Southern California Edison
Public Safety Power Shutoff Protocol (PSPS)
Post-Event Reporting in Compliance with Resolution ESRB-8 and PSPS OIR Phase 1 & 2 Requirements
November 29 to December 4, 2020

Submitted to:
California Public Utilities Commission
Director of the Safety and Enforcement Division
December 18, 2020

Executive Summary

This report provides information related to the Public Safety Power Shutoff (PSPS) event that occurred in SCE's service territory from November 29, 2020, through December 4, 2020. On November 29, 2020, Southern California Edison (SCE) remotely activated[1] an Incident Management Team (IMT) to manage a weather event where a forecasted Santa Ana event with high winds and low relative humidity levels was anticipated to potentially require the use of SCE's Public Safety Power Shutoff (PSPS) protocol, which could impact as many as 272,955 customers during the duration of the event. Customers within Kern, Los Angeles, Ventura, Tulare, Orange, San Bernardino, Riverside, and San Diego counties were originally in scope with a period of concern initially identified from November 29 at 6:00 am to December 5 at 12:00 am. During this event, SCE also de-energized one circuit not originally in scope for this event when unexpected high wind conditions were observed by meteorologists and weather stations in Riverside County. Ultimately, SCE pro-actively de-energized 51,407 customers in areas of Kern, Los Angeles, Orange, San Bernardino, and Ventura counties. Power was restored to all customers impacted by use of PSPS by December 4 at 6:30 pm.

SCE submits this report to demonstrate its compliance with the directives of Resolution ESRB-8 and the California Public Utilities Commission (CPUC or Commission) PSPS Order to Institute Rulemaking (OIR) Phase 1 (D. 19-05-042) and Phase 2 (D.20-05-051) requirements associated with PSPS events. This report explains SCE's decision to call, sustain, and conclude a de-energization event and provides both a summary of the event and the responses to the post-event questions as required by the Commission.

SCE appreciates that PSPS de-energizations pose significant challenges and hardships for its customers and the Public Safety Partners that provide vital services to our communities. SCE recognizes that this is particularly true when the unexpected onset of dangerous weather and fuel conditions requires that SCE take actions quickly and without all of the advance notifications contemplated by the CPUC. SCE's decision to activate its PSPS protocol is based on careful consideration of multiple factors, including forecasted weather, fuel conditions, and impacts to Public Safety Partners and the communities we serve. Because SCE takes seriously its responsibilities and understands the impacts of de-energization events, SCE only uses PSPS de-energization when it believes that there are no other reasonable alternatives to mitigate identified risks to public safety that would result from catastrophic wildfire.

SCE remains committed to continuously improving its processes and welcomes input from its customers, public safety partners, community representatives, and local governments on ways we can work together to enhance the existing processes, improve communication and coordination amongst impacted entities, and minimize the impact of PSPS events on all stakeholders.

[1] SCE utilized remote IMT activation due to the impacts of COVID-19.

SCE took the following actions to manage its response during this PSPS event:

1. Activated a Dedicated PSPS IMT to coordinate response operations associated with the potential use of PSPS to maintain public safety. The IMT was activated and operated remotely due to the COVID-19 pandemic.
2. Reached out to the Geographical Coordination Center (GACC)[2] to coordinate regarding its expectation for fire potential over the course of the potential PSPS event.
3. Provided notifications to Public Safety Partners, critical infrastructure providers, the CPUC, the California Department of Forestry and Fire Protection (CAL FIRE), the California Governor's Office of Emergency Services (Cal OES), and affected SCE customers. Additionally, SCE provided notices to Community-Based Organizations (CBOs), such as Independent Living Centers (ILCs), the American Red Cross, 2-1-1, and Fire Safety Councils.
4. Initiated operating restrictions on impacted circuits, as applicable.
5. Performed field patrols of impacted circuits where possible in preparation for the potential use of the PSPS protocol for de-energization.
6. Activated Community Resource Centers (CRC) and deployed Community Crew Vehicles (CCVs) to impacted communities.
7. Performed live field observations of monitored circuits as required during the period of concern to validate actual weather conditions and the need for the use of PSPS for de-energization.
8. Utilized the Public Safety Power Shutoff protocol to de-energize circuits within High Fire Risk Areas (HFRA) as determined necessary by the Incident Commander based on observed conditions utilizing weather stations and/or live field observations
9. Performed post patrols to verify no damage to de-energized circuits in support of restoration activities.

Event Summary November 29[3]

November 29th - SCE meteorologists notified SCE's Business Resiliency Duty Manager (BRDM) of a Santa Ana weather system that was forecast to bring elevated fire weather for portions of the SCE territory initially beginning December 2 at 12:00 pm and continuing through December 4 at 6:00 pm. On November 29, SCE contacted the Southern California GACC and sent the CPUC an email at 7:44 pm to communicate the activation of the dedicated Public Safety Power Shutoff Incident Management Team (PSPS IMT). SCE notified public safety partners and critical infrastructure providers at 6:31 pm of the PSPS event forecasted to begin on December 2.

November 30th - SCE held a State Executive call at 3:00 pm, and an OEM County Coordination call at 3:30 pm to communicate the weather forecast, potential customers in scope and answer any questions regarding the event. SCE emailed participants after the daily calls to provide the briefing materials shared. SCE sent notifications to public safety partners at 1:56 pm and 10:50 pm and critical infrastructure providers and customers at 3:15 pm and 9:09 pm with respect to circuits projected to be in scope for the event. SCE also dispatched pre-patrol resources to

[2] The GACC is the physical location of an interagency, regional operation center for the effective coordination, mobilization, and demobilization of emergency management resources. A coordination center serves federal, state and local wildland fire agencies through logistical coordination of resources throughout the geographic area, and with other geographic areas, as well.
[3] The following event summary serves to provide an overview of the event. Additional details regarding specific PSPS requirements are addressed in further detail after this narrative.

begin inspecting circuits in scope for the PSPS event. At that point, updated weather forecasts indicated portions of Kern, Los Angeles, Ventura, Tulare, Orange, San Bernardino, Riverside, and San Diego counties and approximately 206,527 customers in scope for potential de-energization during the period of concern now from December 3rd at 6:00 am through December 5th at 12:00 am.

