SCE ranked this trend between the other population trends because the WUI includes areas outside of the HFTD but does not include all of SCE's service territory.
7	Utility infrastructure location in HFTD vs non-HFTD	SCE has not modeled ignition probability or estimated consequence under future climate scenarios. Given this, SCE assumed normal load growth to conceptually assess this macro trend. SCE's utility infrastructure located in the HFTD will be hardened, i.e., all new additions will include, at a minimum, covered conductor, fire-resistant poles, etc. SCE's hardened infrastructure will reduce the likelihood of ignitions associated with SCE's facilities. SCE ranked this macro trend higher than the other utility infrastructure macro trend because it includes the HFTD which are the areas in SCE's service territory most prone to wildfires.
8	Utility infrastructure location in urban vs rural vs highly rural areas	SCE has not modeled ignition probability or estimated consequence under future climate scenarios. Given this, SCE assumed normal load growth to conceptually assess this macro trend. SCE's utility infrastructure located in urban, rural and highly rural areas do not necessarily align with HFTD areas. However, those areas that also traverse the HFTD will be hardened, i.e., all new additions will include, at a minimum, covered conductor, fire-resistant poles, etc. SCE's hardened infrastructure will reduce the likelihood of ignitions associated with SCE's facilities. SCE ranked this macro trend lower than the other utility infrastructure macro trend because it does not align with the HFTD.

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Table 20: Anticipated characteristics of PSPS use over next 10 years

Rank order 1-9	PSPS characteristic	Significantly increase; increase; no change; decrease; significantly decrease	Comments
2	Number of customers affected by PSPS events (total)	Decrease	SCE interprets 'customers affected' to mean customers de-energized. Because of the grid hardening, improved situational awareness and additional sectionalizing that will take place over the next decade, SCE feels that total customers will decrease.
1	Number of customers affected by PSPS events (normalized by fire weather, e.g., Red Flag Warning line mile days)	Significantly Decrease	As stated above, SCE expects total customers affected to decrease. When normalized, negating any potential effects from increased fire weather threats, SCE forecasts a significant decrease.
3	Frequency of PSPS events in number of instances where utility operating protocol requires de-energization of a circuit or portion thereof to reduce ignition probability (total)	Decrease	Similarly to the methodology for customers impacted, SCE expects that grid hardening efforts and increased situational awareness tools (like weather stations) will allow for higher risk tolerance on our circuits and more granular de-energizations, if necessary.
4	Frequency of PSPS events in number of instances where utility operating protocol requires de-energization of a circuit or portion thereof to reduce ignition probability (normalized by fire weather, e.g., Red Flag Warning line mile days)	Decrease	SCE forecasts a decrease in PSPS de-energizations, but still notes that de-energizations are unlikely to be totally eliminated. While grid hardening will allow for raising the wind speeds that will trigger de-energizations, extreme winds that surpass triggers are still out of SCE's hands and not unlikely from time to time.
6	Scope of PSPS events in circuit-events, measured in number of events multiplied by number of circuits targeted for de-energization	Decrease	SCE interprets this category to mean total scope of circuits under consideration for de-energization, multiplied by number of events. While SCE expects somewhat more fire weather threat days due to climate change, SCE expects that raising our activation protocols due to circuit hardening will offset this, resulting in a decrease.
5	(total) Scope of PSPS events in circuit-events, measured in number of events multiplied by number of circuits targeted for de-energization (normalized by fire weather, e.g., Red Flag Warning line mile days)	Decrease	When normalized, SCE expects a decrease in circuit-events due to grid hardening, which would allow SCE to raise activation thresholds.
8	Duration of PSPS events in customer hours (total)	Decrease	We interpret this to mean total time a customer is without power, if affected by PSPS. Customer hours out are dependent on the duration of concerning winds, time to re-energize patrol and damage found. While we expect patrol times to decrease as operations evolve, some factors are still out of SCE's hands. Namely, the duration of wind storms and the amount of damage they cause.
7	Duration of PSPS events in customer hours (normalized by fire weather, e.g., Red Flag Warning line mile days)	Decrease	Because we interpret the duration of PSPS events in customer hours to be an average rate of time de-energized per event, this line item would be the same as the one above.
NA	Other	NA	NA

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
1. A summarized risk map showing the overall ignition probability and estimated wildfire consequence along electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
2. Climate-driven risk map and modelling based on various relevant weather scenarios	2019 plan	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 21: Risk assessment and mapping																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
3. Ignition probability mapping showing the probability of ignition along the electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 21: Risk assessment and mapping																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
4. Initiative mapping and estimation of wildfire and PSPS risk-reduction impact	2019 plan	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5. Match drop simulations showing the potential wildfire consequence of ignitions that occur along the electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 21: Risk assessment and mapping																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
6. Weather-driven risk map and modelling based on various relevant weather scenarios	2019 plan	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 22: Situational awareness and forecasting																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
1. Advanced weather monitoring and weather stations (SA-1)	2019 plan	\$6,031,067	\$5,389,254	\$641,813	315	\$19,146	CFO: All EFF: All	2.9	151.4	NA	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", number of weather station installations is the unit of measure. Advanced weather monitoring will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2019 actual	\$5,520,099	\$4,282,182	\$1,237,917	357	\$15,462	CFO: All EFF: All	2.9	77.3	NA	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", number of weather station installations is the unit of measure. Advanced weather monitoring will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2020	\$6,832,771	\$5,535,885	\$1,296,886	475	\$14,385	CFO: All EFF: All	2.8	57.5	NA	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", number of weather station installations is the unit of measure. Advanced weather monitoring will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2021	\$5,766,528	\$4,203,504	\$1,563,024	475	\$12,140	CFO: All EFF: All	2.8	61.7	NA	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", number of weather station installations is the unit of measure. Advanced weather monitoring will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2022	\$5,800,296	\$4,203,504	\$1,596,792	475	\$12,211	CFO: All EFF: All	2.7	65.3	NA	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", number of weather station installations is the unit of measure. Advanced weather monitoring will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2020-2022 plan total	\$18,399,595	\$13,942,893	\$4,456,702	1425	\$12,912	CFO: All EFF: All	8.3	61.3	NA	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", number of weather station installations is the unit of measure. Advanced weather monitoring will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.

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Table 22: Situational awareness and forecasting																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	Existing: What Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
2.1. Continuous monitoring sensors: Distribution Fault Anticipation (DFA) (AT-2.1)	2019 plan	\$69,205	\$0	\$69,205	10	\$6,921	CFO: Vegetation EFF: All Equipment Failures	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA, WMPMA	NA	NA	Continuous monitoring sensors will not directly reduce risk drivers, but instead provides awareness for potential situations which may be able to identified and remediated to avoid related consequences. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2019 actual	\$2,485,151	\$0	\$2,485,151	24	\$103,548	CFO: Vegetation EFF: All Equipment Failures	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA, WMPMA	NA	NA	In 2019, SCE developed a plan to engineer, design, and construct 60 DFA units. 54 were constructed. Of those 54, 24 were fully commissioned. The costs for the 2019 work includes the engineering, design, construction of all DFAs and the commissioning of 24 units of the 60 units. The remaining will DFA units will be completed in 2020. Continuous monitoring sensors will not directly reduce risk drivers, but instead provides awareness for potential situations which may be able to identified and remediated to avoid related consequences. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	\$251,524	\$0	\$251,524	36	\$6,987	CFO: Vegetation EFF: All Equipment Failures	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA	NA	NA	In the first quarter of 2020, the remaining 36 DFAs will be commissioned and monitored. In 2020 engineering will monitor the DFA pilot installations to assess the success of the pilot. No other DFAs will be deployed until the assessment in 2020 is complete. Continuous monitoring sensors will not directly reduce risk drivers, but instead provides awareness for potential situations which may be able to identified and remediated to avoid related consequences. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	\$9,900,683	\$9,646,065	\$254,618	150	\$66,005	CFO: Vegetation EFF: All Equipment Failures	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA, WMPMA	NA	NA	Continuous monitoring sensors will not directly reduce risk drivers, but instead provides awareness for potential situations which may be able to identified and remediated to avoid related consequences. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2022	\$19,850,149	\$19,850,149	\$0	300	\$66,167	CFO: Vegetation EFF: All Equipment Failures	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	Continuous monitoring sensors will not directly reduce risk drivers, but instead provides awareness for potential situations which may be able to identified and remediated to avoid related consequences. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	\$30,002,356	\$29,496,214	\$506,142	486	\$61,733	CFO: Vegetation EFF: All Equipment Failures	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA, WMPMA	NA	NA	Continuous monitoring sensors will not directly reduce risk drivers, but instead provides awareness for potential situations which may be able to identified and remediated to avoid related consequences. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
2.2. Continuous monitoring sensors: Early Fault Detection (EFD) evaluation (AT-7)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until 2020.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until 2020.
	2020	\$511,228	\$0	\$511,228	25	\$20,449	CFO: Vegetation EFF: All Equipment Failures	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	Monitor DFA during 2020; Estimated 2.5 miles per sensor install. The mileage values are estimated total miles covered and may include HFRA, non-HFRA, and Underground circuitry. Continuous monitoring sensors will not directly reduce risk drivers, but instead provides awareness for potential situations which may be able to identified and remediated to avoid related consequences. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	\$2,587,583	\$0	\$2,587,583	225	\$11,500	CFO: Vegetation EFF: All Equipment Failures	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	Monitor DFA during 2021; Estimated 2.5 miles per sensor install. The mileage values are estimated total miles covered and may include HFRA, non-HFRA, and Underground circuitry. Continuous monitoring sensors will not directly reduce risk drivers, but instead provides awareness for potential situations which may be able to identified and remediated to avoid related consequences. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns for 2022 for this Initiative are "UNKNOWN" as the scope and strategy are yet to be determined for 2022. This determination will be made after careful study and review of the 2020-2021 work.
	2020-2022 plan total	\$3,098,811	\$0	\$3,098,811	250	\$12,395	CFO: Vegetation EFF: All Equipment Failures	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
2.3. Continuous monitoring sensors: transmission open phase detection (SH-8)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 actual. This initiative was successfully piloted in 2109 and cost were charged to internal overhead.
	2020	\$295,015	\$0	\$295,015	324	\$912	EFF: Conductor Splice/Clamp/Connector	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	In Compliance	SB901 OIR	Instead of "Line miles to be treated", select circuit miles within the HFRA is the unit of measure. The "Other risk drivers addressed" columns "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2021	\$288,054	\$0	\$288,054	316	\$912	EFF: Conductor Splice/Clamp/Connector	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	In Compliance	SB901 OIR	The "Line miles to be treated" and "Spend/ treated line mile" columns are "UNKNOWN" because the expansion of deployment is based on the success/fail criteria in 2020. The "Other risk drivers addressed" column is "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2022	\$281,891	\$0	\$281,891	316	\$892	EFF: Conductor Splice/Clamp/Connector	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	In Compliance	SB901 OIR	The "Line miles to be treated" and "Spend/ treated line mile" columns are "UNKNOWN" because the expansion of deployment is based on the success/fail criteria in 2020. The "Other risk drivers addressed" column is "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2020-2022 plan total	\$864,960	\$0	\$864,960	955	\$906	EFF: Conductor Splice/Clamp/Connector	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	In Compliance	SB901 OIR	Instead of "Line miles to be treated", select circuit miles within the HFRA is the unit of measure. The "Other risk drivers addressed" columns "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.

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Table 22: Situational awareness and forecasting																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
3. Fault indicators for detecting faults on electric lines and equipment	2019 plan	\$4,285,315	\$4,285,315	\$0	265	\$16,171	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	The "Total per initiative spend" and "Line miles to be treated" columns are system-wide numbers that include HFRA applications. Fault indicators will not directly reduce risk drivers, but inform areas where additional situational awareness is beneficial. The "Ignition probability drivers targeted" column is "NA" as this activity doesn't target specific ignition probability drivers but instead supports SCE's overall wildfire mitigation efforts. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.	
	2019 actual	\$2,134,572	\$2,134,572	\$0	132	\$16,171	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	The "Total per initiative spend" and "Line miles to be treated" columns are system-wide numbers that include HFRA applications. Fault indicators will not directly reduce risk drivers, but inform areas where additional situational awareness is beneficial. The "Ignition probability drivers targeted" column is "NA" as this activity doesn't target specific ignition probability drivers but instead supports SCE's overall wildfire mitigation efforts. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.	
	2020	\$1,649,442	\$1,649,442	\$0	102	\$16,171	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	The "Total per initiative spend" and "Line miles to be treated" columns are system-wide numbers that include HFRA applications. Fault indicators will not directly reduce risk drivers, but inform areas where additional situational awareness is beneficial. The "Ignition probability drivers targeted" column is "NA" as this activity doesn't target specific ignition probability drivers but instead supports SCE's overall wildfire mitigation efforts. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.	
	2021	\$2,522,676	\$2,522,676	\$0	156	\$16,171	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	The "Total per initiative spend" and "Line miles to be treated" columns are system-wide numbers that include HFRA applications. Fault indicators will not directly reduce risk drivers, but inform areas where additional situational awareness is beneficial. The "Ignition probability drivers targeted" column is "NA" as this activity doesn't target specific ignition probability drivers but instead supports SCE's overall wildfire mitigation efforts. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.	
	2022	\$2,522,676	\$2,522,676	\$0	156	\$16,171	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	The "Total per initiative spend" and "Line miles to be treated" columns are system-wide numbers that include HFRA applications. Fault indicators will not directly reduce risk drivers, but inform areas where additional situational awareness is beneficial. The "Ignition probability drivers targeted" column is "NA" as this activity doesn't target specific ignition probability drivers but instead supports SCE's overall wildfire mitigation efforts. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.	
	2020-2022 plan total	\$6,694,794	\$6,694,794	\$0	414	\$16,171	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	The "Total per initiative spend" and "Line miles to be treated" columns are system-wide numbers that include HFRA applications. Fault indicators will not directly reduce risk drivers, but inform areas where additional situational awareness is beneficial. The "Ignition probability drivers targeted" column is "NA" as this activity doesn't target specific ignition probability drivers but instead supports SCE's overall wildfire mitigation efforts. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.	
4.1 Forecast of a fire risk index, fire potential index, or similar: Fire Potential Index phase II (SA-2)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 6, Table 22	
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 6, Table 22	
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 6, Table 22	
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 6, Table 22	
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 6, Table 22	
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 6, Table 22	

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Table 22: Situational awareness and forecasting																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
4.2. Forecast of a fire risk index, fire potential index, or similar: fuel sampling program (SA-5)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.
	2019 actual	NA	NA	NA	NA	NA	CFO: All EFF: All	2.9	77.3	NA	New	NA	FRMMA	NA	NA	The "Total per initiative spend" for 2019 actual is "NA" as this initiative is covered in Initiative 4.3, Table 22. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2020	\$631,824	\$0	\$631,824	6,500	\$97	CFO: All EFF: All	2.8	57.5	NA	New	NA	FRMMA	NA	NA	Instead of "Line miles to be treated", HFRA square miles is the unit of measure with SCE's Fuel Sampling to cover a sample population of 4,500 square miles within the HFRA. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2021	\$645,230	\$0	\$645,230	6,500	\$99	CFO: All EFF: All	2.8	61.7	NA	New	NA	FRMMA	NA	NA	Instead of "Line miles to be treated", HFRA square miles is the unit of measure with SCE's Fuel Sampling to cover a sample population of 4,500 square miles within the HFRA. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2022	\$659,170	\$0	\$659,170	6,500	\$101	CFO: All EFF: All	2.7	65.3	NA	New	NA	FRMMA	NA	NA	Instead of "Line miles to be treated", HFRA square miles is the unit of measure with SCE's Fuel Sampling to cover a sample population of 4,500 square miles within the HFRA. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2020-2022 plan total	\$1,936,224	\$0	\$1,936,224	19,500	\$99	CFO: All EFF: All	8.3	61.3	NA	New	NA	FRMMA	NA	NA	Instead of "Line miles to be treated", HFRA square miles is the unit of measure with SCE's Fuel Sampling to cover a sample population of 4,500 square miles within the HFRA. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.

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Table 22: Situational awareness and forecasting																		
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What reviewed program	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
4.4. Forecast of a fire risk index, fire potential index, or similar: remote sensing / satellite fuel moisture (SA-7)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.	
	2019 actual	\$0	\$0	\$0	NA	NA	CFO: All EFF: All	2.9	77.3	NA	New	NA	NA	FRMMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Remote Sensing will improve wildfire modeling capabilities but will not directly reduce risk drivers. This wildfire modeling will improve PSPS decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.	
	2020	\$1,534,133	\$0	\$1,534,133	NA	NA	CFO: All EFF: All	2.8	57.5	NA	New	NA	NA	FRMMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Remote Sensing will improve wildfire modeling capabilities but will not directly reduce risk drivers. This wildfire modeling will improve PSPS decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.	
	2021	\$1,827,798	\$0	\$1,827,798	NA	NA	CFO: All EFF: All	2.8	61.7	NA	New	NA	NA	FRMMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Remote Sensing will improve wildfire modeling capabilities but will not directly reduce risk drivers. This wildfire modeling will improve PSPS decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.	
	2022	\$0	\$0	\$0	NA	NA	CFO: All EFF: All	2.7	65.3	NA	New	NA	NA	FRMMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Remote Sensing will improve wildfire modeling capabilities but will not directly reduce risk drivers. This wildfire modeling will improve PSPS decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.	
	2020-2022 plan total	\$3,361,931	\$0	\$3,361,931	NA	NA	CFO: All EFF: All	8.3	61.3	NA	New	NA	NA	FRMMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Remote Sensing will improve wildfire modeling capabilities but will not directly reduce risk drivers. This wildfire modeling will improve PSPS decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.	