December 1st - SCE held its daily State Executive call at 3:00 pm, an OEM County Coordination call at 3:30 pm and a Critical Infrastructure call at 4:00 pm to communicate the weather forecast, customers in scope for potential de-energization and to answer any questions regarding the PSPS event. SCE emailed participants after the daily calls to provide the briefing materials shared. SCE sent notifications to public safety partners at 1:28 pm and 9:21 pm and critical infrastructure providers and customers at 2:12 pm and 9:02 pm with respect to circuits projected to be in scope for the event. At that point, updated weather forecasts indicated portions of Kern, Los Angeles, Ventura, Orange, San Bernardino, Riverside, and San Diego counties and approximately 238,143 customers still in scope for potential de-energization during the period of concern now from December 2 at 9:00 pm through December 4th at 3:00 pm.

December 2nd - SCE sent notifications to public safety partners at 5:36 pm and 11:56 pm and critical infrastructure providers and customers at 3:35 pm and 9:27 pm with respect to circuits still projected to be in scope for the potential de-energization event. SCE held its daily State Executive call at 3:00 pm, an OEM County Coordination call at 3:30 pm and a Critical Infrastructure call at 4:00 pm to communicate the weather forecast, customers in scope for potential de-energization, actual customers de-energized and to answer any questions. SCE emailed participants after the daily calls to provide the briefing materials shared. At that point, updated weather forecasts indicated portions of Kern, Los Angeles, Orange, San Bernardino, Riverside, Tulare, San Diego, and Ventura counties and approximately 272,955 customers still in scope for potential de-energization during the period of concern now through December 4th at 12:00 pm.

Additionally, on December 2 at approximately 8:00 am, the PSPS IMT began observing dangerous fire weather conditions on circuits in Los Angeles, Riverside, and Ventura counties and at approximately 8:08 am began de-energizing customers circuits as detailed in the table on the following page. Customers on these impacted circuits had received advance notification of potential de-energization according to the PSPS Guidelines; however, they did not receive imminent notification of de-energization. SCE attempted to provide imminent notification of de-energization to all the impacted circuits; however, due to a communication error between grid operations and customer service, some notifications did not begin until 8:36 am, which was after the de-energization occurred.[4] SCE also de-energized one circuit not originally forecast to be in scope for this event in Riverside county at 11:06 pm on December 2 due to rapidly escalating wind speeds as detected on SCE's weather station in the area. Customers on this circuit did not receive any prior notification of potential de-energization.

December 3rd – SCE sent notifications to public safety partners at 1:18 am and 6:34 pm. SCE held its daily State Executive call at 3:00 pm, an OEM County Coordination call at 3:30 pm and a

[4]Notification details for all de-energized circuits can be found in Attachment B-Critical Infrastructure and Customer Notifications.

Critical Infrastructure call at 4:00 pm to communicate the weather forecast, customers in scope for de-energization, and to answer any questions. SCE emailed participants after the daily calls to provide the briefing materials shared. At that point, updated weather forecasts indicated portions of Kern, Los Angeles, Orange, San Bernardino, Riverside, Tulare, San Diego, and Ventura counties and approximately 242,971 customers still in scope for potential de-energization during the period of concern through December 4th at 12:00 pm.

Additionally, at approximately 11:00 pm on December 2, the PSPS IMT again began observing dangerous fire weather conditions on circuits in Kern, Los Angeles, Orange, Riverside, San Bernardino, Tulare, and Ventura counties. At approximately 12:01 am on December 3, SCE began de-energizing customers in those areas as detailed in the table below. Customers on these impacted circuits had received advance notification of potential de-energization according to the PSPS Guidelines. SCE attempted to provide imminent notification of de-energization to all impacted circuits; however, due to a communication error between grid operations and customer service, some notifications did not begin until 12:41 am, which was after the de-energization occurred.[5] The IMT continued to actively monitor weather developments, patrol de-energized circuits for restoration where possible based on subsiding weather conditions, send imminent notice of re-energization and restore circuits as conditions in the field improved.

December 4th – As hazardous weather conditions subsided, SCE continued to send imminent re-energization notifications to public safety partners, critical infrastructure, and customers. SCE performed patrols for circuit restoration on de-energized circuits, ultimately restoring power to all circuits by 6:30 pm.

The following responses address how SCE complied with all applicable PSPS regulatory requirements, including ESRB-8 and the Phase 1 (D. 19-05-042) and Phase 2 (D. 20-05-051) decisions, during this event.

1. The time, place, and duration of the power shutoff event

During this event, de-energization started at 8:08 am on Wednesday, 12/2/20, and continued through Friday, 12/4/20 ending at 6:30 pm. The event impacted portions of Kern, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The table below provides the timeline for de-energization and restoration for all impacted circuits.

Circuit Name	Isolation Device[6]	De-Energized Date/Military Time	Customers Affected	Re-Energized (1st load) [7] Date/Military Time	Re-energized (All Load) Date/Military Time
ENERGY	RAR0490	12/02/20 08:08	46	12/4/2020 13:45	12/4/2020 16:16
SAND CANYON	RAR0191	12/2/2020 12:53	9		12/4/2020 13:55

[5] Notification details for all de-energized circuits can be found in Attachment B-Critical Infrastructure and Customer Notifications.

[6] Remote Automatic Recloser (RAR) and Circuit Breaker (CB) denote different types of sectionalizing devices used by SCE

[7] 1st load identifies if the circuit was re-energized in sections based on pre-patrols and weather conditions impacting the ability to re-energize the entire line simultaneously. All Load identifies when the entire circuit was re-energized.

Circuit Name	Isolation Device[6]	De-Energized Date/Military Time	Customers Affected	Re-Energized (1st load) [7] Date/Military Time	Re-energized (All Load) Date/Military Time
DUKE	RAR0534	12/02/20 11:00	23		12/3/2020 21:10
GRAPEVINE PEAK*[8]	FUSE#2447	12/2/2020 15:54	~~0~~ 4		12/4/2020 15:34
NAPOLEON	RAR0932	12/2/2020 15:06	45		12/3/2020 18:17
FROZEN	RAR3760(PG&E)	12/2/2020 15:22	1		12/4/2020 17:48
CUDDEBACK	RAR1098	12/2/2020 15:28	25		12/3/2020 19:04
METTLER	RCS1132	12/2/2020 15:30	8		12/4/2020 0:50
STEEL	RAR7845	12/2/2020 16:18	2		12/4/2020 9:07
ANTON	RAR0217	12/2/2020 16:49	118	12/4/2020 11:25	12/4/2020 11:41
ZONE	RAR0475	12/2/2020 19:54	56		12/3/2020 18:52
TANAGER	CB	12/2/2020 17:46	1597	12/3/2020 21:54	12/3/2020 23:28
CONDOR	CB	12/2/2020 17:46	1466	12/3/2020 17:45	12/3/2020 19:44
RAINBOW	RAR1941	12/2/2020 18:01	18		12/4/2020 10:06
BALCOM	RCS 1127	12/2/2020 18:17	359	12/3/2020 18:41	12/4/2020 10:30
CUDDEBACK	CB	12/2/2020 18:49	317	12/3/2020 17:50	12/3/2020 19:01
DYSART	RCS0290	12/2/2020 18:20	4		12/4/2020 3:45
SADDLEBACK	CB	12/2/2020 18:20	79		12/3/2020 18:42
BONNEVILLE	RAR7500	12/2/2020 18:33	297		12/4/2020 23:26
EASTER	RAR7453	12/2/2020 18:34	44		12/4/2020 0:38
SAVORY	RCS0094	12/2/2020 18:36	5		12/3/2020 19:16
DARTMOUTH	GS9046-4, 5 and 6	12/2/2020 18:51	459	12/3/2020 20:15	12/3/2020 20:19
METTLER	CB	12/2/2020 18:32	519		12/4/2020 00:05
GINGER	RCS0101	12/2/2020 19:15	39		12/3/2020 17:17

Circuit Name	Isolation Device[6]	De-Energized Date/Military Time	Customers Affected	Re-Energized (1st load) [7] Date/Military Time	Re-energized (All Load) Date/Military Time
GNATCATCHER	CB	12/2/2020 18:30	1445	12/3/2020 17:40	12/3/2020 19:35
ATENTO	RAR7034, RAR6932, RAR6933	12/2/2020 19:16	801	12/4/2020 12:51	12/4/2020 18:30
LAUDA*	RAR1665	12/2/2020 19:14	0	12/3/2020 19:11	12/3/2020 21:03
STEEL	CB	12/2/2020 19:14	34	12/3/2020 22:26	12/3/2020 22:26
GILMAN	CB	12/2/2020 19:14	18	12/3/2020 19:20	12/4/2020 12:10
COBRA	GS4245-1	12/2/2020 19:19	246		12/3/2020 17:50
BLUE CUT	RSR2535	12/2/2020 19:44	25		12/3/2020 20:24
RED BOX	CB	12/2/2020 19:34	30		12/4/2020 13:26
WOBEGONE	CB	12/2/2020 19:47	1172	12/3/2020 2:17	12/4/2020 12:53
TAHQUITZ	RAR0141	12/2/2020 19:46	137	12/3/2020 21:19	12/4/2020 11:32
RAINBOW	RAR2137	12/2/2020 19:57	162		12/4/2020 10:09
PURCHASE	RAR0456	12/2/2020 20:08	237		12/3/2020 16:10
TIMBER CANYON	RAR0255	12/2/2020 20:09	41	12/4/2020 10:05	12/4/2020 15:16
PHEASANT	RAR0272	12/2/2020 20:38	178	12/3/2020 20:38	12/4/2020 0:52
SOGGY	CB	12/2/2020 20:42	973	12/3/2020 20:55	12/3/2020 21:09
HONEYCRISP	GS1423-2	12/2/2020 20:58	792	12/2/2020 23:59	12/3/2020 16:37
GREAT SALT	RAR7499, RAR8140, RAR7467, RCS0884	12/2/2020 21:01	268	12/3/2020 22:31	12/3/2020 23:07
ESTABAN	RAR9580	12/2/2020 20:58	156		12/3/2020 17:18
CASTRO	RAR1228	12/2/2020 21:09	21		12/3/2020 15:57
BONNEVILLE	RAR9025	12/2/2020 21:15	18		12/4/2020 0:28
NORTHPARK	RAR0822	12/2/2020 21:28	550	12/4/2020 3:24	12/4/2020 3:26