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Table 22: Situational awareness and forecasting																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5. Personnel monitoring areas of electric lines and equipment in elevated fire risk conditions	2019 plan	\$4,900,349	\$2,283,220	\$2,617,129	NA	NA	CFO: All EFF: All	2.9	151.4	NA	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2019 actual	\$1,436,142	\$969,552	\$466,590	NA	NA	CFO: All EFF: All	2.9	77.3	NA	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2020	\$1,844,277	\$219,818	\$1,624,460	NA	NA	CFO: All EFF: All	2.8	57.5	NA	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2021	\$1,763,636	\$0	\$1,763,636	NA	NA	CFO: All EFF: All	2.8	61.7	NA	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2022	\$1,801,738	\$0	\$1,801,738	NA	NA	CFO: All EFF: All	2.7	65.3	NA	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2020-2022 plan total	\$5,409,651	\$219,818	\$5,189,833	NA	NA	CFO: All EFF: All	8.3	61.3	NA	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.

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Table 22: Situational awareness and forecasting																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	Memorandum account	If new: GSRPMA	In / exceeding compliance with regulations	Cite associated rule	Comments
6. Weather forecasting and estimating impacts on electric lines and equipment (SA-3)	2019 plan	\$4,495,884	\$3,759,220	\$736,664	NA	NA	CFO: All EFF: All	2.9	151.4	NA	New	NA	GSRPMA	NA	NA		The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Weather modeling and forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2019 actual	\$7,006,235	\$5,678,791	\$1,327,444	NA	NA	CFO: All EFF: All	2.9	77.3	NA	New	NA	GSRPMA	NA	NA		The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Weather modeling and forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2020	\$2,456,619	\$799,555	\$1,657,064	NA	NA	CFO: All EFF: All	2.8	57.5	NA	New	NA	GSRPMA	NA	NA		The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Weather modeling and forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2021	\$2,899,377	\$1,102,466	\$1,796,911	NA	NA	CFO: All EFF: All	2.8	61.7	NA	New	NA	GSRPMA	NA	NA		The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Weather modeling and forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2022	\$1,835,925	\$0	\$1,835,925	NA	NA	CFO: All EFF: All	2.7	65.3	NA	New	NA	GSRPMA	NA	NA		The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. Weather modeling and forecast of fire ignition and spread will not directly reduce risk drivers, but informs the primary inputs into the PSPS decision that reduce wildfire risk. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2020-2022 plan total	\$7,191,921	\$1,902,021	\$5,289,900	NA	NA	CFO: All EFF: All	8.3	61.3	NA	NA	New	NA	GSRPMA	NA	NA	

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	Existing: What proceeding has reviewed program	Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
7. Develop Asset & Reliability & Risk Analytics Capability (RA-1, SA-4)	2019 plan	\$509,798	\$509,798	\$0	NA	NA	CFO: Vegetation Wire to Wire EFF: All	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement. Asset risk and fire consequence modeling will not directly reduce risk drivers, but inform prioritization and mitigation deployment decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2019 actual	\$857,510	\$857,510	\$0	NA	NA	CFO: Vegetation Wire to Wire EFF: All	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement. Asset risk and fire consequence modeling will not directly reduce risk drivers, but inform prioritization and mitigation deployment decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	\$6,692,174	\$6,692,174	\$0	NA	NA	CFO: Vegetation Wire to Wire EFF: All	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement. Asset risk and fire consequence modeling will not directly reduce risk drivers, but inform prioritization and mitigation deployment decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	NA	NA	NA	NA	NA	CFO: Vegetation Wire to Wire EFF: All	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	NA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement. Asset risk and fire consequence modeling will not directly reduce risk drivers, but inform prioritization and mitigation deployment decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2022	NA	NA	NA	NA	NA	CFO: Vegetation Wire to Wire EFF: All	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	NA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement. Asset risk and fire consequence modeling will not directly reduce risk drivers, but inform prioritization and mitigation deployment decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	\$6,692,174	\$6,692,174	\$0	NA	NA	CFO: Vegetation Wire to Wire EFF: All	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement. Asset risk and fire consequence modeling will not directly reduce risk drivers, but inform prioritization and mitigation deployment decisions. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
1. Capacitor maintenance and replacement program	2019 plan	\$10,300,000	\$10,094,000	\$206,000	116	\$88,793	EFF: Capacitor Bank Failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" column reflects Capacitor Replacement costs only. Maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated.</p> <p>Instead of "Line miles to be treated", notification count is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2019 actual	\$9,700,000	\$9,506,000	\$194,000	111	\$87,387	EFF: Capacitor Bank Failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" column reflects Capacitor Replacement costs only. Maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated.</p> <p>Instead of "Line miles to be treated", notification count is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2020	\$4,994,914	\$4,895,016	\$99,898	58	\$86,119	EFF: Capacitor Bank Failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" column reflects Capacitor Replacement costs only. Maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated.</p> <p>Instead of "Line miles to be treated", notification count is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2021	\$3,694,425	\$3,620,537	\$73,888	UNKNOWN	UNKNOWN	EFF: Capacitor Bank Failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" column reflects Capacitor Replacement costs only. Maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns for 2021 for this Initiative are "UNKNOWN" as the scope is yet to be determined.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2022	\$3,801,285	\$3,725,259	\$76,026	UNKNOWN	UNKNOWN	EFF: Capacitor Bank Failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" column reflects Capacitor Replacement costs only. Maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns for 2022 for this Initiative are "UNKNOWN" as the scope is yet to be determined.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2020-2022 plan total	\$12,490,624	\$12,240,812	\$249,812	58	NA	EFF: Capacitor Bank Failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" column reflects Capacitor Replacement costs only. Maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated.</p> <p>Instead of "Line miles to be treated", notification count is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
2.1. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: maintenance	2019 plan	\$208,228	\$0	\$208,228	138	\$1,509	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2019 actual	\$208,228	\$0	\$208,228	138	\$1,509	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	\$200,000	\$0	\$200,000	138	\$1,449	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	\$200,000	\$0	\$200,000	138	\$1,449	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2022	\$200,000	\$0	\$200,000	138	\$1,449	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	\$600,000	\$0	\$600,000	414	\$1,449	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
2.2. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: alternative technology evaluations - meter alarm down energized conductor (MADEC) (AT-1)	2019 plan	NA	NA	NA	107,088	NA	EFF: Conductor Splice	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because the costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>Instead of "Line miles to be treated", all T&D overhead circuit miles is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	107,088	NA	EFF: Conductor Splice	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because the costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>Instead of "Line miles to be treated", all T&D overhead circuit miles is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	107,088	NA	EFF: Conductor Splice	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because the costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>Instead of "Line miles to be treated", all T&D overhead circuit miles is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	107,088	NA	EFF: Conductor Splice	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because the costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>Instead of "Line miles to be treated", all T&D overhead circuit miles is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	107,088	NA	EFF: Conductor Splice	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because the costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>Instead of "Line miles to be treated", all T&D overhead circuit miles is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	NA	NA	NA	321,264	NA	EFF: Conductor Splice	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because the costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>Instead of "Line miles to be treated", all T&D overhead circuit miles is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
2.3.1. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: alternative technology evaluations - rapid earth current fault limiter - ground fault neutralizer (GFN) (AT-3.1)	2019 plan	NA	NA	NA	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	NA	NA	NA	NA	NA	<p>The "Total per initiative spend" column is "NA" because costs to implement this initiative are part of normal O&M and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this pilot.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	NA	NA	NA	NA	NA	<p>The "Total per initiative spend" column is "NA" because costs to implement this initiative are part of normal O&M and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this pilot.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$2,586,816	\$0	\$2,586,816	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this pilot.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$3,684,718	\$0	\$3,684,718	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this pilot.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend", "Line miles to be treated", and "Spend/treated line mile" columns are "NA" because the pilot is currently only scheduled for 2020 and 2021.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$6,271,534	\$0	\$6,271,534	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this pilot.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 23: Grid design and system hardening																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
2.3.2. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: alternative technology evaluations - rapid earth current fault limiter - arc suppression coil (AT-3.2)	2019 plan	NA	NA	NA	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	NA	NA	NA	NA	NA	<p>The "Total per initiative spend" column is "NA" because costs to implement this initiative are part of normal O&M and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this activity.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2019 actual	NA	NA	NA	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	NA	NA	NA	NA	NA	<p>The "Total per initiative spend" column is "NA" because costs to implement this initiative are part of normal O&M and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this activity.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2020	\$511,228	\$0	\$511,228	1	\$511,228	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", units is the unit of measure.</p> <p>The "Total per initiative spend" column is "NA" because costs to implement this initiative are part of normal O&M and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this activity.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2021	\$724,523	\$0	\$724,523	1	\$724,523	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", units is the unit of measure.</p> <p>The "Total per initiative spend" column is "NA" because costs to implement this initiative are part of normal O&M and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this activity.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" because 2022 scope will be determined by success/fail criteria of pilot; There is no identified plan/spend at this point for the evaluation.
	2020-2022 plan total		\$1,235,752	\$0	\$1,235,752	2	\$617,876	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", units is the unit of measure.</p> <p>The "Total per initiative spend" column is "NA" because costs to implement this initiative are part of normal O&M and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this activity.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
2.3.3. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: alternative technology evaluations - rapid earth current fault limiter - isolation transformer (AT-3.3)	2019 plan	NA	NA	NA	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	The "Total per initiative spend" column is "NA" because costs to implement this initiative are part of normal O&M and are not incremental wildfire-related costs. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this activity. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2019 actual	NA	NA	NA	NA	NA	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	The "Total per initiative spend" column is "NA" because costs to implement this initiative are part of normal O&M and are not incremental wildfire-related costs. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this activity. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	\$408,983	\$0	\$408,983	1	\$408,983	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	Instead of "Line miles to be treated", the number of pilot locations is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	\$1,035,033	\$0	\$1,035,033	1	\$1,035,033	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	Instead of "Line miles to be treated", the number of pilot locations is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NA	NA	WMPMA	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" because 2022 scope will be determined by success/fail criteria of pilot; There is no identified plan/spend at this point for the evaluation
	2020-2022 plan total	\$1,444,016	\$0	\$1,444,016	2	\$722,008	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	Instead of "Line miles to be treated", the number of pilot locations is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
2.4. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: alternative technology evaluations - distribution open phase detection (AT-3.4)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are NA because this initiative was not an active 2019 initiative.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are NA because this initiative was not an active 2019 initiative.
	2020	\$511,228	\$0	\$511,228	5	\$102,246	EFF: Conductor Splice/Clamp/Connector	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	Instead of "Line miles to be treated", circuit locations is the unit of measure. The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" because 2021/2022 scope will be determined by success/fail criteria of pilot; There is no identified plan/spend at this point for the evaluation
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" because 2021/2022 scope will be determined by success/fail criteria of pilot; There is no identified plan/spend at this point for the evaluation
	2020-2022 plan total	\$511,228	\$0	\$511,228	5	\$102,246	EFF: Conductor Splice/Clamp/Connector	Under assessment/pilot	UNKNOWN	NA	New	NA	WMPMA	NA	NA	Instead of "Line miles to be treated", circuit locations is the unit of measure. The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
2.5. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: alternative technology evaluations - high impedance relay evaluations (AT-8)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2020	\$306,737	\$0	\$306,737	2	\$153,369	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	Instead of "Line miles to be treated", protection relay setting counts are the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the 2021 scope and strategy for this initiative are not known at this time.
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the 2022 scope and strategy for this initiative are not known at this time.
	2020-2022 plan total	\$306,737	\$0	\$306,737	2	\$153,369	CFO: All EFF: All	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	Instead of "Line miles to be treated", protection relay setting counts are the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
2.6. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: circuit breaker installs/ replacements	2019 plan	\$1,094,614	\$1,094,614	\$0	8	\$136,827	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2019 actual	\$1,094,614	\$1,094,614	\$0	8	\$136,827	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	\$2,479,550	\$2,479,550	\$0	16	\$154,972	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	\$3,506,129	\$3,506,129	\$0	26	\$134,851	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2022	\$3,589,203	\$3,589,203	\$0	24	\$149,550	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	\$9,574,881	\$9,574,881	\$0	66	\$145,074	CFO: All EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	NA	NA	Instead of "Line miles to be treated", circuit breaker count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
2.7. Circuit breaker maintenance and installation to de-energize lines upon detecting a fault: circuit breaker relay hardware for fast curve (SH-6)	2019 plan	\$9,052,155	\$9,052,155	\$0	189	\$47,895	CFO: All EFF: All	0.2	22.1	NA	New	NA	GSRPMA	NA	NA	<p>The original budget allocated in 2019 under the GS&RP consisted of relays actually being replaced in 2019. However, given resource, outage, procurement constraints, no relays were able to be replaced in 2019. Subsequent decision was to instead focus on developing a full deployment plan for relay replacements in years 2020, 2021 and 2022. This goal to develop a full execution plan was achieved by YE2019.</p> <p>Instead of "Line miles to be treated", relay count is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	\$838,641	\$838,641	\$0	NA	NA	CFO: All EFF: All	NA	NA	NA	New	NA	GSRPMA	NA	NA	<p>The "Line Miles to Be Treated", "Spend/treated line mile", "Risk reduction", and "Risk-spend efficiency" columns are "NA" because all 2019 spend was for project scoping and engineering/design charges for work to be done in 2020. No relays were replaced in 2019.</p> <p>Instead of "Line miles to be treated", relay count is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$5,170,012	\$5,170,012	\$0	55	\$94,000	CFO: All EFF: All	0.1	11.4	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", relay count is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$11,091,921	\$11,091,921	\$0	81	\$136,937	CFO: All EFF: All	0.1	7.8	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", relay count is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$10,492,320	\$10,492,320	\$0	74	\$141,788	CFO: All EFF: All	0.1	7.5	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", relay count is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$26,754,253	\$26,754,253	\$0	210	\$127,401	CFO: All EFF: All	0.2	8.4	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", relay count is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
3.1. Covered conductor installation: covered conductor (SH-1)	2019 plan	\$42,231,377	\$42,231,377	\$0	96	\$441,277	CFO: Vegetation Balloon Animal EFF: Wire to wire	1.1	27.0	Covered Conductor provides ancillary benefits to EFF and wire to wire contact, in addition to CFO (primary benefit).	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", miles of covered conductor installed is the unit of measure.
	2019 actual	\$239,911,075	\$239,911,075	\$0	372	\$644,922	CFO: Vegetation Balloon Animal EFF: Wire to wire	5.6	22.5	Covered Conductor provides ancillary benefits to EFF and wire to wire contact, in addition to CFO (primary benefit).	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", miles of covered conductor installed is the unit of measure. The 372 miles includes some overhead conductor program and 4 kV cutover work. Costs also include design, engineering, and pre-construction for 2020 work.
	2020	\$454,368,671	\$454,368,671	\$0	1,000	\$454,369	CFO: Vegetation Balloon Animal EFF: Wire to wire	11.5	26.0	Covered Conductor provides ancillary benefits to EFF and wire to wire contact, in addition to CFO (primary benefit).	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", miles of covered conductor installed is the unit of measure.
	2021	\$656,352,963	\$656,352,963	\$0	1,400	\$468,824	CFO: Vegetation Balloon Animal EFF: Wire to wire	14.8	23.9	Covered Conductor provides ancillary benefits to EFF and wire to wire contact, in addition to CFO (primary benefit).	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", miles of covered conductor installed is the unit of measure.
	2022	\$771,814,574	\$771,814,574	\$0	1,600	\$482,384	CFO: Vegetation Balloon Animal EFF: Wire to wire	15.2	21.4	Covered Conductor provides ancillary benefits to EFF and wire to wire contact, in addition to CFO (primary benefit).	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", miles of covered conductor installed is the unit of measure.
	2020-2022 plan total	\$1,882,536,208	\$1,882,536,208	\$0	4,000	\$470,634	CFO: Vegetation Balloon Animal EFF: Wire to wire	41.6	23.4	Covered Conductor provides ancillary benefits to EFF and wire to wire contact, in addition to CFO (primary benefit).	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", miles of covered conductor installed is the unit of measure.
3.2. Covered conductor installation: tree attachment remediation (SH-10)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin as a stand-alone initiative until after the 2019 WMP had been filed.
	2019 actual	\$9,383,455	\$9,383,455	\$0	101	\$92,905	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", tree attachments to be remediated is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	\$15,182,901	\$15,182,901	\$0	481	\$31,549	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 24	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", tree attachments to be remediated is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	\$22,431,711	\$22,431,711	\$0	689	\$32,553	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 25	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", tree attachments to be remediated is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2022	\$26,377,761	\$26,377,761	\$0	788	\$33,495	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 26	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", tree attachments to be remediated is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	\$63,992,373	\$63,992,373	\$0	1,958	\$32,685	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 23	Refer to Initiative 3.1, Table 27	New	NA	GSRPMA	NA	NA	Instead of "Line miles to be treated", tree attachments to be remediated is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

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Table 23: Grid design and system hardening																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
3.3. Covered conductor installation: alternative technology implementation vibration dampers (AT-4)	2019 plan	NA	NA	NA	NA	NA	EFF: Conductor	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Updates to vibration damper standards do not address risk drivers, the standards are used to inform construction requirements.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>	
	2019 actual	NA	NA	NA	NA	NA	EFF: Conductor	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Updates to vibration damper standards do not address risk drivers, the standards are used to inform construction requirements.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>	
	2020	NA	NA	NA	NA	NA	EFF: Conductor	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Updates to vibration damper standards do not address risk drivers, the standards are used to inform construction requirements.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>	
	2021	NA	NA	NA	NA	NA	NA	EFF: Conductor	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Updates to vibration damper standards do not address risk drivers, the standards are used to inform construction requirements.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	EFF: Conductor	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Updates to vibration damper standards do not address risk drivers, the standards are used to inform construction requirements.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	NA	NA	NA	NA	NA	EFF: Conductor	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Updates to vibration damper standards do not address risk drivers, the standards are used to inform construction requirements.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
4. Covered conductor maintenance	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as activity is covered in Initiative 12.1, Table 23
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as activity is covered in Initiative 12.1, Table 23
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as activity is covered in Initiative 12.1, Table 23
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as activity is covered in Initiative 12.1, Table 23
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as activity is covered in Initiative 12.1, Table 23
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as activity is covered in Initiative 12.1, Table 23