Circuit Name	Isolation Device[6]	De-Energized Date/Military Time	Customers Affected	Re-Energized (1st load) [7] Date/Military Time	Re-energized (All Load) Date/Military Time
OLIVER	RCS7994	12/2/2020 22:12	3		12/4/2020 1:13
CORSAIR	RAR0179	12/2/2020 22:35	475	12/3/2020 15:47	12/3/2020 18:01
LOCKNER	PS1666	12/2/2020 22:46	539		12/3/2020 23:19
STAR ROCK	GS1242-4	12/2/2020 22:33	20	12/3/2020 15:08	12/3/2020 18:40
OAK KNOLL	RAR0044	12/2/2020 22:49	492		12/3/2020 20:29
LOPEZ	RAR0296	12/2/2020 22:54	49	12/3/2020 20:58	12/4/2020 11:34
CUTHBERT	RAR8848	12/2/2020 23:13	456		12/3/2020 17:20
SONOMA	CB	12/2/2020 23:29	1848	12/3/2020 22:38	12/4/2020 1:51
TAIWAN	CB	12/2/2020 23:28	701	12/3/2020 16:14	12/4/2020 18:30
EASTER	CB	12/2/2020 23:38	1762	12/3/2020 23:30	12/4/2020 0:05
ESCONDIDO*	CB	12/2/2020 23:52	0		12/3/2020 23:08
DAVENPORT	RAR0050	12/2/2020 23:52	332	12/3/2020 21:42	12/3/2020 21:42
FINGAL	RAR0352	12/2/2020 23:50	232	12/3/2020 23:02	12/4/2020 8:07
ROUNDEL	CB	12/2/2020 23:52	1296		12/3/2020 21:54
SHOVEL	RAR 0419	12/2/2020 23:52	416		12/3/2020 23:46
STUBBY*	RAR0666	12/3/2020 0:06	0		12/3/2020 16:20
STUBBY	RAR0670	12/3/2020 0:01	4	12/3/2020 18:20	12/4/2020 8:48
STORES	CB	12/3/2020 0:06	541		12/3/2020 16:20
GUITAR	RAR0402	12/3/2020 0:15	42	12/3/2020 22:44	12/4/2020 12:48
TAPO	RAR 6509	12/3/2020 0:05	57		12/3/2020 22:53
BING	BF01003	12/3/2020 0:15	78		12/3/2020 22:20
SCHMIDT	CB	12/3/2020 0:27	1410	12/3/2020 19:28	12/3/2020 19:29
PICK	RAR7157	12/3/2020 0:42	138		12/3/2020 18:22
AMETHYST	RCS5836-3	12/2/2020 23:34	241		12/3/2020 23:06
CALSTATE	RAR0868	12/3/2020 1:22	9		12/4/2020 2:57
MODJESKA	P5206529-B	12/3/2020 1:32	10		12/3/2020 15:48
VETERANS	RAR0117	12/3/2020 1:35	21	12/3/2020 20:48	12/4/2020 10:56

Circuit Name	Isolation Device[6]	De-Energized Date/Military Time	Customers Affected	Re-Energized (1st load) [7] Date/Military Time	Re-energized (All Load) Date/Military Time
MIDDLE ROAD	CB	12/3/2020 1:36	415	12/4/2020 9:10	12/4/2020 9:11
PYLE	RCS 1256 (NON)	12/3/2020 1:44	142	12/3/2020 18:05	12/4/2020 9:58
ANGUS	RAR3737	12/3/2020 1:42	88		12/3/2020 16:04
ZONE	RAR2385	12/3/2020 1:48	255		12/3/2020 17:35
NAPA	RCS0241	12/3/2020 2:05	194		12/4/2020 2:10
NAPA	RAR7528	12/3/2020 2:05	129		12/4/2020 1:45
ESTABAN	RAR7446	12/3/2020 1:58	93	12/3/2020 15:49	12/3/2020 16:22
PASCAL	RAR1915	12/3/2020 2:15	256		12/4/2020 1:56
VIENTO	RAR0118	12/3/2020 2:15	584	12/3/2020 15:04	12/3/2020 16:20
RUSTIC	RAR3776	12/3/2020 2:29	41		12/6/2020 6:56
ENERGY	RAR0821	12/2/2020 22:47	247		12/4/2020 16:16
ENERGY	CB	12/3/2020 2:28	1010	12/3/2020 2:57	12/4/2020 16:16
BIG ROCK	CB	12/3/2020 2:29	87	12/3/2020 18:19	12/3/2020 19:00
LAZARO	PME7996-2	12/3/2020 2:47	12		12/3/2020 20:44
CHAWA	CB	12/3/2020 2:47	2051	12/3/2020 19:33	12/3/2020 21:36
IMPALA	CB	12/3/2020 3:10	764	12/3/2020 2:47	12/4/2020 2:49
RMV 1243	RAR0801	12/3/2020 03:53	17		12/3/2020 16:15
BOOTLEGGER	RCS5646-3	12/3/2020 3:54	1502	12/3/2020 5:11	12/3/2020 16:56
DE MILLE	CB	12/3/2020 4:02	243		12/3/2020 21:04
LOPEZ	RAR3825	12/3/2020 4:02	96		12/3/2020 20:55
SAND CANYON	RAR3410	12/3/2020 4:06	133	12/4/2020 4:23	12/4/2020 4:28
JORDAN	RAR0847	12/3/2020 4:26	42		12/3/2020 13:59
ANGUS	RAR0130	12/3/2020 4:39	62	12/4/2020 9:50	12/4/2020 9:54
ZONE	CBTORCS2381	12/3/2020 5:06	309	12/3/2020 17:16	12/3/2020 18:50
CALSTATE	CB	12/3/2020 5:08	607	12/4/2020 0:18	12/4/2020 3:03
VARGAS	RAR0828	12/3/2020 5:32	391		12/3/2020 23:15
GILLIBRAND	CB	12/3/2020 5:36	2261	12/3/2020 16:58	12/3/2020 17:02
NAPOLEON	CB	12/3/2020 5:44	1028	12/3/2020 17:34	12/3/2020 17:42
DUKE	CB	12/3/2020 5:45	1118		12/3/2020 21:07
MORELLO	CB	12/3/2020 5:44	853	12/3/2020 16:37	12/3/2020 21:47
ANTON	CB	12/3/2020 5:50	152	12/4/2020 11:11	12/4/2020 13:28
GABBERT	CB	12/3/2020 5:56	2360	12/3/2020 15:32	12/3/2020 16:34
COLLINS	CB	12/3/2020 5:56	1565		12/3/2020 12:53
ARROWHEAD-DEVIL CANYON-MOJAVE	N/A	12/3/2020 6:23	0		12/3/2020 9:34

Circuit Name	Isolation Device[6]	De-Energized Date/Military Time	Customers Affected	Re-Energized (1st load) [7] Date/Military Time	Re-energized (All Load) Date/Military Time
SIHPON-SHANDIN*					
TAPO	RCS0701	12/3/2020 6:47	461		12/3/2020 21:27
SHOVEL	RAR3431	12/02/2020 18:32	109		12/3/2020 21:34
ACOSTA	RAR0800	12/2/2020 21:53	5		12/4/2020 18:30
RANIER	CB	12/3/2020 8:16	1412		12/3/2020 23:39
POWER	CB	12/3/2020 8:33	856	12/4/2020 3:14	12/4/2020 3:18
DELUZ	CB	12/3/2020 8:13	218	12/3/2020 22:26	12/3/2020 23:15
ARLENE	CBTORCS5 558	12/3/2020 9:33	703	12/3/2020 15:47	12/3/2020 15:57
RACER	CB	12/3/2020 9:32	722		12/3/2020 15:30
ZONE	CBTORCS2 381	12/3/2020 7:53	326		12/3/2020 17:09
VERA CRUZ	RAR0870	12/2/2020 22:21	5		12/3/2020 14:52
TWIN LAKES	GS1347-3	12/2/2020 19:53	373		12/3/2020 20:19
BIG ROCK	RAR0141	12/2/2020 18:27	2841	12/3/2020 20:25	12/3/2020 20:40
GUNSITE	CB	12/3/2020 0:01	4		12/4/2020 10:00
Additional De-Energizations Not on the Original Period of Concern					
FLAKE	RCS1197-3	12/2/20 23:06	253		12/4/20 12:23 AM

2. The local communities' representatives contacted prior to de-energization, the date on which they were contacted, and whether the areas affected by the de-energization are classified as Zone 1, Tier 2, or Tier 3 as per the definition in General Order 95, Rule 21.2[9]

County	Representatives	Date Contacted	Tier
Kern	County and State public safety and first responder agencies and local governments	11/29	Tier 2/3
Los Angeles	County and State public safety and first responder agencies and local governments	11/29	Tier 2/3
Ventura	County and State public safety and first responder agencies and local governments	11/29	Tier 2/3
Tulare	County and State public safety and first responder agencies and local governments	11/29	Tier 2/3

[9] See Attachment A Public Safety Partner Notifications for specifics of notifications.

County	Representatives	Date Contacted	Tier
Orange	County and State public safety and first responder agencies and local governments	11/29	Tier 2/3
Riverside	County and State public safety and first responder agencies and local governments	11/29	Tier 2/3
San Bernardino	County and State public safety and first responder agencies and local governments	11/29	Tier 2/3
San Diego	County and State public safety and first responder agencies and local governments	11/29	Tier 2/3

3. If unable to provide customers with notice at least 2 hours prior to the de-energization event, provide an explanation in its report.

On December 2, SCE de-energized one circuit not originally forecast to be in scope for this event in Riverside county at 11:06 pm due to rapidly escalating wind speeds and high Fire Potential Index ratings. This circuit did not receive any prior notification of potential de-energization.

4. Summarize the number and nature of complaints received as the result of the de-energization event and include claims that are filed due to de-energization.

As of the submission of this report, SCE is not aware of any formal complaints that were submitted to the Commission. SCE Consumer Affairs did receive 9 complaints from representatives of affected cities through the CPUC's Consumer Affairs Branch related to this PSPS event as detailed in the following table.

As of the filing of this report, SCE was aware of 168 claims related to this PSPS event: 156 claimed food loss, 4 claimed food loss and property damage, 7 claimed property damage only and 1 claimed voltage damage.

PSPS Event Date	Number of Complaints	Nature of Complaints
11/24	9	• Customer upset about PSPS on Thanksgiving • General complaint about PSPS • Upset about multiple PSPS events

Several local jurisdictions expressed concern or sent inquiries related to the use of PSPS during this event and SCE is including the following examples of those interactions here for context. The following is not an exhaustive list of all SCE's interactions with local agencies during this PSPS event.

- Addressed concerns from LA County Supervisor Kathryn Barger, State Senator Shannon Grove (Kern), and Riverside County Supervisor Chuck Washington regarding vulnerable customers within their communities unable to tolerate outages due to medical

conditions.

- Addressed concern raised by Bear Valley Community Service District in Tehachapi regarding potential outage at three of its water wells. The District claimed its system capacity would be depleted after 48 hours, and residents would be without water. SCE had provided back-up generation previously and the District requested SCE to consider this again. SCE ultimately re-energized the circuit the customer was on before back-up generation would be needed.
- Worked with City of Beaumont Assistant City Manager Kristine Day to address concern related to prioritizing re-energization of the Morello circuit, which runs the wastewater treatment plan for the city.
- Worked with CalOES to address concerns from Kern County Office of Emergency Services Director Georgianna Armstrong related to potential impacts to the California Correctional Facility in Tehachapi. After discussions, CalOES agreed to work with the prison to supply backup power as part of a longer-term solution.
- Addressed concern from Tom Miller, Director of the City of Banning's electric utility, by clarifying continued notifications from SCE that were creating confusion with media and city utility staff.
- Worked with AT&T to understand its process for sending PSPS notifications to customers outside of circuits being monitored. SCE will work with AT&T to help it better understand PSPS and provide GIS support to further limit communications to only potentially impacted customers as opposed to all customers.
- Worked with Customer Service to investigate concerns about frequency and content of text notifications in response to customer inquiry. SCE will work with customer on updating preference from zip code to locational notifications to limit amount of notices received.

5. The timeline for power restoration (re-energization), in addition to the steps taken to restore power as required in Resolution ESRB-8.

A PSPS event will continue while dangerous fire weather conditions exist, and the threat of a catastrophic wildfire event remains due to these conditions. When dangerous conditions subside, circuits that are de-energized will be patrolled and inspected to ensure there is no damage before power can be safely restored. Any visual inspection of the power lines typically take place during daylight hours for safety and accuracy. Therefore, patrol and restoration operations may be limited or prolonged during overnight hours. SCE strives to restore all power within 24 hours of de-energization when possible. The timeline for power restoration is detailed in the table below.