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5. Crossarm maintenance, repair, and replacement	2019 plan	NA	NA	NA	4,714	NA	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	12.6	51.3	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated. SCE does not track/unitize B-materials. Instead of "Line miles to be treated", notifications in HFTD is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1
	2019 actual	NA	NA	NA	6,575	NA	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	12.6	26.9	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated. SCE does not track/unitize B-materials. Instead of "Line miles to be treated", notifications in HFTD is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1
	2020	NA	NA	NA	3,570	NA	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.1	13.8	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated. SCE does not track/unitize B-materials. Instead of "Line miles to be treated", notifications in HFTD is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1
	2021	NA	NA	NA	21	NA	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.6	30.5	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated. SCE does not track/unitize B-materials. Instead of "Line miles to be treated", notifications in HFTD is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1
	2022	NA	NA	NA	79	NA	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.1	25.8	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated. SCE does not track/unitize B-materials. Instead of "Line miles to be treated", notifications in HFTD is the unit of measure. The numbers in future years are expected to increase as new work is identified from SCE's inspection programs. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	NA	NA	NA	3,670	NA	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	6.8	21.3	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because maintenance costs are at the work order level, and grouped with other maintenance efforts, and are thus are not possible to be separated. SCE does not track/unitize B-materials.</p> <p>Instead of "Line miles to be treated", notifications in HFTD is the unit of measure. The numbers in future years are expected to increase as new work is identified from SCE's inspection programs.</p> <p>Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1</p>
6.1. Distribution pole replacement and reinforcement, including with composite poles: composite poles and crossarms (SH-3)	2019 plan	\$5,136,413	\$5,136,413	\$0	1,100	\$4,669	EFF: Other Equipment Types	0.0	4.1	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	<p>Instead of "Line miles to be treated", pole count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2019 actual	NA	NA	NA	1,421	NA	EFF: Other Equipment Types	0.0	3.6	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" and "Spend/ treated line mile" columns are "NA" as the activity is covered in Initiative 3.1, Table 23.</p> <p>Instead of "Line miles to be treated", pole count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2020	\$56,832,575	\$56,832,575	\$0	17,304	\$3,284	EFF: Other Equipment Types	0.2	3.9	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	<p>The total spend includes incremental costs for all composite pole replacements in HFRA. WCCP scope is 11,700 poles.</p> <p>Instead of "Line miles to be treated", pole count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2021	\$64,010,258	\$64,010,258	\$0	18,953	\$3,377	EFF: Other Equipment Types	0.2	3.7	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	<p>The total spend includes incremental costs for all composite pole replacements in HFRA. WCCP scope is 16,381 poles.</p> <p>Instead of "Line miles to be treated", pole count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2022	\$73,642,725	\$73,642,725	\$0	21,239	\$3,467	EFF: Other Equipment Types	0.2	3.6	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	<p>The total spend includes incremental costs for all composite pole replacements in HFRA. WCCP scope is 18,721 poles.</p> <p>Instead of "Line miles to be treated", pole count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2020-2022 plan total	\$194,485,558	\$194,485,558	\$0	57,496	\$3,383	EFF: Other Equipment Types	0.7	3.7	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.1	<p>The total spend includes incremental costs for all composite pole replacements in HFRA. 2020-2022 WCCP scope is 46,802 poles.</p> <p>Instead of "Line miles to be treated", pole count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
6.2. Distribution pole replacement and reinforcement, including with composite poles: deteriorated pole	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because SCE did not forecast deteriorated poles in 2019 in the HFRA specifically.
	2019 actual	\$78,010,500	\$78,010,500	\$0	3,930	\$19,850	EFF: Other Equipment Types	0.1	3.4	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	Instead of "Line miles to be treated", pole count is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020	\$64,895,818	\$64,895,818	\$0	3,724	\$17,426	EFF: Other Equipment Types	0.0	3.5	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	The total spend for this initiative includes cost for traditional scope of program. Instead of "Line miles to be treated", pole count is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$30,041,011	\$30,041,011	\$0	1,698	\$17,692	EFF: Other Equipment Types	0.0	3.4	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	The total spend for this initiative includes cost for traditional scope of program. Instead of "Line miles to be treated", pole count is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$16,506,094	\$16,506,094	\$0	906	\$18,219	EFF: Other Equipment Types	0.0	3.3	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	The total spend for this initiative includes cost for traditional scope of program. Instead of "Line miles to be treated", pole count is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	\$111,442,923	\$111,442,923	\$0	6,328	\$17,611	EFF: Other Equipment Types	0.1	3.4	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	The total spend for this initiative includes cost for traditional scope of program. Instead of "Line miles to be treated", pole count is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
6.3. Distribution pole replacement and reinforcement, including with composite poles: poles identified during inspections	2019 plan	NA	NA	NA	NA	NA	EFF: Other Equipment Types	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In Compliance	GO 95, Rule 44.3	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" as this initiative is covered in Initiative 9.1, Table 24. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2019 actual	NA	NA	NA	NA	NA	EFF: Other Equipment Types	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In Compliance	GO 95, Rule 44.3	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" as this initiative is covered in Initiative 9.1, Table 24. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020	NA	NA	NA	NA	NA	EFF: Other Equipment Types	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In Compliance	GO 95, Rule 44.3	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" as this initiative is covered in Initiative 9.1, Table 24. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	NA	NA	NA	NA	NA	EFF: Other Equipment Types	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In Compliance	GO 95, Rule 44.3	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" as this initiative is covered in Initiative 9.1, Table 24. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	NA	NA	NA	NA	NA	EFF: Other Equipment Types	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In Compliance	GO 95, Rule 44.3	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" as this initiative is covered in Initiative 9.1, Table 24. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	NA	NA	NA	NA	NA	EFF: Other Equipment Types	NA	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In Compliance	GO 95, Rule 44.3	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" as this initiative is covered in Initiative 9.1, Table 24. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
7. Expulsion fuse replacement: branch line protection strategy (SH-4)	2019 plan	NA	NA	NA	NA	NA	CFO: All EFF: Conductor failure, fuse failure, arrester failure, switch failure Wire-to-wire contact	0.0	0.0	NA	New	NA	GSRPMA	NA	NA	<p>The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" as this initiative is covered in Initiative 17, Table 23.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	CFO: All EFF: Conductor failure, fuse failure, arrester failure, switch failure Wire-to-wire contact	0.0	0.0	NA	New	NA	GSRPMA	NA	NA	<p>The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" as this initiative is covered in Initiative 17, Table 23</p> <p>Instead of "Line miles to be treated", location count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$16,798,587	\$9,053,603	\$7,744,984	3,025	\$5,553	CFO: All EFF: Conductor failure, fuse failure, arrester failure, switch failure Wire-to-wire contact	0.1	8.1	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", location count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$1,153,706	\$0	\$1,153,706	421	\$2,740	CFO: All EFF: Conductor failure, fuse failure, arrester failure, switch failure Wire-to-wire contact	0.0	16.0	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", location count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$1,333,607	\$0	\$1,333,607	481	\$2,773	CFO: All EFF: Conductor failure, fuse failure, arrester failure, switch failure Wire-to-wire contact	0.0	15.5	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", location count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$19,285,900	\$9,053,603	\$10,232,297	3,927	\$4,911	CFO: All EFF: Conductor failure, fuse failure, arrester failure, switch failure Wire-to-wire contact	0.2	9.1	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", location count is the unit of measure.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
8.1. Grid topology improvements to mitigate or reduce PSPS events: PSPS driven grid hardening work (SH-7)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 9, Table 23.
	2020	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	CFO: All EFF: All	2.8	57.5	NA	NA	NA	NA	NA	NA	The "Total per-initiative spend", and "Spend/ treated line mile" columns are "UNKNOWN" because this analysis won't be available until after the 2020 WMP filing. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2021	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	CFO: All EFF: All	2.8	61.7	NA	NA	NA	NA	NA	NA	The "Total per-initiative spend", and "Spend/ treated line mile" columns are "UNKNOWN" because this analysis won't be available until after the 2020 WMP filing. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	CFO: All EFF: All	2.7	65.3	NA	NA	NA	NA	NA	NA	The "Total per-initiative spend", and "Spend/ treated line mile" columns are "UNKNOWN" because this analysis won't be available until after the 2020 WMP filing. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
	2020-2022 plan total	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	CFO: All EFF: All	8.3	61.3	NA	NA	NA	NA	NA	NA	The "Total per-initiative spend", and "Spend/ treated line mile" columns are "UNKNOWN" because this analysis won't be available until after the 2020 WMP filing. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no compliance targets associated with this initiative. Values in columns H-K are repeated from the risk columns in Table 26, Initiative 5.
8.2. Grid topology improvements to mitigate or reduce PSPS events: microgrid assessment (PSPS-8)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.
	2019 actual	NA	NA	NA	NA	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	UNKNOWN	NA	NA	In 2019, SCE performed an assessment of Microgrids and the scope will be finalized in the Microgrids OIR filing in February 2020. The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to perform the assessment are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" for this Initiative because the strategy for Microgrids will be finalized in Microgrids OIR filing in February 2020.
	2021	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" for this Initiative because the strategy for Microgrids will be finalized in Microgrids OIR filing in February 2020.
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" for this Initiative because the strategy for Microgrids will be finalized in Microgrids OIR filing in February 2020.
	2020-2022 plan total	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" for this Initiative because the strategy for Microgrids will be finalized in Microgrids OIR filing in February 2020.

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
9. Installation of system automation equipment: installation of system automation equipment - remote controlled automatic reclosers settings update (SH-5)	2019 plan	\$4,880,593	\$4,880,593	\$0	50	\$97,612	NA	0.01	1.7	NA	New	NA	GSRPMA, FHPM	NA	NA	<p>Instead of "Line miles to be treated", number of devices is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no compliance targets associated with this initiative.</p>
	2019 actual	\$11,110,458	\$11,110,458	\$0	76	\$146,190	NA	0.01	1.2	NA	New	NA	GSRPMA, FHPM	NA	NA	<p>Instead of "Line miles to be treated", number of devices is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no compliance targets associated with this initiative.</p>
	2020	\$8,639,902	\$8,480,595	\$159,307	98	\$88,162	NA	0.02	1.9	NA	New	NA	GSRPMA, FHPM	NA	NA	<p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no compliance targets associated with this initiative.</p>
	2021	\$0	\$0	\$0	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NA	UNKNOWN	NA	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" because there is no sectionalizing device specific program beyond what was defined in GSRP
	2022	\$0	\$0	\$0	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NA	UNKNOWN	NA	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" because there is no sectionalizing device specific program beyond what was defined in GSRP
	2020-2022 plan total	\$8,639,902	\$8,480,595	\$159,307	98	\$88,162	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	New	NA	GSRPMA, FHPM	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" because there is no sectionalizing device specific program beyond what was defined in GSRP

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
10. Maintenance, repair, and replacement of connectors, including hotline clamps	2019 plan	NA	NA	NA	NA	NA	EFF: Splice/Clamp/Connector	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>The "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Connector failures may result in conductor failure.</p>
	2019 actual	NA	NA	NA	NA	NA	EFF: Splice/Clamp/Connector	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>The "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Connector failures may result in conductor failure.</p>
	2020	NA	NA	NA	NA	NA	EFF: Splice/Clamp/Connector	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>The "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Connector failures may result in conductor failure.</p>
	2021	NA	NA	NA	NA	NA	EFF: Splice/Clamp/Connector	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>The "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Connector failures may result in conductor failure.</p>
	2022	NA	NA	NA	NA	NA	EFF: Splice/Clamp/Connector	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>The "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Connector failures may result in conductor failure.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	EFF: Splice/Clamp/Connector	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>The "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Connector failures may result in conductor failure.</p>

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability/ drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
11. Mitigation of impact on customers and other residents affected during PSPS event	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
12. Other corrective action	2019 plan	NA	NA	NA	29,067	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2019 actual	NA	NA	NA	36,180	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2020	NA	NA	NA	5,001	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2021	NA	NA	NA	275	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2022	NA	NA	NA	4,972	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2020-2022 plan total	NA	NA	NA	10,248	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
12.1. Other corrective action: distribution remediations (SH-12.1)	2019 plan	\$191,737,288	\$102,808,058	\$88,929,230	NA	NA	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	12.6	51.3	Some types of object contact, primarily veg.	New	NA	WMPMA	In compliance	GO 95	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" for 2019 because SCE did not plan for remediations Instead of "Line miles to be treated", notifications is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1
	2019 actual	\$394,728,731	\$229,991,525	\$164,737,206	49,783	\$7,929	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	12.6	26.9	Some types of object contact, primarily veg.	New	NA	WMPMA	In compliance	GO 95	Instead of "Line miles to be treated", notifications is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1
	2020	\$327,535,320	\$147,130,025	\$180,405,295	58,617	\$5,588	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.1	13.8	Some types of object contact, primarily veg.	New	NA	WMPMA	In compliance	GO 95	Instead of "Line miles to be treated", notifications is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1
	2021	\$125,039,955	\$46,436,115	\$78,603,840	28,225	\$4,430	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.6	30.5	Some types of object contact, primarily veg.	New	NA	WMPMA	In compliance	GO 95	Instead of "Line miles to be treated", notifications is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1
	2022	\$85,021,209	\$29,742,715	\$55,278,494	17,793	\$4,778	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.1	25.8	Some types of object contact, primarily veg.	New	NA	WMPMA	In compliance	GO 95	Instead of "Line miles to be treated", notifications is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1
	2020-2022 plan total	\$537,596,484	\$223,308,855	\$314,287,629	104,635	\$5,138	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	6.8	21.3	Some types of object contact, primarily veg.	New	NA	WMPMA	In compliance	GO 95	Instead of "Line miles to be treated", notifications is the unit of measure. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 9.1

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
12.2. Other corrective action: transmission remediations (SH-12.2)	2019 plan	\$28,947,348	\$9,911,729	\$19,035,619	NA	NA	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.1	3.4	NA	New	NA	WMPMA	In compliance	GO 95	The “Line miles to be treated” and "Spend/treated line mile" columns are "NA" for 2019 because SCE did not plan for remediations Instead of "Line miles to be treated", notifications is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 10.1
	2019 actual	\$83,879,540	\$54,146,980	\$29,732,560	10,000	\$8,388	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	1.5	13.6	NA	New	NA	WMPMA	In compliance	GO 95	The “Line miles to be treated” and "Spend/treated line mile" columns are "NA" for 2019 because SCE did not plan for remediations Instead of "Line miles to be treated", notifications is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 10.1
	2020	\$71,320,128	\$64,895,987	\$6,424,141	5,222	\$13,658	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.0	0.5	NA	New	NA	WMPMA	In compliance	GO 95	The “Line miles to be treated” and "Spend/treated line mile" columns are "NA" for 2019 because SCE did not plan for remediations Instead of "Line miles to be treated", notifications is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 10.1
	2021	\$12,413,696	\$8,838,793	\$3,574,903	2,026	\$6,127	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.0	2.9	NA	New	NA	WMPMA	In compliance	GO 95	The “Line miles to be treated” and "Spend/treated line mile" columns are "NA" for 2019 because SCE did not plan for remediations Instead of "Line miles to be treated", notifications is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 10.1
	2022	\$10,246,413	\$7,262,283	\$2,984,130	1,834	\$5,588	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.0	3.1	NA	New	NA	WMPMA	In compliance	GO 95	The “Line miles to be treated” and "Spend/treated line mile" columns are "NA" for 2019 because SCE did not plan for remediations Instead of "Line miles to be treated", notifications is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 10.1
	2020-2022 plan total	\$93,980,237	\$80,997,063	\$12,983,174	9,082	\$10,348	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.1	1.1	NA	New	NA	WMPMA	In compliance	GO 95	The “Line miles to be treated” and "Spend/treated line mile" columns are "NA" for 2019 because SCE did not plan for remediations Instead of "Line miles to be treated", notifications is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. Values in columns H-K are repeated from the risk columns in Table 24, Initiative 10.1
12.3. Other corrective action: generation remediations (SH-12.3)	2019 plan	NA	NA	NA	NA	NA	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95	The "Total per initiative spend", “Line miles to be treated” and "Spend/treated line mile" columns are “NA” for 2019 because inspections started in March 2019 and did not plan for remediations.
	2019 actual	\$387,907	\$0	\$387,907	UNKNOWN	NA	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95	Instead of "Line miles to be treated", projected notifications is the unit of measure. The number of notifications in the HFRA is unavailable for 2019.
	2020	\$200,000	\$40,000	\$160,000	200	\$1,000	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95	Instead of "Line miles to be treated", projected notifications is the unit of measure.
	2021	\$200,000	\$40,000	\$160,000	200	\$1,000	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95	Instead of "Line miles to be treated", projected notifications is the unit of measure.
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95	Instead of "Line miles to be treated", projected notifications is the unit of measure.
	2020-2022 plan total	\$400,000	\$80,000	\$320,000	400	\$1,000	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95	Instead of "Line miles to be treated", projected notifications is the unit of measure.