Circuit	Isolation Device[10]	Imminent Notification Sent	Circuit Fully Re-Energized
ENERGY	RAR0490	12/03/2020 23:40	12/04/2020 16:16
SAND CANYON	RAR0191	12/04/2020 02:58	12/04/2020 13:55
DUKE	RAR0534	12/03/2020 19:54	12/03/2020 21:10
GRAPEVINE PEAK	FUSE#2447	12/04/2020 04:25	12/04/2020 15:34
NAPOLEON	RAR0932	12/03/2020 16:09	12/03/2020 18:17
FROZEN	RAR3760(PG&E)	12/04/2020 04:24	12/04/2020 17:48

[10] Remote Automatic Recloser (RAR) and Circuit Breaker (CB) denote different types of sectionalizing devices used by SCE

Circuit	Isolation Device[10]	Imminent Notification Sent	Circuit Fully Re-Energized
CUDDEBACK	RAR1098	12/03/2020 16:20	12/03/2020 19:04
METTLER	RCS1132	12/03/2020 16:18	12/04/2020 00:50
STEEL	RAR7845	12/03/2020 17:49	12/04/2020 09:07
ANTON	RAR0217	12/04/2020 03:20	12/04/2020 11:41
ZONE	RAR0475	12/03/2020 16:32	12/03/2020 18:52
TANAGER	CB	12/03/2020 16:00	12/03/2020 23:28
CONDOR	CB	12/03/2020 15:59	12/03/2020 19:44
RAINBOW	RAR1941	12/04/2020 04:29	12/04/2020 10:06
BALCOM	RCS1127	12/03/2020 14:54	12/04/2020 10:30
CUDDEBACK	CB	12/03/2020 16:20	12/03/2020 19:01
DYSART	RCS0290	12/03/2020 16:55	12/04/2020 03:45
SADDLEBACK	CB	12/03/2020 16:52	12/03/2020 18:42
BONNEVILLE	RAR7500	12/04/2020 21:58	12/04/2020 23:26
EASTER	RAR7453	12/03/2020 22:01	12/04/2020 00:38
SAVORY	RCS0094	12/03/2020 17:47	12/03/2020 19:16
DARTMOUTH	GS9046-4, 5 and 6	12/03/2020 17:37	12/03/2020 20:19
METTLER	CB	12/03/2020 16:18	12/04/2020 00:05
GINGER	RCS0101	12/03/2020 15:46	12/03/2020 17:17
GNATCATCHER	CB	12/03/2020 15:56	12/03/2020 19:35
ATENTO	RAR7034, RAR6932, RAR6933	12/03/2020 19:22	12/04/2020 18:30
LAUDA	RAR1665	12/03/2020 18:00	12/03/2020 21:03
STEEL	CB	12/03/2020 17:49	12/03/2020 22:26
GILMAN	CB	12/03/2020 17:38	12/04/2020 12:10
COBRA	GS4245-1	12/03/2020 16:35	12/03/2020 17:50
BLUE CUT	RSR2535	12/03/2020 17:32	12/03/2020 20:24
RED BOX	CB	12/04/2020 04:31	12/04/2020 13:26
WOBEGONE	CB	12/03/2020 20:52	12/04/2020 12:53
TAHQUITZ	RAR0141	12/03/2020 17:51	12/04/2020 11:32
RAINBOW	RAR2137	12/04/2020 04:29	12/04/2020 10:09
PURCHASE	RAR0456	12/03/2020 15:27	12/03/2020 16:10
TIMBER CANYON	RAR0255	12/03/2020 17:53	12/04/2020 15:16
PHEASANT	RAR0272	12/03/2020 17:39	12/04/2020 00:52
SOGGY	CB	12/03/2020 17:48	12/03/2020 21:09
HONEYCRISP	GS1423-2	12/03/2020 15:51	12/03/2020 16:37
GREAT SALT	RAR7499, RAR8140, RAR7467, RCS0884	12/03/2020 20:49	12/03/2020 23:07
ESTABAN	RAR9580	12/03/2020 14:46	12/03/2020 17:18
CASTRO	RAR1228	12/03/2020 12:55	12/03/2020 15:57
BONNEVILLE	RAR9025	12/04/2020 00:28	12/04/2020 00:28
NORTHPARK	RAR0822	12/04/2020 02:16	12/04/2020 03:26
OLIVER	RCS7994	12/03/2020 22:22	12/04/2020 01:13
CORSAIR	RAR0179	12/03/2020 14:31	12/03/2020 18:01
LOCKNER	PS1666	12/03/2020 22:32	12/03/2020 23:19
STAR ROCK	GS1242-4	12/03/2020 13:08	12/03/2020 18:40
OAK KNOLL	RAR0044	12/03/2020 18:33	12/03/2020 20:29
LOPEZ	RAR0296	12/03/2020 17:01	12/04/2020 11:34
FLAKE	RCS1197-3	12/03/2020 22:33	12/04/2020 00:23

Circuit	Isolation Device[10]	Imminent Notification Sent	Circuit Fully Re-Energized
CUTHBERT	RAR8848	12/03/2020 14:12	12/03/2020 17:20
SONOMA	CB	12/03/2020 19:08	12/04/2020 01:51
TAIWAN	CB	12/03/2020 12:58	12/04/2020 18:30
EASTER	CB	12/03/2020 22:01	12/04/2020 00:05
DAVENPORT	RAR6564	12/03/2020 20:05	12/03/2020 22:13
DAVENPORT	RAR0050	12/03/2020 20:05	12/03/2020 21:42
FINGAL	RAR0352	12/03/2020 22:45	12/04/2020 08:07
ROUNDEL	CB	12/03/2020 21:21	12/03/2020 21:54
SHOVEL	RAR0419	12/03/2020 21:39	12/03/2020 23:46
STUBBY	RAR0666	12/03/2020 15:24	12/03/2020 16:20
STUBBY	RAR0670	12/03/2020 15:24	12/04/2020 08:48
STORES	CB	12/03/2020 15:27	12/03/2020 16:20
GUITAR	RAR0402	12/03/2020 21:05	12/04/2020 12:48
TAPO	RAR6509	12/03/2020 19:03	12/03/2020 22:53
BING	BF01003	12/03/2020 21:57	12/03/2020 22:20
SCHMIDT	CB	12/03/2020 19:11	12/03/2020 19:29
PICK	RAR7157	12/03/2020 16:41	12/03/2020 18:22
AMETHYST	RCS5836-3	12/03/2020 21:50	12/03/2020 23:06
CALSTATE	RAR0868	12/03/2020 23:48	12/04/2020 02:57
MODJESKA	P5206529-B	12/03/2020 13:06	12/03/2020 15:48
VETERANS	RAR0117	12/03/2020 17:02	12/04/2020 10:56
MIDDLE ROAD	CB	12/04/2020 04:28	12/04/2020 09:11
PYLE	RCS1256(NON)	12/03/2020 15:43	12/04/2020 09:58
ANGUS	RAR3737	12/03/2020 14:35	12/03/2020 16:04
ZONE	RAR2385	12/03/2020 16:32	12/03/2020 17:35
NAPA	RCS0241	12/03/2020 22:47	12/04/2020 02:10
ESTABAN	RAR7446	12/03/2020 14:46	12/03/2020 16:22
PASCAL	RAR1915	12/03/2020 20:14	12/04/2020 01:56
VIENTO	RAR0118	12/03/2020 12:37	12/03/2020 16:20
RUSTIC	RAR3776	12/03/2020 19:36	12/06/2020 06:56
ENERGY	CB	12/03/2020 23:40	12/04/2020 16:16
BIG ROCK	CB	12/03/2020 16:21	12/03/2020 19:00
LAZARO	PME7996-2	12/03/2020 20:11	12/03/2020 20:44
CHAWA	CB	12/03/2020 20:09	12/03/2020 21:36
IMPALA	CB	12/04/2020 02:30	12/04/2020 02:49
RMV 1243	RAR0801	12/03/2020 13:04	12/03/2020 16:15
BOOTLEGGER	RCS5646-3	12/03/2020 12:08	12/03/2020 16:56
LOPEZ	RAR3825	12/03/2020 17:01	12/03/2020 20:55
SAND CANYON	RAR3410	12/04/2020 02:58	12/04/2020 04:28
JORDAN	RAR0847	12/03/2020 13:40	12/03/2020 13:59
ANGUS	RAR0130	12/03/2020 14:35	12/04/2020 09:54
ZONE	CB TO RCS2381	12/03/2020 16:32	12/03/2020 18:52
CALSTATE	CB	12/03/2020 23:48	12/04/2020 03:03
VARGAS	RAR0828	12/03/2020 22:59	12/03/2020 23:15
GILLIBRAND	CB	12/03/2020 14:10	12/03/2020 17:02
NAPOLEON	CB	12/03/2020 16:09	12/03/2020 17:42
DUKE	CB	12/03/2020 19:54	12/03/2020 21:07
MORELLO	CB	12/03/2020 21:20	12/03/2020 21:47

Circuit	Isolation Device[10]	Imminent Notification Sent	Circuit Fully Re-Energized
ANTON	CB	12/04/2020 03:20	12/04/2020 13:28
GABBERT	CB	12/03/2020 14:08	12/03/2020 16:34
COLLINS	CB	12/03/2020 11:57	12/03/2020 12:53
ARROWHEAD-DEVIL CANYON-MOJAVE SIHPON-SHANDIN	N/A	12/03/2020 06:23	12/03/2020 09:34
TAPO	RCS0701	12/03/2020 19:03	12/03/2020 21:27
LOUCKS	CB	12/03/2020 21:08	12/03/2020 21:34
ACOSTA	RAR0800	12/04/2020 04:20	12/04/2020 18:30
RANIER	CB	12/03/2020 22:57	12/03/2020 23:39
POWER	CB	12/04/2020 03:06	12/04/2020 03:18
DELUZ	CB	12/03/2020 20:10	12/03/2020 23:15
ARLENE	CBTORCS5558	12/03/2020 14:24	12/03/2020 15:57
RACER	CB	12/03/2020 14:26	12/03/2020 15:30
VERA CRUZ	RAR0870	12/03/2020 13:10	12/03/2020 14:52
TWIN LAKES	GS1347-3	12/03/2020 16:32	12/03/2020 20:19
BIG ROCK	RAR0141	12/03/2020 16:21	12/03/2020 20:40
FINGAL	RAR0352	12/03/2020 22:45	12/04/2020 08:07
FINGAL	RAR0123	12/03/2020 22:45	12/04/2020 08:07
GUNSITE	RAR0213	12/03/2020 15:27	12/04/2020 10:00

6. For any circuits that require more than 24 hours to restore, the utility shall explain why it was unable to restore each circuit within this timeframe in its post event report.

The Atento, Taiwan, Acosta, and Rustic circuits could not be re-energized within 24 hours because of restricted access due to the Bond fire impact area. Restoration of these circuits was transferred to the SCE Saddleback District for resolution. The Atento circuit was re-energized on December 10 at 5:30 pm, and the Taiwan circuit was re-energized on December 11 at 3:09 pm after clearance was given to the district to patrol the circuits by air and/or ground and complete restoration. The Acosta circuit had a damaged pole and crossarm that burned at the center phase and needed to be replaced. The Acosta circuit was restored on December 4 at 6:30 pm after clearance was given to the district to air patrol the circuit and complete restoration. The Rustic circuit had restricted access due to the Bond Fire and was re-energized on December 6 at 6:56 am after clearance was given to the district to air patrol and complete restoration.

7. Identify the address of each community assistance location during the de-energization and describe the assistance available at each location and give the days and hours that it was open.

The CRC/CCV outreach team provided customer resiliency kits, water, and snacks, signed up customers for alerts and directed customers to programs and services available.