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
13. Pole loading infrastructure hardening and replacement program based on pole loading assessment program	2019 plan	NA	NA	NA	NA	NA	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	The "Total per initiative spend", "Line miles to be treated" and "Spend/ treated line mile" columns are "NA" because SCE did not forecast specific HFRA pole loading program poles in 2019.
	2019 actual	\$89,444,100	\$89,444,100	\$0	4,506	\$19,850	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", number of poles are the unit of measure.
	2020	\$45,097,094	\$45,097,094	\$0	2,588	\$17,425	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", number of poles are the unit of measure.
	2021	\$15,475,673	\$15,475,673	\$0	874	\$17,707	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", number of poles are the unit of measure.
	2022	\$29,344,168	\$29,344,168	\$0	1,612	\$18,204	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", number of poles are the unit of measure.
	2020-2022 plan total	\$89,916,935	\$89,916,935	\$0	5,074	\$17,721	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Refer to Initiative 6, Table 23	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", number of poles are the unit of measure.
14. Transformers maintenance and replacement	2019 plan	\$2,733,018	\$2,678,357	\$54,660	1,503	\$1,818	EFF: Transformer failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", notifications are the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2019 actual	NA	NA	NA	1,737	NA	EFF: Transformer failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", notifications are the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020	\$2,598,020	\$2,546,060	\$51,960	1,885	\$1,378	EFF: Transformer failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", notifications are the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$2,466,851	\$2,417,514	\$49,337	UNKNOWN	UNKNOWN	EFF: Transformer failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	The "Line miles to be treated" and "Spend/treated line mile" columns for 2021 for this Initiative are "UNKNOWN" as the scope is yet to be determined. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$2,504,398	\$2,454,310	\$50,088	UNKNOWN	UNKNOWN	EFF: Transformer failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	The "Line miles to be treated" and "Spend/treated line mile" columns for 2022 for this Initiative are "UNKNOWN" as the scope is yet to be determined. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	\$7,569,268	\$7,417,883	\$151,385	NA	NA	EFF: Transformer failure	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 31.1	Instead of "Line miles to be treated", notifications are the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
15. Transmission tower maintenance and replacement	2019 plan	\$5,658,000	\$0	\$5,658,000	NA	NA	EFF: Other Equipment Types	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2019 actual	\$3,978,000	\$0	\$3,978,000	NA	NA	EFF: Other Equipment Types	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2020	\$5,558,000	\$0	\$5,558,000	NA	NA	EFF: Other Equipment Types	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2021	\$5,679,164	\$0	\$5,679,164	NA	NA	EFF: Other Equipment Types	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2022	\$5,838,181	\$0	\$5,838,181	NA	NA	EFF: Other Equipment Types	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2020-2022 plan total	\$17,075,345	\$0	\$17,075,345	NA	NA	EFF: Other Equipment Types	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, Rule 44.3	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because SCE does not track/utilize B-materials.</p> <p>Instead of "Line miles to be treated", notifications are the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p>

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
16. Undergrounding of electric lines and/or equipment: undergrounding overhead conductor (SH-2)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" column is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>Columns are "NA" because undergrounding to start in 2021.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$0	\$0	\$0	0	\$0	NA	NA	NA	NA	New	NA	WMPMA	NA	NA	<p>Columns are "NA" because undergrounding to start in 2021.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$22,507,486	\$22,507,486	\$0	6	\$3,751,248	CFO: All EFF: All	0.1	4.8	NA	New	NA	WMPMA	NA	NA	<p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$42,457,264	\$42,457,264	\$0	11	\$3,859,751	CFO: All EFF: All	0.2	4.7	NA	New	NA	WMPMA	NA	NA	The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	\$64,964,750	\$64,964,750	\$0	17	\$3,821,456	CFO: All EFF: All	0.3	4.8	NA	New	NA	WMPMA	NA	NA	The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
17. Updates to grid topology to minimize risk of ignition in HFTDs	2019 plan	\$46,122,054	\$46,122,054	\$0	7,511	\$6,141	CFO: All EFF: Conductor failure, fuse failure, arrester failure, switch failure Wire-to-wire contact	2.2	48.7	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", location count is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	\$70,549,876	\$70,292,689	\$257,187	7,765	\$9,086	CFO: All EFF: Conductor failure, fuse failure, arrester failure, switch failure Wire-to-wire contact	2.3	32.3	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", location count is the unit of measure.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	New	NA	GSRPMA	NA	NA	<p>The "Total per initiative spend", "Line miles to be treated", "Spend/treated line mile", "Ignition probability drivers targeted", "Risk reduction", "Risk-spend efficiency", and "Other risk drivers addressed" columns are "UNKNOWN" because the program scope is yet to be targeted for 2020, 2021 and 2022.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	New	NA	GSRPMA	NA	NA	<p>The "Total per initiative spend", "Line miles to be treated", "Spend/treated line mile", "Ignition probability drivers targeted", "Risk reduction", "Risk-spend efficiency", and "Other risk drivers addressed" columns are "UNKNOWN" because the program scope is yet to be targeted for 2020, 2021 and 2022.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	New	NA	GSRPMA	NA	NA	<p>The "Total per initiative spend", "Line miles to be treated", "Spend/treated line mile", "Ignition probability drivers targeted", "Risk reduction", "Risk-spend efficiency", and "Other risk drivers addressed" columns are "UNKNOWN" because the program scope is yet to be targeted for 2020, 2021 and 2022.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	New	NA	GSRPMA	NA	NA

Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
18. Transmission overhead (TOH) review (SH-9)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2020	NA	NA	NA	4,352	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	NA	NA	NA	NA	NA	<p>The "Total per-initiative spend" and "Spend/ treated line mile" columns are "NA" because costs are expected to be labor only for this internal assessment using existing resources.</p> <p>Instead of "Line miles to be treated", total HFRA Transmission miles is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "If new: Memorandum account" column is blank because the cost will hit overhead, so there will be no memo account treatment</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	4,352	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	NA	NA	NA	NA	NA	<p>The "Total per-initiative spend" and "Spend/ treated line mile" columns are "NA" because costs are expected to be labor only for this internal assessment using existing resources.</p> <p>Instead of "Line miles to be treated", total HFRA Transmission miles is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	4,352	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	NA	NA	NA	NA	NA	<p>The "Total per-initiative spend" and "Spend/ treated line mile" columns are "NA" because costs are expected to be labor only for this internal assessment using existing resources.</p> <p>Instead of "Line miles to be treated", total HFRA Transmission miles is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "If new: Memorandum account" column is blank because the cost will hit overhead, so there will be no memo account treatment</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	13,056	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	NA	NA	NA	NA	NA	<p>The "Total per-initiative spend" and "Spend/ treated line mile" columns are "NA" because costs are expected to be labor only for this internal assessment using existing resources.</p> <p>Instead of "Line miles to be treated", total HFRA Transmission miles is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "If new: Memorandum account" column is blank because the cost will hit overhead, so there will be no memo account treatment</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 23: Grid design and system hardening																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
19. Legacy facilities (SH-11)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2020	\$2,173,733	\$1,304,240	\$869,493	3	\$724,578	NA	Insufficient data to model risk	Insufficient data to model risk	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", circuit miles is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$4,912,135	\$4,686,226	\$225,909	6	\$818,689	NA	Insufficient data to model risk	Insufficient data to model risk	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", circuit miles is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$4,177,642	\$3,985,513	\$192,129	6	\$696,274	NA	Insufficient data to model risk	Insufficient data to model risk	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", circuit miles is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$11,263,510	\$9,975,979	\$1,287,531	15	\$750,901	NA	Insufficient data to model risk	Insufficient data to model risk	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", circuit miles is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts. .</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
1. Detailed inspections of distribution electric lines and equipment: distribution HFRA detailed inspections (previously ODI)	2019 plan	\$814,286	\$0	\$814,286	54,551	\$15	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2019 actual	NA	NA	NA	NA	NA	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Existing	2018 GRC	NA	In Compliance	GO 165	The "Total per initiative spend", "Line miles to be treated", and "Spend/treated line mile columns are "NA" as those are included in Initiative 9.1, Table 24
	2020	\$2,276,063	\$0	\$2,276,063	54,959	\$41	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Existing	2018 GRC	NA	Exceeding Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2021	\$2,983,443	\$0	\$2,983,443	69,743	\$43	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Existing	2018 GRC	NA	Exceeding Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2022	\$2,631,287	\$0	\$2,631,287	59,681	\$44	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Existing	2018 GRC	NA	Exceeding Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2020-2022 plan total	\$7,890,794	\$0	\$7,890,794	184,383	\$43	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Existing	2018 GRC	NA	Exceeding Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
2. Detailed inspections of Transmission electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Existing	2018 GRC	NA	In Compliance	GO 165	The "Total per initiative spend", "Line miles to be treated", and "Spend/treated line mile columns are "NA" as those are included in Initiative 10.1, Table 24
	2019 actual	NA	NA	NA	NA	NA	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Existing	2018 GRC	NA	In Compliance	GO 165	The "Total per initiative spend", "Line miles to be treated", and "Spend/treated line mile columns are "NA" as those are included in Initiative 10.1, Table 24
	2020	\$1,149,897	\$0	\$1,149,897	12,011	\$96	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2021	\$1,192,214	\$0	\$1,192,214	13,935	\$86	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2022	\$1,059,111	\$0	\$1,059,111	12,011	\$88	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2020-2022 plan total	\$3,401,221	\$0	\$3,401,221	37,957	\$90	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Refer to Initiative 10.1, Table 24	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.

Table 24: Asset management and inspections																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
3. Improvement of Inspections	2019 plan	\$467,825	\$0	\$467,825	5,681	\$82	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	GO 165	<p>Instead of "Line miles to be treated", HFRA circuit miles is the unit of measure. For distribution SCE assumes 37% of HFRA line miles (3,636 miles) will be inspected per year; for transmission SCE assumes 47% of HFRA line miles (2,045 miles) will be inspected per year.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "If new: Memorandum account" column is "NA" because costs are part of existing training budgets.</p>	
	2019 actual	\$467,825	\$0	\$467,825	5,681	\$82	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	GO 165	<p>Instead of "Line miles to be treated", HFRA circuit miles is the unit of measure. For distribution SCE assumes 37% of HFRA line miles (3,636 miles) will be inspected per year; for transmission SCE assumes 47% of HFRA line miles (2,045 miles) will be inspected per year.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "If new: Memorandum account" column is "NA" because costs are part of existing training budgets.</p>	
	2020	\$382,576	\$0	\$382,576	5,681	\$67	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	GO 165	<p>Instead of "Line miles to be treated", HFRA circuit miles is the unit of measure. For distribution SCE assumes 37% of HFRA line miles (3,636 miles) will be inspected per year; for transmission SCE assumes 47% of HFRA line miles (2,045 miles) will be inspected per year.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "If new: Memorandum account" column is "NA" because costs are part of existing training budgets.</p>	
	2021	UNKNOWN	UNKNOWN	UNKNOWN	5,681	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	GO 165	<p>The "Total per-initiative spend" is "UNKNOWN" as the scope for 2021 is still to be determined.</p> <p>Instead of "Line miles to be treated", HFRA circuit miles is the unit of measure. For distribution SCE assumes 37% of HFRA line miles (3,636 miles) will be inspected per year; for transmission SCE assumes 47% of HFRA line miles (2,045 miles) will be inspected per year.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "If new: Memorandum account" column is "NA" because costs are part of existing training budgets.</p>
	2022	UNKNOWN	UNKNOWN	UNKNOWN	5,681	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	GO 165	<p>The "Total per-initiative spend" is "UNKNOWN" as the scope for 2022 is still to be determined.</p> <p>Instead of "Line miles to be treated", HFRA circuit miles is the unit of measure. For distribution SCE assumes 37% of HFRA line miles (3,636 miles) will be inspected per year; for transmission SCE assumes 47% of HFRA line miles (2,045 miles) will be inspected per year.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "If new: Memorandum account" column is "NA" because costs are part of existing training budgets.</p>

Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	\$382,576	\$0	\$382,576	5,681	\$67	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	GO 165	<p>Instead of "Line miles to be treated", HFRA circuit miles is the unit of measure. For distribution SCE assumes 37% of HFRA line miles (3,636 miles) will be inspected per year; for transmission SCE assumes 47% of HFRA line miles (2,045 miles) will be inspected per year.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "If new: Memorandum account" column is "NA" because costs are part of existing training budgets.</p>
4. Infrared inspections of distribution electric lines and equipment: infrared inspection of energized overhead distribution facilities and equipment (IN-3)	2019 plan	\$465,807	\$0	\$465,807	4,912	\$95	EFF: Cap Bank Conductor Fuse Splice/Clamp/Connector Transformer Lightning arrestor Switch	0.0	10.1	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
	2019 actual	NA	NA	NA	NA	NA	EFF: Cap Bank Conductor Fuse Splice/Clamp/Connector Transformer Lightning arrestor Switch	0.0	0.0	NA	NA	NA	NA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	<p>The "Total per initiative spend" column is "NA" because the 2019 actuals are included in initiative 9.1, table 24</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>
	2020	\$400,752	\$0	\$400,752	4,058	\$99	EFF: Cap Bank Conductor Fuse Splice/Clamp/Connector Transformer Lightning arrestor Switch	0.0	4.8	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$405,681	\$0	\$405,681	4,510	\$90	EFF: Cap Bank Conductor Fuse Splice/Clamp/Connector Transformer Lightning arrestor Switch	0.0	5.2	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$410,323	\$0	\$410,323	4,510	\$91	EFF: Cap Bank Conductor Fuse Splice/Clamp/Connector Transformer Lightning arrestor Switch	0.0	5.0	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	\$1,216,756	\$0	\$1,216,756	13,078	\$93	EFF: Cap Bank Conductor Fuse Splice/Clamp/Connector Transformer Lightning arrestor Switch	0.0	5.0	NA	New	NA	GSRPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.

Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5. Infrared inspections of transmission electric lines and equipment: infrared inspection, corona scanning, and high definition imagery of energized overhead transmission facilities and equipment (IN-4)	2019 plan	\$5,669,260	\$0	\$5,669,260	1,000	\$5,669	EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.0	0.0	All types of object contact Contamination	New	NA	WMPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	NA
	2019 actual	NA	NA	NA	NA	NA	EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.0	0.0	All types of object contact Contamination	NA	NA	NA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	The "Total per initiative spend" column is "NA" because the 2019 actuals are included in initiative 10.1, table 24
	2020	\$3,503,612	\$0	\$3,503,612	1,000	\$3,504	EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.0	0.0	All types of object contact Contamination	New	NA	WMPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	NA
	2021	\$3,533,603	\$0	\$3,533,603	UNKNOWN	UNKNOWN	EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.0	0.0	All types of object contact Contamination	New	NA	WMPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	The "Line miles to be treated" and "Spend/treated line mile" columns are "UNKNOWN" for 2021 because there are no miles estimated at this time
	2022	\$3,564,017	\$0	\$3,564,017	UNKNOWN	UNKNOWN	EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.0	0.0	All types of object contact Contamination	New	NA	WMPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	The "Line miles to be treated" and "Spend/treated line mile" columns are "UNKNOWN" for 2022 because there are no miles estimated at this time
	2020-2022 plan total	\$10,601,232	\$0	\$10,601,232	NA	NA	EFF: Conductor Crossarm Insulator Splice/Clamp/Connector	0.0	0.0	All types of object contact Contamination	New	NA	WMPMA	In Compliance	GO 95, Rule 31.2 GO 95, Rule 31.1	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" for 2021 and 2022 because there are no miles estimated at this time

Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
6. Intrusive pole inspections (IPI)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as there was no 2019 plan for this initiative
	2019 actual	\$892,687	\$0	\$892,687	21,464	\$42	EFF: Other Equipment	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	Exceeding Compliance	GO 165	<p>Instead of "Line miles to be treated", number of poles to be inspected is the unit of measure.</p> <p>As a compliance program, intrusive inspections were not included in the risk modeling.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>IPI 'exceeds' compliance because GO165 requires an IPI every 20 years and SCE does one every 10 years.</p>
	2020	\$1,302,000	\$0	\$1,302,000	30,156	\$43	EFF: Other Equipment	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	Exceeding Compliance	GO 165	<p>Instead of "Line miles to be treated", number of poles to be inspected is the unit of measure.</p> <p>As a compliance program, intrusive inspections were not included in the risk modeling.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>IPI 'exceeds' compliance because GO165 requires an IPI every 20 years and SCE does one every 10 years.</p>
	2021	\$1,320,000	\$0	\$1,320,000	30,156	\$44	EFF: Other Equipment	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	Exceeding Compliance	GO 165	<p>Instead of "Line miles to be treated", number of poles to be inspected is the unit of measure.</p> <p>As a compliance program, intrusive inspections were not included in the risk modeling.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>IPI 'exceeds' compliance because GO165 requires an IPI every 20 years and SCE does one every 10 years.</p>
	2022	\$1,342,000	\$0	\$1,342,000	30,156	\$45	EFF: Other Equipment	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	Exceeding Compliance	GO 165	<p>Instead of "Line miles to be treated", number of poles to be inspected is the unit of measure.</p> <p>As a compliance program, intrusive inspections were not included in the risk modeling.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>IPI 'exceeds' compliance because GO165 requires an IPI every 20 years and SCE does one every 10 years.</p>
	2020-2022 plan total	\$3,964,000	\$0	\$3,964,000	90,468	\$44	EFF: Other Equipment	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	Exceeding Compliance	GO 165	<p>Instead of "Line miles to be treated", number of poles to be inspected is the unit of measure.</p> <p>As a compliance program, intrusive inspections were not included in the risk modeling.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>IPI 'exceeds' compliance because GO165 requires an IPI every 20 years and SCE does one every 10 years.</p>
7. LiDAR inspections of distribution electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24.
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24.
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24.
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24.
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24.
8. LiDAR inspections of transmission electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #10.2, Table 24.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #10.2, Table 24.
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #10.2, Table 24.
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #10.2, Table 24.
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #10.2, Table 24.
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #10.2, Table 24.

Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
9.1. Other discretionary inspection of distribution electric lines and equipment, beyond inspections mandated by rules and regulations: distribution high fire risk-informed inspections (IN-1.1)	2019 plan	\$53,897,249	\$0	\$53,897,249	380,000	\$142	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	12.6	51.3	Some types of object contact, primarily veg.	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", number of assets is the unit of measure.
	2019 actual	\$72,644,502	\$0	\$72,644,502	380,000	\$191	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	12.6	26.9	Some types of object contact, primarily veg.	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	The spend for 2019 includes both ground and aerial inspections (Initiative 9.2, Table 24). Instead of "Line miles to be treated", number of assets is the unit of measure.
	2020	\$2,276,063	\$0	\$2,276,063	54,959	\$41	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.1	13.8	Some types of object contact, primarily veg.	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", number of assets is the unit of measure.
	2021	\$2,983,443	\$0	\$2,983,443	69,743	\$43	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.6	30.5	Some types of object contact, primarily veg.	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", number of assets is the unit of measure.
	2022	\$2,631,287	\$0	\$2,631,287	59,681	\$44	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.1	25.8	Some types of object contact, primarily veg.	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", number of assets is the unit of measure.
	2020-2022 plan total	\$7,890,794	\$0	\$7,890,794	184,383	\$43	EFF: Capacitor bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	6.8	21.3	Some types of object contact, primarily veg.	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", number of assets is the unit of measure.

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Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability/ drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
9.1.1. Other discretionary inspection of distribution electric lines and equipment, beyond inspections mandated by rules and regulations: asset defect detection using machine learning object detection (AT-5)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2020	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the scope and strategy for this initiative are not known at this time.
	2021	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the scope and strategy for this initiative are not known at this time.
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the scope and strategy for this initiative are not known at this time.
	2020-2022 plan total	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the scope and strategy for this initiative are not known at this time.

Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
9.2. Other discretionary inspection of distribution electric lines and equipment, beyond inspections mandated by rules and regulations: aerial inspections (IN-6.1)	2019 plan	NA	NA	NA	NA	NA	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.6	35.6	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" for 2019 because this initiative's costs and scope are included in Initiative 9.1, Table 24.
	2019 actual	NA	NA	NA	NA	NA	CFO: Animal Vegetation EFF: Capacitor Bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.6	0.0	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" for 2019 because this initiative's costs and scope are included in Initiative 9.1, Table 24.
	2020	\$40,059,163	\$0	\$40,059,163	255,000	\$157	CFO: Animal Vegetation EFF: Capacitor Bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	2.2	10.6	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", structure count is the unit of measure.
	2021	\$26,193,236	\$0	\$26,193,236	165,000	\$159	CFO: Animal Vegetation EFF: Capacitor Bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	1.3	21.1	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", structure count is the unit of measure.
	2022	\$26,492,925	\$0	\$26,492,925	165,000	\$161	CFO: Animal Vegetation EFF: Capacitor Bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	1.3	49.9	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", structure count is the unit of measure.

Table 24: Asset management and inspections																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
	2020-2022 plan total	\$92,745,324	\$0	\$92,745,324	585,000	\$159	CFO: Animal Vegetation EFF: Capacitor Bank Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor Switch	4.8	16.2	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", structure count is the unit of measure.	
9.2.1. Other discretionary inspection of distribution electric lines and equipment, beyond inspections mandated by rules and regulations: unmanned aerial vehicles (UAV) (AT-2.2)	2019 plan	\$461,369	\$0	\$461,369	NA	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" while activity is in pilot/research phase.</p> <p>Instead of ""Line miles to be treated"", all T&D overhead circuit miles is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2019 actual	\$1,048	\$0	\$1,048	NA	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA	NA	NA	<p>The "Total per initiative spend" column is not final due to work performed in 2019 and not yet billed.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" while activity is in pilot/research phase.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2020	\$413,021	\$0	\$413,021	NA	NA	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" while activity is in pilot/research phase.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$358,457	\$0	\$358,457	NA	NA	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" while activity is in pilot/research phase.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	\$335,685	\$0	\$335,685	NA	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" while activity is in pilot/research phase.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$1,107,163	\$0	\$1,107,163	NA	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" while activity is in pilot/research phase.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
9.2.2. Other discretionary inspection of distribution electric lines and equipment, beyond inspections mandated by rules and regulations: UAS operations training (OP-3)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are NA because this initiative was not an active 2019 initiative.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are NA because this initiative was not an active 2019 initiative.
	2020	\$271,030	\$0	\$271,030	50	\$5,421	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated" , operator count is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$840,787	\$0	\$840,787	80	\$10,510	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated" , operator count is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$245,415	\$0	\$245,415	50	\$4,908	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated" , operator count is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$1,357,232	\$0	\$1,357,232	180	\$7,540	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated" , operator count is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
10.1. Other discretionary inspection of transmission electric lines and equipment, beyond inspections mandated by rules and regulations: transmission risk-informed inspections in HFRA (IN-1.2)	2019 plan	\$5,917,957	\$0	\$5,917,957	51,179	\$116	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	0.1	3.4	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", the number of structures inspected in HFRA is the unit of measure.
	2019 actual	\$28,499,116	\$0	\$28,499,116	41,952	\$679	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	1.5	13.6	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	The spend for 2019 includes both ground and aerial inspections (Initiative 10.2, Table 24). Instead of "Line miles to be treated", the number of structures inspected in HFRA is the unit of measure.
	2020	\$1,149,897	\$0	\$1,149,897	10,489	\$110	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	0.0	0.5	NA	New	NA	WMPMA	Exceeding Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", the number of structures inspected in HFRA is the unit of measure. SCE modified the inspection cycles for some of its transmission overhead inspection assets to exceed compliance requirements such that, in 2020 and beyond, SCE plans to annually inspect approximately 47% of its high fire transmission assets
	2021	\$1,192,214	\$0	\$1,192,214	13,935	\$86	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	0.0	2.9	NA	New	NA	WMPMA	Exceeding Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", the number of structures inspected in HFRA is the unit of measure. SCE modified the inspection cycles for some of its transmission overhead inspection assets to exceed compliance requirements such that, in 2020 and beyond, SCE plans to annually inspect approximately 47% of its high fire transmission assets
	2022	\$1,059,111	\$0	\$1,059,111	12,011	\$88	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	0.0	3.1	NA	New	NA	WMPMA	Exceeding Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", the number of structures inspected in HFRA is the unit of measure. SCE modified the inspection cycles for some of its transmission overhead inspection assets to exceed compliance requirements such that, in 2020 and beyond, SCE plans to annually inspect approximately 47% of its high fire transmission assets

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Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	\$3,401,221	\$0	\$3,401,221	36,435	\$93	CFO: Animal Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	0.1	1.1	NA	New	NA	WMPMA	Exceeding Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", the number of structures inspected in HFRA is the unit of measure. SCE modified the inspection cycles for some of its transmission overhead inspection assets to exceed compliance requirements such that, in 2020 and beyond, SCE plans to annually inspect approximately 47% of its high fire transmission assets
10.2. Other discretionary inspection of transmission electric lines and equipment, beyond inspections mandated by rules and regulations: aerial inspections - transmission (IN-6.2)	2019 plan	NA	NA	NA	NA	NA	CFO: Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	NA	NA	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" for 2019 because this initiative's costs and scope are included in Initiative 10.1, Table 24.
	2019 actual	NA	NA	NA	NA	NA	CFO: Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	NA	NA	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	The "Total per initiative spend", "Line miles to be treated" and "Spend/treated line mile" columns are "NA" for 2019 because this initiative's costs and scope are included in Initiative 10.1, Table 24.
	2020	\$11,868,620	\$0	\$11,868,620	33,500	\$354	CFO: Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	0.0	0.8	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", structure count the unit of measure.
	2021	\$11,970,218	\$0	\$11,970,218	33,500	\$357	CFO: Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	0.0	1.4	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", structure count the unit of measure.
	2022	\$12,073,246	\$0	\$12,073,246	33,500	\$360	CFO: Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	0.0	1.3	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", structure count the unit of measure.

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Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	\$35,912,084	\$0	\$35,912,084	100,500	\$357	CFO: Vegetation EFF: Conductor Crossarm Insulator Splice/Clamp/Connector Transformer Lightning Arrestor	0.1	1.1	NA	New	NA	WMPMA	In Compliance	GO 95 Rules 31.1 and 31.2	Instead of "Line miles to be treated", structure count the unit of measure.
10.2.1. Other discretionary inspection of transmission electric lines and equipment, beyond inspections mandated by rules and regulations: assessment of partial discharge for transmission facilities (AT-6)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because this initiative was not an active 2019 initiative.
	2020	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the scope and strategy for this initiative are not known at this time.
	2021	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the scope and strategy for this initiative are not known at this time.
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the scope and strategy for this initiative are not known at this time.
	2020-2022 plan total	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	All columns are "UNKNOWN" as the scope and strategy for this initiative are not known at this time.
11. Patrol inspections of distribution electric lines and equipment	2019 plan	\$0	\$0	\$0	7,352	\$0	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2019 actual	\$0	\$0	\$0	7,352	\$0	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2020	\$1,200,000	\$0	\$1,200,000	7,352	\$163	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2021	\$1,012,000	\$0	\$1,012,000	7,352	\$138	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2022	\$1,039,000	\$0	\$1,039,000	7,352	\$141	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
	2020-2022 plan total	\$3,251,000	\$0	\$3,251,000	22,056	\$147	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 165	Instead of "Line miles to be treated", structure count the unit of measure.
12. Patrol inspections of transmission electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 2, Table 24.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 2, Table 24.
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 2, Table 24.
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 2, Table 24.
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 2, Table 24.
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 2, Table 24.

Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
13. Pole loading assessment program to determine safety factor	2019 plan	\$2,159,394	\$0	\$2,159,394	18,271	\$118	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95	Instead of "Line miles to be treated", pole count is the unit of measure. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2019 actual	\$1,879,409	\$0	\$1,879,409	15,902	\$118	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95	Instead of "Line miles to be treated", pole count is the unit of measure. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2020	\$287,988	\$0	\$287,988	2,369	\$122	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95	Instead of "Line miles to be treated", pole count is the unit of measure. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2018 GRC	NA	NA	NA	All columns are "NA" as this initiative is to be completed in 2020
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2018 GRC	NA	NA	NA	All columns are "NA" as this initiative is to be completed in 2020
	2020-2022 plan total	\$287,988	\$0	\$287,988	2,369	\$122	NA	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95	Instead of "Line miles to be treated", pole count is the unit of measure. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
14. Quality assurance / quality control of inspections: Quality Oversight / Quality Control (IN-2)	2019 plan	NA	NA	NA	7,500	NA	CFO: Vegetation EFF: All	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. Instead of "Line miles to be treated", structure count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2019 actual	NA	NA	NA	17,109	NA	CFO: Vegetation EFF: All	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. Instead of "Line miles to be treated", structure count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	NA	NA	NA	15,000	NA	CFO: Vegetation EFF: All	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. Instead of "Line miles to be treated", structure count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	NA	NA	NA	15,000	NA	CFO: Vegetation EFF: All	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. Instead of "Line miles to be treated", structure count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

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Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	NA	NA	NA	15,000	NA	CFO: Vegetation EFF: All	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. Instead of "Line miles to be treated", structure count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	NA	NA	NA	45,000	NA	CFO: Vegetation EFF: All	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. Instead of "Line miles to be treated", structure count is the unit of measure. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
15. Substation inspections	2019 plan	\$18,015,009	\$0	\$18,015,009	5,500	\$ 3,275	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	ISO WECC GO 174	Instead of "Line miles to be treated", count of substation inspections is the unit of measure.
	2019 actual	\$19,214,171	\$0	\$19,214,171	5,591	\$ 3,437	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	ISO WECC GO 174	Instead of "Line miles to be treated", count of substation inspections is the unit of measure.
	2020	\$18,943,038	\$0	\$18,943,038	5,500	\$ 3,444	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	ISO WECC GO 174	Instead of "Line miles to be treated", count of substation inspections is the unit of measure.
	2021	\$19,259,712	\$0	\$19,259,712	5,500	\$ 3,502	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	ISO WECC GO 174	Instead of "Line miles to be treated", count of substation inspections is the unit of measure.
	2022	\$20,473,074	\$0	\$20,473,074	5,500	\$ 3,722	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	ISO WECC GO 174	Instead of "Line miles to be treated", count of substation inspections is the unit of measure.
	2020-2022 plan total	\$58,675,824	\$0	\$58,675,824	16,500	\$ 3,556	EFF: All	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	Some types of object contact, primarily veg.	Existing	2018 GRC	NA	In Compliance	ISO WECC GO 174	Instead of "Line miles to be treated", count of substation inspections is the unit of measure.

Table 24: Asset management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
15.1 Failure Modes and Effects Analysis (FMEA) (IN-7)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are NA because this initiative was not an active 2019 initiative.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are NA because this initiative was not an active 2019 initiative.
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile", and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
16. Other discretionary inspection of distribution electric lines and equipment, beyond inspections mandated by rules and regulations: generation risk-informed inspections in HFRA (IN-5)	2019 plan	\$400,000	\$0	\$400,000	400	\$1,000	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95 Rule 31.2	Instead of "Line miles to be treated", asset count is the unit of measure.
	2019 actual	\$252,992	\$0	\$252,992	449	\$563	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95 Rule 31.2	Instead of "Line miles to be treated", asset count is the unit of measure.
	2020	\$157,860	\$0	\$157,860	200	\$789	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95 Rule 31.2	Instead of "Line miles to be treated", asset count is the unit of measure. 50% of applicable assets per year
	2021	\$162,262	\$0	\$162,262	200	\$811	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95 Rule 31.2	Instead of "Line miles to be treated", asset count is the unit of measure. 50% of applicable assets per year
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95 Rule 31.2	The "Total per initiative spend", "Line miles to be treated", and "Spend/treated line mile" columns are UNKNOWN because the need for 2022 inspections will be evaluated after analysis of all assets in 2020-2021 is completed.
	2020-2022 plan total	\$320,122	\$0	\$320,122	400	\$800	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	Refer to Initiative 9.1, Table 24	New	NA	WMPMA	Exceeding Compliance	GO 95 Rule 31.2	Instead of "Line miles to be treated", asset count is the unit of measure.

Table 25: Vegetation management and inspections																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
1. Additional efforts to manage community and environmental impacts	2019 plan	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and the expense is absorbed in budget for communications, and it is not broken out by Wild Fire group today. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>	
	2019 actual	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and the expense is absorbed in budget for communications, and it is not broken out by Wild Fire group today. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>	
	2020	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and the expense is absorbed in budget for communications, and it is not broken out by Wild Fire group today. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>	
	2021	NA	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and the expense is absorbed in budget for communications, and it is not broken out by Wild Fire group today. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and the expense is absorbed in budget for communications, and it is not broken out by Wild Fire group today. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

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Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and the expense is absorbed in budget for communications, and it is not broken out by Wild Fire group today. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
2. Detailed inspections of vegetation around distribution electric lines and equipment	2019 plan	\$11,378,914	\$0	\$11,378,914	9,827	\$1,158	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2019 actual	\$5,944,377	\$0	\$5,944,377	9,827	\$605	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020	\$11,385,882	\$0	\$11,385,882	9,827	\$1,159	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$11,396,674	\$0	\$11,396,674	9,827	\$1,160	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$11,407,062	\$0	\$11,407,062	9,827	\$1,161	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	\$34,189,618	\$0	\$34,189,618	29,481	\$1,160	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
3. Detailed inspections of vegetation around transmission electric lines and equipment	2019 plan	\$508,234	\$0	\$508,234	4,352	\$117	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2019 actual	\$1,868,063	\$0	\$1,868,063	4,352	\$429	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020	\$508,727	\$0	\$508,727	4,352	\$117	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$509,029	\$0	\$509,029	4,352	\$117	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$509,339	\$0	\$509,339	4,352	\$117	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.

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Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	\$1,527,095	\$0	\$1,527,095	13,056	\$117	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
4. Emergency response vegetation management due to red flag warning or other urgent conditions	2019 plan	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because conditions do not drive additional scope.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because conditions do not drive additional scope.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because conditions do not drive additional scope.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because conditions do not drive additional scope.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because conditions do not drive additional scope.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA

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Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5. Fuel management and reduction of “slash” from vegetation management activities	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because "slash" from vegetation management activities are disposed or recycled by trimming/removal contractors.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because "slash" from vegetation management activities are disposed or recycled by trimming/removal contractors.
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because "slash" from vegetation management activities are disposed or recycled by trimming/removal contractors.
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because "slash" from vegetation management activities are disposed or recycled by trimming/removal contractors.
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because "slash" from vegetation management activities are disposed or recycled by trimming/removal contractors.
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because "slash" from vegetation management activities are disposed or recycled by trimming/removal contractors.
5.1. Fuel management and reduction of “slash” from vegetation management activities: expanded pole brushing (VM-2)	2019 plan	\$909,419	\$0	\$909,419	98,913	\$9	EFF: Capacitor Bank Crossarm Insulator	0.0	89.3	NA	New	NA	WMPMA	Exceeding Com	PRC 4292	Instead of "Line miles to be treated", number of poles to be brushed is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2019 actual	\$1,646,091	\$0	\$1,646,091	163,149	\$10	EFF: Capacitor Bank Crossarm Insulator	0.1	83.2	NA	New	NA	WMPMA	Exceeding Com	PRC 4292	Instead of "Line miles to be treated", number of poles to be brushed is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020	\$4,156,925	\$0	\$4,156,925	300,000	\$14	EFF: Capacitor Bank Crossarm Insulator	0.2	60.3	NA	New	NA	WMPMA	Exceeding Com	PRC 4292	Instead of "Line miles to be treated", number of poles to be brushed is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$4,208,056	\$0	\$4,208,056	300,000	\$14	EFF: Capacitor Bank Crossarm Insulator	0.2	58.5	NA	New	NA	WMPMA	Exceeding Com	PRC 4292	Instead of "Line miles to be treated", number of poles to be brushed is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$4,256,202	\$0	\$4,256,202	300,000	\$14	EFF: Capacitor Bank Crossarm Insulator	0.2	56.8	NA	New	NA	WMPMA	Exceeding Com	PRC 4292	Instead of "Line miles to be treated", number of poles to be brushed is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	\$12,621,183	\$0	\$12,621,183	900,000	\$14	EFF: Capacitor Bank Crossarm Insulator	0.7	58.5	NA	New	NA	WMPMA	Exceeding Com	PRC 4292	Instead of "Line miles to be treated", number of poles to be brushed is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
5.2. Fuel management and reduction of “slash” from vegetation management activities: expanded clearances for legacy facilities (VM-3)	2019 plan	NA	NA	NA	NA	NA	NA	Insufficient data to model risk	Insufficient data to model risk	NA	NA	NA	NA	NA	NA	All columns are NA because this initiative was not an active 2019 initiative.
	2019 actual	NA	NA	NA	NA	NA	NA	Insufficient data to model risk	Insufficient data to model risk	NA	NA	NA	NA	NA	NA	All columns are NA because this initiative was not an active 2019 initiative.
	2020	\$1,217,440	\$0	\$1,217,440	80	\$15,218	NA	Insufficient data to model risk	Insufficient data to model risk	NA	New	NA	WMPMA	Exceeding Com	PRC 4291 and 4293	Instead of "Line miles to be treated", number of assets is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$1,055,967	\$0	\$1,055,967	32	\$32,999	NA	Insufficient data to model risk	Insufficient data to model risk	NA	New	NA	WMPMA	Exceeding Com	PRC 4291 and 4293	Instead of "Line miles to be treated", number of assets is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$1,088,751	\$0	\$1,088,751	24	\$45,365	NA	Insufficient data to model risk	Insufficient data to model risk	NA	New	NA	WMPMA	Exceeding Com	PRC 4291 and 4293	Instead of "Line miles to be treated", number of assets is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	\$3,362,157	\$0	\$3,362,157	136	\$24,722	NA	Insufficient data to model risk	Insufficient data to model risk	NA	New	NA	WMPMA	Exceeding Com	PRC 4291 and 4293	Instead of "Line miles to be treated", number of assets is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
6. Improvement of inspections	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #13, Table 25
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #13, Table 25
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #13, Table 25
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #13, Table 25
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #13, Table 25
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #13, Table 25

Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
7. LiDAR inspections of vegetation around distribution electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #9.2, Table 24
8. LiDAR inspections of vegetation around transmission electric lines and equipment	2019 plan	\$3,721,854	\$0	\$3,721,854	3,658	\$1,017	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	New	NA	WMPMA	Exceeding Com	FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2019 actual	\$4,516,581	\$0	\$4,516,581	1,559	\$2,897	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	New	NA	WMPMA	Exceeding Com	FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020	\$1,467,441	\$0	\$1,467,441	1,227	\$1,196	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	New	NA	WMPMA	Exceeding Com	FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$1,485,491	\$0	\$1,485,491	1,227	\$1,211	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	New	NA	WMPMA	Exceeding Com	FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$1,502,487	\$0	\$1,502,487	1,227	\$1,225	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	New	NA	WMPMA	Exceeding Com	FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	\$4,455,419	\$0	\$4,455,419	3,681	\$1,210	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program and not a WMP initiative	NA	New	NA	WMPMA	Exceeding Com	FAC-003-4	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
9. Other discretionary inspection of vegetation around distribution electric lines and equipment, beyond inspections mandated by rules and regulations	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
10. Other discretionary inspection of vegetation around transmission electric lines and equipment, beyond inspections mandated by rules and regulations	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #16.2, Table 25

Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
11. Patrol inspections of vegetation around distribution electric lines and equipment	2019 plan	\$7,255,422	\$0	\$7,255,422	96	\$75,577	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>Instead of "Line miles to be treated", the canyons patrolled is the unit of measure.</p> <p>Patrols include 3 main activities: Operation Santa Ana, Canyon Patrols and At-Risk Circuit Patrols. These 3 activities occur in 96 canyons that are patrolled annually.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	\$15,072,089	\$0	\$15,072,089	96	\$157,001	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>Instead of "Line miles to be treated", the canyons patrolled is the unit of measure.</p> <p>Patrols include 3 main activities: Operation Santa Ana, Canyon Patrols and At-Risk Circuit Patrols. These 3 activities occur in 96 canyons that are patrolled annually.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$5,060,603	\$0	\$5,060,603	96	\$52,715	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>Instead of "Line miles to be treated", the canyons patrolled is the unit of measure.</p> <p>Patrols include 3 main activities: Operation Santa Ana, Canyon Patrols and At-Risk Circuit Patrols. These 3 activities occur in 96 canyons that are patrolled annually.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #20, Table 25
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #20, Table 25
	2020-2022 plan total	\$5,060,603	\$0	\$5,060,603	96	NA	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>Instead of "Line miles to be treated", the canyons patrolled is the unit of measure.</p> <p>Patrols include 3 main activities: Operation Santa Ana, Canyon Patrols and At-Risk Circuit Patrols. These 3 activities occur in 96 canyons that are patrolled annually.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
12. Patrol inspections of vegetation around transmission electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #11, Table 25
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #11, Table 25
	2020	\$2,177,009	\$0	\$2,177,009	96	\$22,677	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>Instead of "Line miles to be treated", the canyons patrolled is the unit of measure.</p> <p>Patrols include 3 main activities: Operation Santa Ana, Canyon Patrols and At-Risk Circuit Patrols. These 3 activities occur in 96 canyons that are patrolled annually.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #11, Table 25
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative #11, Table 25
	2020-2022 plan total	\$2,177,009	\$0	\$2,177,009	96	\$22,677	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
13. Quality assurance / quality control of inspections: quality control (VM-5)	2019 plan	\$0	\$0	\$0	4,700	\$0	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	In the "Line miles to be treated" column the number of line miles shown includes both HFRA and non-HFRA line miles. The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
	2019 actual	\$985,200	\$0	\$985,200	4,700	\$210	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	In the "Line miles to be treated" column the number of line miles shown includes both HFRA and non-HFRA line miles. The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020	\$4,000,000	\$0	\$4,000,000	8,100	\$494	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	In the "Line miles to be treated" column the number of line miles shown includes both HFRA and non-HFRA line miles. The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$5,000,000	\$0	\$5,000,000	8,100	\$617	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	In the "Line miles to be treated" column the number of line miles shown includes both HFRA and non-HFRA line miles. The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$5,000,000	\$0	\$5,000,000	8,100	\$617	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	In the "Line miles to be treated" column the number of line miles shown includes both HFRA and non-HFRA line miles. The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	\$14,000,000	\$0	\$14,000,000	24,300	\$576	CFO: Vegetation	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	In the "Line miles to be treated" column the number of line miles shown includes both HFRA and non-HFRA line miles. The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.
14. Recruiting and training of vegetation management personnel	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because recruitment costs are embedded in personnel time, and not broken out
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because recruitment costs are embedded in personnel time, and not broken out
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because recruitment costs are embedded in personnel time, and not broken out
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because recruitment costs are embedded in personnel time, and not broken out
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because recruitment costs are embedded in personnel time, and not broken out
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because recruitment costs are embedded in personnel time, and not broken out
15. Remediation of at-risk species	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because the team does not track this activity separately.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because the team does not track this activity separately.
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because the team does not track this activity separately.
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because the team does not track this activity separately.
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because the team does not track this activity separately.
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" because the team does not track this activity separately.
16. Removal and remediation of trees with strike potential to electric lines and equipment	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 16.1, Table 25
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 16.1, Table 25
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 16.1, Table 25
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 16.1, Table 25
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 16.1, Table 25
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 16.1, Table 25

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Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
16.1. Removal and remediation of trees with strike potential to electric lines and equipment: hazard tree (VM-1)	2019 plan	\$56,894,741	\$0	\$56,894,741	125,000	\$455	CFO: Vegetation	0.3	6.0	NA	New	NA	GSRPMA	Exceeding Com	GO 95 Rule 35; PRC 4293	Instead of "Line miles to be treated", number of tree assessments is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2019 actual	\$15,209,616	\$0	\$15,209,616	129,485	\$117	CFO: Vegetation	0.4	29.5	NA	New	NA	GSRPMA	Exceeding Com	GO 95 Rule 35; PRC 4293	Instead of "Line miles to be treated", number of tree assessments is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020	\$54,097,298	\$0	\$54,097,298	75,000	\$721	CFO: Vegetation	1.3	25.0	NA	New	NA	GSRPMA	Exceeding Com	GO 95 Rule 35; PRC 4293	Instead of "Line miles to be treated", number of tree assessments is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2021	\$59,475,851	\$0	\$59,475,851	75,000	\$793	CFO: Vegetation	1.4	24.6	NA	New	NA	GSRPMA	Exceeding Com	GO 95 Rule 35; PRC 4293	Instead of "Line miles to be treated", number of tree assessments is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2022	\$72,035,267	\$0	\$72,035,267	75,000	\$960	CFO: Vegetation	1.7	24.7	NA	New	NA	GSRPMA	Exceeding Com	GO 95 Rule 35; PRC 4293	Instead of "Line miles to be treated", number of tree assessments is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
	2020-2022 plan total	\$185,608,416	\$0	\$185,608,416	225,000	\$825	CFO: Vegetation	4.4	24.8	NA	New	NA	GSRPMA	Exceeding Com	GO 95 Rule 35; PRC 4293	Instead of "Line miles to be treated", number of tree assessments is the unit of measure. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.
16.2. Removal and remediation of trees with strike potential to electric lines and equipment: DRI quarterly inspections and tree removals (VM-4)	2019 plan	\$41,481,981	\$0	\$41,481,981	14,179	\$2,926	CFO: Vegetation	1.2	28.7	NA	New	NA	CEMA	NA	NA	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.
	2019 actual	\$32,598,997	\$0	\$32,598,997	14,179	\$2,299	CFO: Vegetation	1.2	36.5	NA	New	NA	CEMA	NA	NA	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.
	2020	\$36,470,011	\$0	\$36,470,011	14,179	\$2,572	CFO: Vegetation	1.2	31.7	NA	New	NA	CEMA	NA	NA	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.
	2021	\$36,973,531	\$0	\$36,973,531	14,179	\$2,608	CFO: Vegetation	1.1	30.4	NA	New	NA	UNKNOWN	NA	NA	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. The "If new: Memorandum account" column is "UNKNOWN" because it is pending 2021 GRC decision The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.
	2022	\$37,564,933	\$0	\$37,564,933	14,179	\$2,649	CFO: Vegetation	1.1	29.0	NA	New	NA	UNKNOWN	NA	NA	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. The "If new: Memorandum account" column is "UNKNOWN" because it is pending 2021 GRC decision The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	\$111,008,475	\$0	\$111,008,475	42,537	\$2,610	CFO: Vegetation	3.4	30.4	NA	New	NA	UNKNOWN	NA	NA	The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. The "If new: Memorandum account" column is "UNKNOWN" because it is pending 2021 GRC decision The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.

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Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability/ drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
17. Substation inspections	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 15, Table 24
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 15, Table 24
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 15, Table 24
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 15, Table 24
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 15, Table 24
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 15, Table 24
18. Substation vegetation management	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this activity is not broken out of the routine compliance program.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this activity is not broken out of the routine compliance program.
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this activity is not broken out of the routine compliance program.
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this activity is not broken out of the routine compliance program.
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this activity is not broken out of the routine compliance program.
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this activity is not broken out of the routine compliance program.
19. Vegetation inventory system	2019 plan	\$421,000	\$0	\$421,000	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because they are not applicable fields of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no compliance targets associated with this initiative.</p>
	2019 actual	\$5,381,000	\$4,960,000	\$421,000	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because they are not applicable fields of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no compliance targets associated with this initiative.</p>
	2020	\$3,771,000	\$2,111,000	\$1,660,000	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because they are not applicable fields of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no compliance targets associated with this initiative.</p>
	2021	\$3,000,000	\$2,850,000	\$150,000	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because they are not applicable fields of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no compliance targets associated with this initiative.</p>
	2022	\$1,000,000	\$950,000	\$50,000	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because they are not applicable fields of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no compliance targets associated with this initiative.</p>

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Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	\$7,771,000	\$5,911,000	\$1,860,000	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	Existing	2018 GRC	NA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because they are not applicable fields of measurement for this initiative. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no compliance targets associated with this initiative.
	2019 plan	\$76,281,452	\$0	\$76,281,452	NA	NA	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	Please note that the forecast plan costs include line clearance work in HFRA and non-HFRA. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. Vegetation management activities to maintain clearance distances from transmission and distribution lines and equipment are conducted in HFRA and non-HFRA. In HFRA, this work includes three distinct activities: 1. Expanding clearances, where achievable, to D.17-12-024 recommended distances, 2. Maintaining those expanded clearances, and 3. Maintaining 4 feet clearances per D.17-12-024 minimum requirements where SCE cannot achieve expanded clearances due to operational constraints. All three of these activities in HFRA are for wildfire mitigation and reducing the probability and consequence of potential ignitions. SCE’s line clearance forecasts currently include these three activities in HFRA and line clearance maintenance in non-HFRA. The forecasts included are subject to change as there are considerable uncertainties associated with the scope of work (number of trees trimmed or removed). SCE is also modifying its business practices to record the costs to track wildfire mitigation-related costs separately. Though risk analysis is guiding some line clearance activities, the line clearance scope in HFRA is driven by Commission requirement and recommendations to mitigate wildfire risks and not informed by RSE estimates.
	2019 actual	\$247,104,990	\$0	\$247,104,990	NA	NA	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	Please note that the recorded costs include line clearance work in HFRA and non-HFRA and therefore on a different basis than the forecasts included in the 2019 WMP. We are unable to separate the recorded costs for wildfire mitigation and HFRA line clearance costs at this time for 2019. SCE is modifying its business practices to track wildfire mitigation and HFRA line clearance costs separately going forward. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative. Vegetation management activities to maintain clearance distances from transmission and distribution lines and equipment are conducted in HFRA and non-HFRA. In HFRA, this work includes three distinct activities: 1. Expanding clearances, where achievable, to D.17-12-024 recommended distances, 2. Maintaining those expanded clearances, and 3. Maintaining 4 feet clearances per D.17-12-024 minimum requirements where SCE cannot achieve expanded clearances due to operational constraints. All three of these activities in HFRA are for wildfire mitigation and reducing the probability and consequence of potential ignitions. SCE’s line clearance forecasts currently include these three activities in HFRA and line clearance maintenance in non-HFRA. The forecasts included are subject to change as there are considerable uncertainties associated with the scope of work (number of trees trimmed or removed). SCE is also modifying its business practices to record the costs to track wildfire mitigation-related costs separately. Though risk analysis is guiding some line clearance activities, the line clearance scope in HFRA is driven by Commission requirement and recommendations to mitigate wildfire risks and not informed by RSE estimates.

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Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
20. Vegetation management to achieve clearances around electric lines and equipment	2020	\$76,281,452	\$0	\$76,281,452	NA	NA	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	<p>The 2020 spend plan includes vegetation management to achieve clearances in HFRA only.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Vegetation management activities to maintain clearance distances from transmission and distribution lines and equipment are conducted in HFRA and non-HFRA. In HFRA, this work includes three distinct activities:</p> <p>1. Expanding clearances, where achievable, to D.17-12-024 recommended distances,</p> <p>2. Maintaining those expanded clearances, and</p> <p>3. Maintaining 4 feet clearances per D.17-12-024 minimum requirements where SCE cannot achieve expanded clearances due to operational constraints.</p> <p>All three of these activities in HFRA are for wildfire mitigation and reducing the probability and consequence of potential ignitions. SCE’s line clearance forecasts currently include these three activities in HFRA and line clearance maintenance in non-HFRA. The forecasts included are subject to change as there are considerable uncertainties associated with the scope of work (number of trees trimmed or removed). SCE is also modifying its business practices to record the costs to track wildfire mitigation-related costs separately. Though risk analysis is guiding some line clearance activities, the line clearance scope in HFRA is driven by Commission requirement and recommendations to mitigate wildfire risks and not informed by RSE estimates.</p>
	2021	\$64,169,652	\$0	\$64,169,652	NA	NA	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	<p>The 2021 spend plan includes vegetation management to achieve clearances in HFRA only.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Vegetation management activities to maintain clearance distances from transmission and distribution lines and equipment are conducted in HFRA and non-HFRA. In HFRA, this work includes three distinct activities:</p> <p>1. Expanding clearances, where achievable, to D.17-12-024 recommended distances,</p> <p>2. Maintaining those expanded clearances, and</p> <p>3. Maintaining 4 feet clearances per D.17-12-024 minimum requirements where SCE cannot achieve expanded clearances due to operational constraints.</p> <p>All three of these activities in HFRA are for wildfire mitigation and reducing the probability and consequence of potential ignitions. SCE’s line clearance forecasts currently include these three activities in HFRA and line clearance maintenance in non-HFRA. The forecasts included are subject to change as there are considerable uncertainties associated with the scope of work (number of trees trimmed or removed). SCE is also modifying its business practices to record the costs to track wildfire mitigation-related costs separately. Though risk analysis is guiding some line clearance activities, the line clearance scope in HFRA is driven by Commission requirement and recommendations to mitigate wildfire risks and not informed by RSE estimates.</p>

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Table 25: Vegetation management and inspections																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	\$60,868,687	\$0	\$60,868,687	NA	NA	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	<p>The 2022 spend plan includes vegetation management to achieve clearances in HFRA only.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Vegetation management activities to maintain clearance distances from transmission and distribution lines and equipment are conducted in HFRA and non-HFRA. In HFRA, this work includes three distinct activities:</p> <p>1. Expanding clearances, where achievable, to D.17-12-024 recommended distances,</p> <p>2. Maintaining those expanded clearances, and</p> <p>3. Maintaining 4 feet clearances per D.17-12-024 minimum requirements where SCE cannot achieve expanded clearances due to operational constraints.</p> <p>All three of these activities in HFRA are for wildfire mitigation and reducing the probability and consequence of potential ignitions. SCE’s line clearance forecasts currently include these three activities in HFRA and line clearance maintenance in non-HFRA. The forecasts included are subject to change as there are considerable uncertainties associated with the scope of work (number of trees trimmed or removed). SCE is also modifying its business practices to record the costs to track wildfire mitigation-related costs separately. Though risk analysis is guiding some line clearance activities, the line clearance scope in HFRA is driven by Commission requirement and recommendations to mitigate wildfire risks and not informed by RSE estimates.</p>
	2020-2022 plan total	\$201,319,791	\$0	\$201,319,791	NA	NA	CFO: Vegetation	Initiative addressed by Traditional Program	No RSE was calculated as this is already a compliance program	NA	Existing	2018 GRC	NA	In Compliance	GO 95, PRC 4293, FAC-003-4	<p>The 2020-2022 spend plan includes vegetation management to achieve clearances in HFRA only.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>Vegetation management activities to maintain clearance distances from transmission and distribution lines and equipment are conducted in HFRA and non-HFRA. In HFRA, this work includes three distinct activities:</p> <p>1. Expanding clearances, where achievable, to D.17-12-024 recommended distances,</p> <p>2. Maintaining those expanded clearances, and</p> <p>3. Maintaining 4 feet clearances per D.17-12-024 minimum requirements where SCE cannot achieve expanded clearances due to operational constraints.</p> <p>All three of these activities in HFRA are for wildfire mitigation and reducing the probability and consequence of potential ignitions. SCE’s line clearance forecasts currently include these three activities in HFRA and line clearance maintenance in non-HFRA. The forecasts included are subject to change as there are considerable uncertainties associated with the scope of work (number of trees trimmed or removed). SCE is also modifying its business practices to record the costs to track wildfire mitigation-related costs separately. Though risk analysis is guiding some line clearance activities, the line clearance scope in HFRA is driven by Commission requirement and recommendations to mitigate wildfire risks and not informed by RSE estimates.</p>

Table 26: Grid operations and protocols																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
1. Automatic recloser operations	2019 plan	\$284,891	\$0	\$284,891	150	\$1,899	NA	0.0	2.2	NA	New	NA	GSRPMA	NA	NA	<p>Costs for installation of system automation equipment are discussed in Initiative 9, Table 23; costs for recloser settings and operations are part of base O&M.</p> <p>This mitigation program allows SCE to remotely change the mode of protection during elevated fire weather threat.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	\$418,265	\$0	\$418,265	NA	NA	NA	0.0	1.4	NA	New	NA	GSRPMA	NA	NA	<p>Costs for installation of system automation equipment are discussed in Initiative 9, Table 23; costs for recloser settings and operations are part of base O&M.</p> <p>This mitigation program allows SCE to remotely change the mode of protection during elevated fire weather threat.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	0.0	1.9	NA	New	NA	GSRPMA	NA	NA	<p>Costs for installation of system automation equipment are discussed in Initiative 9, Table 23; costs for recloser settings and operations are part of base O&M.</p> <p>This mitigation program allows SCE to remotely change the mode of protection during elevated fire weather threat.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	0.0	0.0	NA	New	NA	GSRPMA	NA	NA	<p>Costs for installation of system automation equipment are discussed in Initiative 9, Table 23; costs for recloser settings and operations are part of base O&M.</p> <p>This mitigation program allows SCE to remotely change the mode of protection during elevated fire weather threat.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	0.0	0.0	NA	New	NA	GSRPMA	NA	NA	<p>Costs for installation of system automation equipment are discussed in Initiative 9, Table 23; costs for recloser settings and operations are part of base O&M.</p> <p>This mitigation program allows SCE to remotely change the mode of protection during elevated fire weather threat.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

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Table 26: Grid operations and protocols																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	0.0	1.9	NA	New	NA	GSRPMA	NA	NA	<p>Costs for installation of system automation equipment are discussed in Initiative 9, Table 23; costs for recloser settings and operations are part of base O&M.</p> <p>This mitigation program allows SCE to remotely change the mode of protection during elevated fire weather threat.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
1.1. Annual SOB 322 review (OP-1)	2019 plan	NA	NA	NA	14,179	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2019 actual	NA	NA	NA	14,179	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2020	NA	NA	NA	14,179	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2021	NA	NA	NA	14,179	NA	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	14,179	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 26: Grid operations and protocols																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	NA	NA	NA	14,179	NA	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	WMPMA	NA	NA	The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
2. Crew-accompanying ignition prevention and suppression resources and services	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Entire initiative is "NA" because SCE does not utilize crew-accompanying ignition prevention and suppression resources and services.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Entire initiative is "NA" because SCE does not utilize crew-accompanying ignition prevention and suppression resources and services.
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Entire initiative is "NA" because SCE does not utilize crew-accompanying ignition prevention and suppression resources and services.
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Entire initiative is "NA" because SCE does not utilize crew-accompanying ignition prevention and suppression resources and services.
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Entire initiative is "NA" because SCE does not utilize crew-accompanying ignition prevention and suppression resources and services.
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Entire initiative is "NA" because SCE does not utilize crew-accompanying ignition prevention and suppression resources and services.
3. Personnel work procedures and training in conditions of elevated fire risk	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 8, Table 29
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 8, Table 29
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 8, Table 29
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 8, Table 29
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 8, Table 29
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 8, Table 29
4. Protocols for PSPS re-energization	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" as this initiative is covered in Initiative 5, Table 26

Table 26: Grid operations and protocols																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5. PSPS events and mitigation of PSPS impacts	2019 plan	\$1,044,388	\$0	\$1,044,388	NA	NA	CFO: All EFF: All	2.9	151.4	NA	New	NA	FRMMA, GSRPMA	NA	NA	<p>This initiative include PSPS event-related costs only; costs for mitigation of PSPS impacts are discussed in Initiative 5.1 - 5.6 and Initiative 7, Table 26.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>RSE calculation includes costs from all PSPS events and mitigation activities.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	\$4,216,911	\$0	\$4,216,911	NA	NA	CFO: All EFF: All	2.9	77.3	NA	New	NA	FRMMA, GSRPMA	NA	NA	<p>This initiative include PSPS event-related costs only; costs for mitigation of PSPS impacts are discussed in Initiative 5.1 - 5.6 and Initiative 7, Table 26.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>RSE calculation includes costs from all PSPS events and mitigation activities.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$7,258,891	\$787,908	\$6,470,983	NA	NA	CFO: All EFF: All	2.8	57.5	NA	New	NA	FRMMA, GSRPMA	NA	NA	<p>This initiative include PSPS event-related costs only; costs for mitigation of PSPS impacts are discussed in Initiative 5.1 - 5.6 and Initiative 7, Table 26.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>RSE calculation includes costs from all PSPS events and mitigation activities.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$7,442,645	\$812,974	\$6,629,671	NA	NA	CFO: All EFF: All	2.8	61.7	NA	New	NA	FRMMA, GSRPMA	NA	NA	<p>This initiative include PSPS event-related costs only; costs for mitigation of PSPS impacts are discussed in Initiative 5.1 - 5.6 and Initiative 7, Table 26.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>RSE calculation includes costs from all PSPS events and mitigation activities.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

Table 26: Grid operations and protocols																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	\$7,667,501	\$836,489	\$6,831,012	NA	NA	CFO: All EFF: All	2.7	65.3	NA	New	NA	FRMMA, GSRPMA	NA	NA	<p>This initiative include PSPS event-related costs only; costs for mitigation of PSPS impacts are discussed in Initiative 5.1 - 5.6 and Initiative 7, Table 26.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>RSE calculation includes costs from all PSPS events and mitigation activities.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$22,369,037	\$2,437,371	\$19,931,666	NA	NA	CFO: All EFF: All	8.3	61.3	NA	New	NA	FRMMA, GSRPMA	NA	NA	<p>This initiative include PSPS event-related costs only; costs for mitigation of PSPS impacts are discussed in Initiative 5.1 - 5.6 and Initiative 7, Table 26.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>RSE calculation includes costs from all PSPS events and mitigation activities.</p> <p>The “Other risk drivers addressed” column is “NA” as there are no secondary risk reduction drivers directly addressed by this initiative.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
5.1. PSPS events and mitigation of PSPS impacts: community resource centers (PSPS-2)	2019 plan	\$783,150	\$0	\$783,150	13	\$60,242	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", number of incremental Community Resource Centers is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	\$45,734	\$0	\$45,734	13	\$3,518	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", number of incremental Community Resource Centers is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$2,274,806	\$1,212,013	\$1,062,793	36	\$63,189	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", number of incremental Community Resource Centers is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$2,107,708	\$737,864	\$1,369,844	50	\$42,154	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", number of incremental Community Resource Centers is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$1,368,880	\$0	\$1,368,880	50	\$27,378	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", number of incremental Community Resource Centers is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$5,751,394	\$1,949,877	\$3,801,517	136	\$42,290	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", number of incremental Community Resource Centers is the unit of measure.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

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Table 26: Grid operations and protocols																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5.2. PSPS events and mitigation of PSPS impacts: customer resiliency equipment incentives (PSPS-3)	2019 plan	NA	NA	NA	NA	NA	Refer to Initiative 5, Table 26	NA	NA	Refer to Initiative 5, Table 26	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.
	2019 actual	NA	NA	NA	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	NA	NA	<p>SCE is currently in the process of setting up a pilot for this Initiative.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	UNKNOWN	UNKNOWN	UNKNOWN	1	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	NA	NA	<p>SCE is currently in the process of setting up a pilot for this Initiative. The costs for 2020 are still to be determined.</p> <p>Instead of "Line miles to be treated", number of customers in the program is the unit of measure.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$3,685,095	\$0	\$3,685,095	UNKNOWN	UNKNOWN	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", number of customers in the program is the unit of measure. The scope for 2021 is still to be determined.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$3,758,521	\$0	\$3,758,521	UNKNOWN	UNKNOWN	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", number of customers in the program is the unit of measure. The scope for 2022 is still to be determined.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$7,443,616	\$0	\$7,443,616	UNKNOWN	UNKNOWN	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	NA	NA	<p>Instead of "Line miles to be treated", number of customers in the program is the unit of measure.</p> <p>SCE has forecasted a rollout of this Initiative based on the successful completion of the pilot done in 2020. The number of customers for 2021-2022 are still to be determined.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
5.3. PSPS events and mitigation of PSPS impacts: income qualified critical care (IQCC) customer battery backup incentive program (PSPS-4)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until 2020.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 actual as this initiative did not begin until 2020.
	2020	\$9,240,986	\$0	\$9,240,986	2,500	\$3,696	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In compliance	SB 167	<p>Instead of "Line miles to be treated", number of customers eligible for the program is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2021	\$1,431,711	\$0	\$1,431,711	408	\$3,509	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In compliance	SB 167	<p>Instead of "Line miles to be treated", number of customers eligible for the program is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2022	\$1,462,642	\$0	\$1,462,642	408	\$3,585	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In compliance	SB 167	<p>Instead of "Line miles to be treated", number of customers eligible for the program is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2020-2022 plan total	\$12,135,339	\$0	\$12,135,339	3,316	\$3,660	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In compliance	SB 167	<p>Instead of "Line miles to be treated", number of customers eligible for the program is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>

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Table 26: Grid operations and protocols																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5.4. PSPS events and mitigation of PSPS impacts: MICOP partnership (PSPS-5)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.
	2019 actual	NA	NA	NA	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS Decision, 2019 WMP Decision	The MICOP partnership began in Q4 of 2019, the majority of deliverables will be executed in 2020. 2019 spend is "NA" because the MICOP grant partnership was funded through corporate philanthropy shareholder budget. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative for work done in 2019.
	2020	UNKNOWN	\$0	UNKNOWN	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS Decision, 2019 WMP Decision	2020 spend is "UNKNOWN" because future funding is determined on a yearly basis and evaluated based on program execution and annual Corporate Contributions budget. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative for work done in 2019.
	2021	UNKNOWN	\$0	UNKNOWN	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS Decision, 2019 WMP Decision	2021 spend is "UNKNOWN" because future funding is determined on a yearly basis and evaluated based on program execution and annual Corporate Contributions budget. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative for work done in 2019.
	2022	UNKNOWN	\$0	UNKNOWN	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS Decision, 2019 WMP Decision	2022 spend is "UNKNOWN" because future funding is determined on a yearly basis and evaluated based on program execution and annual Corporate Contributions budget. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative for work done in 2019.
	2020-2022 plan total	UNKNOWN	\$0	UNKNOWN	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS Decision, 2019 WMP Decision	2021-2022 spend is "UNKNOWN" because future funding is determined on a yearly basis and evaluated based on program execution and annual Corporate Contributions budget. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative for work done in 2019.
5.5. PSPS events and mitigation of PSPS impacts: independent living centers partnership (PSPS-6)	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	PSPS Decision, 2019 WMP Decision	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because this initiative was funded through corporate philanthropy shareholder budget. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2020	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In compliance	PSPS Decision, 2019 WMP Decision	2020 spend and scope is "UNKNOWN" because future funding is determined on a yearly basis and evaluated based on program execution and annual Corporate Contributions budget. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2021	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In compliance	PSPS Decision, 2019 WMP Decision	2021 spend and scope is "UNKNOWN" because future funding is determined on a yearly basis and evaluated based on program execution and annual Corporate Contributions budget. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2022	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	In compliance	PSPS Decision, 2019 WMP Decision	2022 spend and scope is "UNKNOWN" because future funding is determined on a yearly basis and evaluated based on program execution and annual Corporate Contributions budget. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.

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Table 26: Grid operations and protocols																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In compliance	PSPS Decision, 2019 WMP Decision	2020-2022 spend and scope is "UNKNOWN" because future funding is determined on a yearly basis and evaluated based on program execution and annual Corporate Contributions budget. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
5.6. PSPS events and mitigation of PSPS impacts: community outreach (PSPS-7)	2019 plan	\$1,123,618	\$0	\$1,123,618	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2019 actual	NA	NA	NA	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Total per-initiative spend" is "NA" as the 2019 actuals for this initiative are included with Initiative 2, Table 29. The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	\$439,656	\$0	\$439,656	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	\$362,262	\$0	\$362,262	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2022	\$303,594	\$0	\$303,594	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	\$1,105,512	\$0	\$1,105,512	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5.7. PSPS events and mitigation of PSPS impacts: wildfire infrastructure protection team additional staffing (OP-2)	2019 plan	\$493,000	\$0	\$493,000	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2019 actual	\$1,372,908	\$0	\$1,372,908	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020	\$1,817,465	\$0	\$1,817,465	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2021	\$1,817,909	\$0	\$1,817,909	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2022	\$1,818,371	\$0	\$1,818,371	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.
	2020-2022 plan total	\$5,453,746	\$0	\$5,453,746	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	GSRPMA	NA	NA	The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative. The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.

Table 26: Grid operations and protocols																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5.8. PSPS events and mitigation of PSPS impacts: SGIP resiliency	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until 2020.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 actuals as this initiative did not begin until 2020.
	2020	\$69,280,000	NA	NA	3,675	\$18,852	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	California Equity Resiliency Budget (Public Purpose Funds)	In Compliance	D.19-09-027 and D.20-01-021	The funding for this initiative come from the Public Purpose Funds. Instead of "Line miles to be treated", umber of customers in the SGIP program is the unit of measure. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2021	\$35,280,000	NA	NA	1,835	\$19,226	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	California Equity Resiliency Budget (Public Purpose Funds)	In Compliance	D.19-09-027 and D.20-01-021	The funding for this initiative come from the Public Purpose Funds. Instead of "Line miles to be treated", umber of customers in the SGIP program is the unit of measure. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2022	\$35,280,000	NA	NA	1,835	\$19,226	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	California Equity Resiliency Budget (Public Purpose Funds)	In Compliance	D.19-09-027 and D.20-01-021	The funding for this initiative come from the Public Purpose Funds. Instead of "Line miles to be treated", umber of customers in the SGIP program is the unit of measure. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
	2020-2022 plan total	\$139,840,000	NA	NA	7,345	\$19,039	NA	Under assessment/pilot	No RSE was calculated as the purpose of the assessment is to learn and assess the effectiveness of the mitigation.	NA	New	NA	California Equity Resiliency Budget (Public Purpose Funds)	In Compliance	D.19-09-027 and D.20-01-021	The funding for this initiative come from the Public Purpose Funds. Instead of "Line miles to be treated", umber of customers in the SGIP program is the unit of measure. The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.
6. Stationed and on-call ignition prevention and suppression resources and services	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns for this Initiative are "NA" because SCE does not utilize stationed and on-call ignition prevention and suppression resources and services.
	2019 actual	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns for this Initiative are "NA" because SCE does not utilize stationed and on-call ignition prevention and suppression resources and services.
	2020	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns for this Initiative are "NA" because SCE does not utilize stationed and on-call ignition prevention and suppression resources and services.
	2021	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns for this Initiative are "NA" because SCE does not utilize stationed and on-call ignition prevention and suppression resources and services.
	2022	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns for this Initiative are "NA" because SCE does not utilize stationed and on-call ignition prevention and suppression resources and services.
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns for this Initiative are "NA" because SCE does not utilize stationed and on-call ignition prevention and suppression resources and services.

Table 26
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Table 26: Grid operations and protocols																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
7. De-energization notifications (PSPS-1)	2019 plan	\$1,275,782	\$0	\$1,275,782	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS OIR	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p>
	2019 actual	\$1,556,750	\$0	\$1,556,750	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS OIR	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p>
	2020	\$1,415,289	\$0	\$1,415,289	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS OIR	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p>
	2021	\$1,445,318	\$0	\$1,445,318	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS OIR	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p>
	2022	\$1,476,543	\$0	\$1,476,543	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS OIR	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p>
	2020-2022 plan total	\$4,337,150	\$0	\$4,337,150	NA	NA	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	Refer to Initiative 5, Table 26	New	NA	WMPMA	In compliance	PSPS OIR	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p>

Table 27: Data governance																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
1. Centralized repository for data	2019 plan	\$3,400,000	\$2,700,000	\$700,000	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p> <p>Reporting for the SB901 activities is from a consolidated data repository (SAS VA). There is however no single integrated data store that contains all the data for the WFMP. See Section 5.3.7 for a list of the data sets and how the data is managed.</p>
	2019 actual	\$2,377,400	\$2,071,400	\$306,000	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p> <p>Reporting for the SB901 activities is from a consolidated data repository (SAS VA). There is however no single integrated data store that contains all the data for the WFMP. See Section 5.3.7 for a list of the data sets and how the data is managed.</p>
	2020	\$11,688,600	\$11,132,000	\$556,600	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p> <p>Reporting for the SB901 activities is from a consolidated data repository (SAS VA). There is however no single integrated data store that contains all the data for the WFMP. See Section 5.3.7 for a list of the data sets and how the data is managed.</p>
	2021	\$18,021,683	\$16,843,284	\$1,178,399	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p> <p>Reporting for the SB901 activities is from a consolidated data repository (SAS VA). There is however no single integrated data store that contains all the data for the WFMP. See Section 5.3.7 for a list of the data sets and how the data is managed.</p>

Table 27
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Table 27: Data governance																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	\$9,080,960	\$8,108,000	\$972,960	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p> <p>Reporting for the SB901 activities is from a consolidated data repository (SAS VA). There is however no single integrated data store that contains all the data for the WFMP. See Section 5.3.7 for a list of the data sets and how the data is managed.</p>
	2020-2022 plan total	\$38,791,243	\$36,083,284	\$2,707,959	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p> <p>Reporting for the SB901 activities is from a consolidated data repository (SAS VA). There is however no single integrated data store that contains all the data for the WFMP. See Section 5.3.7 for a list of the data sets and how the data is managed.</p>

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
2. Collaborative research on utility ignition and/or wildfire	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2020	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
3. Documentation and disclosure of wildfire-related data and algorithms	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA

Table 27: Data governance																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn’t target specific ignition probability or other risk drivers but instead supports SCE’s overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn’t target specific ignition probability or other risk drivers but instead supports SCE’s overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

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4. Tracking and analysis of near miss data	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p> <p>There is no single integrated data repository against which the algorithms and models are run. The data sets that are used and how they are managed is captured in the narrative document for Section 5.3.7.</p>	
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p> <p>There is no single integrated data repository against which the algorithms and models are run. The data sets that are used and how they are managed is captured in the narrative document for Section 5.3.7.</p>	
	2020	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p> <p>There is no single integrated data repository against which the algorithms and models are run. The data sets that are used and how they are managed is captured in the narrative document for Section 5.3.7.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p> <p>There is no single integrated data repository against which the algorithms and models are run. The data sets that are used and how they are managed is captured in the narrative document for Section 5.3.7.</p>

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Table 27: Data governance																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p> <p>There is no single integrated data repository against which the algorithms and models are run. The data sets that are used and how they are managed is captured in the narrative document for Section 5.3.7.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p> <p>There is no single integrated data repository against which the algorithms and models are run. The data sets that are used and how they are managed is captured in the narrative document for Section 5.3.7.</p>

Table 28: Resource allocation methodology																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
1. Allocation methodology development and application	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA

Table 28: Resource allocation methodology																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

Table 28: Resource allocation methodology																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
2. Risk reduction scenario development and analysis	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn’t target specific ignition probability or other risk drivers but instead supports SCE’s overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>	
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn’t target specific ignition probability or other risk drivers but instead supports SCE’s overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>	
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE’s overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>	
	2021	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE’s overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE’s overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

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Table 28: Resource allocation methodology																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
3. Risk spend efficiency analysis	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA

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Table 28: Resource allocation methodology																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend" and "Spend/treated line mile" columns are "NA" because costs to implement this initiative are used as shared resources and the incremental wildfire-related costs are not tracked at this level. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2019 plan	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	All columns are "NA" for the 2019 plan as this initiative did not begin until after the 2019 WMP had been filed.
	2019 actual	\$61,614,600	\$18,790,871	\$42,823,729	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, WMPMA, GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$78,518,986	\$32,117,396	\$46,401,590	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, WMPMA, GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
4. Organizational Support - PMO, OCM, and wildfire-related IT support	2021	\$31,314,893	\$6,555,037	\$24,759,856	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, WMPMA, GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$23,495,035	\$2,434,952	\$21,060,083	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, WMPMA, GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$133,328,914	\$41,107,385	\$92,221,529	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, WMPMA, GSRPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 29: Emergency planning and preparedness																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
1. Adequate and trained workforce for service restoration (DEP-2)	2019 plan	\$2,610,105	\$0	\$2,610,105	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	\$1,440,727	\$0	\$1,440,727	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$1,721,681	\$0	\$1,721,681	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$1,758,212	\$0	\$1,758,212	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$1,796,196	\$0	\$1,796,196	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$5,276,089	\$0	\$5,276,089	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	WMPMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

Table 29
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Table 29: Emergency planning and preparedness																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
2. Community outreach, public awareness, and communications efforts (DEP-1.1 - DEP-1.3, DEP-3)	2019 plan	\$1,423,242	\$0	\$1,423,242	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, GSRPMA	In Compliance	R-1812005	<p>This initiative activity includes costs associated with customer engagement, direct customer mailings, and town hall community meetings.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2019 Actual	\$6,449,956	\$0	\$6,449,956	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, GSRPMA	In Compliance	R-1812005	<p>This initiative activity includes costs associated with customer engagement, direct customer mailings, and town hall community meetings.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2020	\$9,109,568	\$0	\$9,109,568	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, GSRPMA	In Compliance	R-1812005	<p>This initiative activity includes costs associated with customer engagement, direct customer mailings, and town hall community meetings.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2021	\$9,302,855	\$0	\$9,302,855	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, GSRPMA	In Compliance	R-1812005	<p>This initiative activity includes costs associated with customer engagement, direct customer mailings, and town hall community meetings.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2022	\$9,503,834	\$0	\$9,503,834	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, GSRPMA	In Compliance	R-1812005	<p>This initiative activity includes costs associated with customer engagement, direct customer mailings, and town hall community meetings.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2020-2022 plan total	\$27,916,257	\$0	\$27,916,257	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA, GSRPMA	In Compliance	D. 19-017-015	<p>This initiative activity includes costs associated with customer engagement, direct customer mailings, and town hall community meetings.</p> <p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>

Table 29: Emergency planning and preparedness																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
3. Customer support in emergencies	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2021	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2022	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	D. 19-017-015

Table 29: Emergency planning and preparedness																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
4. Disaster and emergency preparedness plan	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>	
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>	
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>	
	2021	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>	
	2022	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>

Table 29: Emergency planning and preparedness																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
5. Preparedness and planning for service restoration	2019 plan	\$2,153,409	\$0	\$2,153,409	4	\$538,352	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", the number of patrols is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	\$9,994,986	\$585,423	\$9,409,563	16	\$624,687	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", the number of patrols is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$11,230,867	\$0	\$11,230,867	30	\$374,362	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", the number of patrols is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$11,600,721	\$0	\$11,600,721	30	\$386,691	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", the number of patrols is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$11,956,387	\$0	\$11,956,387	30	\$398,546	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", the number of patrols is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$34,787,975	\$0	\$34,787,975	90	\$386,533	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	GSRPMA	NA	NA	<p>Instead of "Line miles to be treated", the number of patrols is the unit of measure.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
6. Protocols in place to learn from wildfire events	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2021	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	NA	NA	NA	In Compliance	GO 166	<p>The "Total per initiative spend", "Spend/treated line mile" and "Existing/ new" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not tracked as incremental wildfire-related costs. In addition, the “Line miles to be treated” column is “NA” because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>

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7. Customer research and education (DEP-4)	2019 plan	\$919,050	\$0	\$919,050	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA	NA	NA	<p>The "Total per initiative spend", “Line miles to be treated” and "Spend/treated line mile" columns are "NA" as they are covered in Initiative 2, Table 29.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020	\$1,409,408	\$0	\$1,409,408	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2021	\$1,434,090	\$0	\$1,434,090	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2022	\$1,465,073	\$0	\$1,465,073	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	\$4,308,571	\$0	\$4,308,571	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	FRMMA	NA	NA	<p>The "Line miles to be treated" and "Spend/treated line mile" columns are "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and “Other risk drivers addressed” columns are “NA” as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The “In / exceeding compliance with regulations” and “Cite associated rule” columns are “NA” because there are no statutory compliance targets associated with this initiative.</p>

Table 30: Stakeholder cooperation and community engagement																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
1. Community engagement	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	ESRB 8 D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" columns is "NA", instead SCE met with local government and other stakeholders and tribal officials in SCE's HFRA to review SCE's WMP and PSPS protocols and held regular updates with local emergency officials.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>	
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	ESRB 8 D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" columns is "NA", instead SCE met with local government and other stakeholders and tribal officials in SCE's HFRA to review SCE's WMP and PSPS protocols and held regular updates with local emergency officials. In 2019, SCE met with 145 local governments and tribes in HFRA, participated in approximately 80 other meetings and presentations with stakeholders, and held regular updates with County Operational Areas.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>	
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	ESRB 8 D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" columns is "NA", instead SCE intends to meet with local government and other stakeholders and tribal officials in SCE's HFRA to review SCE's WMP and PSPS protocols and hold regular updates with local emergency officials.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>	
	2021	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	ESRB 8 D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" columns is "NA", instead SCE intends to meet with local government and other stakeholders and tribal officials in SCE's HFRA to review SCE's WMP and PSPS protocols and hold regular updates with local emergency officials.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	ESRB 8 D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" columns is "NA", instead SCE intends to meet with local government and other stakeholders and tribal officials in SCE's HFRA to review SCE's WMP and PSPS protocols and hold regular updates with local emergency officials.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>

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Table 30: Stakeholder cooperation and community engagement																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	ESRB 8 D. 19-017-015	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns are "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs.</p> <p>The "Line miles to be treated" columns is "NA", instead SCE intends to meet with local government and other stakeholders and tribal officials in SCE's HFRA to review SCE's WMP and PSPS protocols and hold regular updates with local emergency officials.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p>
2. Cooperation and best practice sharing with agencies outside CA	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative. Instead SCE intends to present or share wildfire lessons learned at a minimum of 10 events with audiences outside of California. Audiences could be a combination of technical, government agencies, industry associations, utilities or universities outside of California.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2021	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA

Table 30: Stakeholder cooperation and community engagement																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2022	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative. Instead SCE intends to present or share wildfire lessons learned at a minimum of 10 events with audiences outside of California. Audiences could be a combination of technical, government agencies, industry associations, utilities or universities outside of California.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative. Instead SCE intends to present or share wildfire lessons learned at a minimum of 10 events per year (2020-2022) with audiences outside of California. Audiences could be a combination of technical, government agencies, industry associations, utilities or universities outside of California.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

Table 30: Stakeholder cooperation and community engagement																	
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
3. Cooperation with suppression agencies	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	PRC 4292 and 4293	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>	
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	Exceeding Compliance	PRC 4292 and 4293	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>	
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	PRC 4292 and 4293	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>	
	2021	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	PRC 4292 and 4293	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>	
	2022	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	PRC 4292 and 4293	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>	
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	In Compliance	PRC 4292 and 4293	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Other risk drivers addressed" column is "NA" as there are no secondary risk reduction drivers directly addressed by this initiative.</p>

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Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments	
4. Forest service and fuel reduction cooperation and joint roadmap	2019 plan	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2019 actual	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2020	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>	
	2021	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>
	2022	NA	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

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Table 30: Stakeholder cooperation and community engagement																
Initiative activity	Year	Total per-initiative spend	Subtotal A: Capital expenditure	Subtotal B: Operating expenses	Line miles to be treated	Spend/ treated line mile	Ignition probability drivers targeted	Risk reduction	Risk-spend efficiency	Other risk drivers addressed	Existing/ new	Existing: What proceeding has reviewed program	If new: Memorandum account	In / exceeding compliance with regulations	Cite associated rule	Comments
	2020-2022 plan total	NA	NA	NA	NA	NA	NA	Supporting activity	No RSE was created as this is an enabling activity that indirectly, rather than directly, reduces risk.	NA	New	NA	NA	NA	NA	<p>The "Total per initiative spend", "Spend/treated line mile" and "If new: Memorandum account" columns is "NA" because costs to implement this initiative are part of normal labor hours and are not incremental wildfire-related costs. In addition, the "Line miles to be treated" column is "NA" because line miles treated is not an applicable field of measurement for this initiative.</p> <p>The "Ignition probability drivers targeted" and "Other risk drivers addressed" columns are "NA" as this initiative doesn't target specific ignition probability or other risk drivers but instead supports SCE's overall wildfire mitigation efforts.</p> <p>The "In / exceeding compliance with regulations" and "Cite associated rule" columns are "NA" because there are no statutory compliance targets associated with this initiative.</p>

Table 31a: Change in drivers of ignition probability taking into account planned initiatives, for each year of plan (Distribution)											
Incident type by ignition probability driver	Detailed risk driver	Are near misses tracked?	Number of incidents per year			Average percentage likelihood of ignition per incident			Number of ignitions per year		
			2020	2021	2022	2020	2021	2022	2020	2021	2022
Contact from object	All types of object contact	Yes	901	773	654	1.93%	1.93%	1.92%	17.41	14.93	12.58
	Animal contact	Yes	224	187	153	1.72%	1.72%	1.72%	3.84	3.22	2.63
	Balloon contact	Yes	136	117	98	3.03%	3.03%	3.03%	4.14	3.55	2.97
	Vegetation contact	Yes	241	193	151	1.73%	1.73%	1.73%	4.17	3.34	2.61
	Vehicle contact	Yes	247	229	210	1.46%	1.46%	1.46%	3.61	3.35	3.07
	Unspecified contact from object	Yes	53	48	42	3.10%	3.10%	3.10%	1.66	1.48	1.29
All types of equipment / facility failure	All types	Yes	1,218	1,208	1,205	0.60%	0.54%	0.50%	7.33	6.49	6.02
	Capacitor bank failure	Yes	100	100	100	0.12%	0.08%	0.05%	0.12	0.08	0.05
	Conductor failure—all	Yes	135	130	128	1.64%	1.64%	1.64%	2.22	2.14	2.10
	Conductor failure— wires down	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Fuse failure—all	Yes	104	104	104	0.19%	0.19%	0.19%	0.20	0.20	0.20
	Fuse failure—conventional blown fuse	No	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Lightning arrestor failure	Yes	37	37	37	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Switch failure	Yes	19	19	19	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Transformer failure	Yes	567	565	566	0.17%	0.17%	0.17%	0.96	0.95	0.96
	Crossarm	Yes	53	53	53	0.19%	0.12%	0.07%	0.10	0.06	0.04
	Insulator	Yes	31	30	30	1.96%	1.21%	0.75%	0.61	0.37	0.22
	Splice/Clamp/Connector	Yes	99	95	93	2.25%	2.25%	2.25%	2.22	2.13	2.10
	Other Equipment Types	Yes	74	75	75	1.22%	0.76%	0.47%	0.90	0.56	0.35
Wire-to-wire contact/Contamination		Yes	17	16	16	6.38%	6.38%	6.38%	1.08	1.03	1.01
Other		Yes	2,896	2,894	2,893	0.19%	0.19%	0.19%	5.40	5.40	5.39

Cells that contain "NA" means SCE does not track this specific component failure or map it directly to ignitions

Table 31b: Change in drivers of ignition probability taking into account planned initiatives, for each year of plan (Transmission)											
Incident type by ignition probability driver	Detailed risk driver	Are near misses tracked?	Number of incidents per year			Average percentage likelihood of ignition per incident			Number of ignitions per year		
			2020	2021	2022	2020	2021	2022	2020	2021	2022
Contact from object	All types of object contact	Yes	263	263	263	1.06%	1.06%	1.06%	2.80	2.80	2.80
	Animal contact	Yes	206	206	206	0.68%	0.68%	0.68%	1.40	1.40	1.40
	Balloon contact	Yes	22	22	22	2.68%	2.68%	2.68%	0.60	0.60	0.60
	Vegetation contact	Yes	10	10	10	1.92%	1.92%	1.92%	0.20	0.20	0.20
	Vehicle contact	Yes	11	11	11	3.70%	3.70%	3.70%	0.40	0.40	0.40
	Unspecified contact from object	Yes	14	14	14	1.43%	1.43%	1.43%	0.20	0.20	0.20
All types of equipment / facility failure	All types	Yes	36	35	34	0.55%	0.56%	0.56%	0.20	0.19	0.19
	Capacitor bank failure	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Conductor failure—all	Yes	6	6	6	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Conductor failure— wires down	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Fuse failure—all	Yes	0	0	0	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Fuse failure—conventional blown fuse	No	0	0	0	NA	NA	NA	NA	NA	NA
	Lightning arrestor failure	Yes	1	1	1	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Switch failure	Yes	0	0	0	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Transformer failure	Yes	3	3	3	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Crossarm	Yes	3	3	3	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Insulator	Yes	12	12	11	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Splice/Clamp/Connector	Yes	3	3	3	0.00%	0.00%	0.00%	0.00	0.00	0.00
	Other equipment types	Yes	7	7	7	2.86%	2.86%	2.86%	0.20	0.19	0.19
Wire-to-wire contact / contamination		Yes	11	11	11	1.89%	1.89%	1.89%	0.20	0.20	0.20
Other		Yes	351	351	351	0.11%	0.11%	0.11%	0.40	0.40	0.40

Cells that contain "NA" means SCE does not track this specific component failure or map it directly to ignitions