Type	County	City/Community	Day and Time	Address
CRC	Kern	Tehachapi	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Stallion Springs Community Center

Type	County	City/Community	Day and Time	Address
CRC	Kern	Tehachapi	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Fairfield Inn & Suites
CRC	Los Angeles	Agua Dulce	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Agua Dulce Women's Club
CCV	Los Angeles	Acton	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	McDonalds
CCV	Los Angeles	Santa Clarita	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	College of the Canyons
CCV	Orange	Rancho Santa Margarita	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Monte Vista Park
CRC	Riverside	Cabazon	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	James Venable Community Center
CCV	Riverside	Calimesa	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Calimesa City Hall
CCV	Riverside	San Jacinto	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	San Jacinto Community Center
CRC	Riverside	Idyllwild	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Idyllwild Community Center
CCV	San Bernardino	San Bernardino	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	CSUSB
CRC	San Bernardino	Fontana	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Jessie Turner Health & Fitness
CRC	Ventura	Simi Valley	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Simi Valley Senior Center
CRC	Ventura	Fillmore	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Active Adults Center
CRC	Ventura	Moorpark	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Arroyo Vista Recreation Center
CCV	Ventura	Thousand Oaks	12/3/20 8 AM – 10 PM 12/4/20 8 AM – 10 PM	Grant R. Brimhall Library

8. Any wind-related damage(s) to SCE's overhead equipment in the areas where power is shutoff.

Crews performed post-patrols on de-energized circuits to ensure they can be safely re-energized, completing repairs before safely restoring power. A summary of all wind-related damage from this PSPS event found during the post-patrol process is below:

Circuit	County	Structure	Damage
~~TAIWAN~~	~~Orange~~	~~4319112E, 1810547E~~	~~Wind damaged circuit hardware~~
ANTON	Ventura	~~1383568E~~1383492E, 4436954E	Wind damaged crossarm and circuit hardware
BALCOM	Ventura	901395E	Wind damaged conductor

Circuit	County	Structure	Damage
DYSART	Riverside	2092722E	Wind damaged crossarm
ENERGY	Ventura	1186927E	Wind damaged transformer lead
ENERGY	Ventura	1647114E	Tracking on crossarm, over the arm taps
ESTEBAN	Ventura	1803859E, 4157938E	Wind damaged conductor
~~LOCKNER~~	~~Riverside~~	~~1570494E~~	~~Wind damaged conductor~~
NORTHPARK	San Bernardino	2121599E	Wind damaged pole
~~TWIN LAKES~~	~~Ventura~~	~~1365090E, 1662572E~~	~~Wind damaged transformer lead and conductor~~

9. All factors considered by SCE in its decision to shut off power, including wind speed, temperature, humidity, and vegetation moisture in the vicinity of the de-energized circuits

SCE's decision to shut off power is dynamic and was made by considering the following factors during this event:

- National Weather Service-issued watches and warnings for high fire risk areas in our territory.
- Ongoing assessments from our in-house meteorologists using high-resolution weather models, data from SCE weather stations and publicly available weather stations.
- The SCE Fire Potential Index (FPI), a tool that utilizes weather data, fuel conditions, and vegetation moisture content to rate the daily fire potential across our region. SCE uses the following metrics to rate ignition potential -- Low - 11.99, Elevated - 12-14.99 and Extreme - 15 and above
- Wind speeds and trends[11], particularly when considered in combination with other local conditions, such as dry vegetation. Wind speed thresholds may also be adjusted based on other factors or circuit condition and design. Wind trends refer to escalating wind speeds that are projected to meet or exceed established wind thresholds, including National Weather Service Wind Advisory levels (defined as 31 mph sustained wind speed and 46 mph gust wind speed) or exceed the top 1% of historical wind speeds in the area.

SCE considered the following factors listed in the table below to inform de-energization decisions:

Circuit Name	Isolation Device[12]	Weather Station	Wind Sustained	Gust Sustained	Threshold Sustained	FPI Value	Reasons for De-Energization
ENERGY	RAR0490	SCE Santa Susana Pass Rd	16.9	43.8	31/46	13.04	• High Wind Trend • Exceeded FPI
SAND CANYON	RAR0191	SCE Magic Mtn Truck Trail	30.6	40.3	31/46	12.11	• High Wind Trend • Exceeded FPI

[11] SCE defines wind trends as increasing wind speeds that are projected to exceed threshold

[12] Remote Automatic Recloser (RAR) and Circuit Breaker (CB) denote different types of sectionalizing devices used by SCE

Circuit Name	Isolation Device[12]	Weather Station	Wind Sustained	Gust Sustained	Threshold Sustained	FPI Value	Reasons for De-Energization
DUKE	RAR0534	SCE Mount Davis	26.9	40.6	30/46	13.04	• High Wind Trend • Exceeded FPI
GRAPEVINE PEAK	FUSE#2447	Grapevine CHP (AT714)	9	15	31/46	12.08	• High Wind Trend • Exceeded FPI
NAPOLEON	RAR0932	SCE Lamb Canyon Landfall	24.8	39.1	31/45	14.04	• High Wind Trend • Exceeded FPI
FROZEN	RAR3760 (PG&E)	Grapevine Peak (RAWS) GVPC1	26	35	31/46	12.03	• High Wind Trend • Exceeded FPI
CUDDEBACK	RAR1098	SCE Cummings Valley	23	32.7	23/37	12.15	• Exceeded Threshold • Exceeded FPI
METTLER	RCS1132	SCE Cummings Valley	23	32.7	23/37	12.15	• Exceeded Threshold • Exceeded FPI
STEEL	RAR7845	SCE Badlands	24.5	42.2	30/43	13	• Exceeded FPI
ANTON	RAR0217	SCE Happy Camp Rd	23.5	40.1	31/46	14.03	• High Wind Trend • Exceeded FPI
ZONE	RAR0475	SCE Long Canyon	22.6	38.4	31/46	13.01	• High Wind Trend • Exceeded FPI
TANAGER	CB	SCE Cummings Valley	24.3	34.3	31/44	12.18	• High Wind Trend • Exceeded FPI
CONDOR	CB	SCE Cummings Valley	26	37.6	31/46	14.1	• High Wind Trend • Exceeded FPI
RAINBOW	RAR1941	SCE South Mountain	26.5	34.7	31/46	13.01	• High Wind Trend • Exceeded FPI
BALCOM	RCS1127	SCE South Mountain	26.5	34.7	31/46	12.95	• High Wind Trend • Exceeded FPI
CUDDEBACK	CB	SCE Reeves St	19.2	31.6	23/37	12.15	• High Wind Trend • Exceeded FPI
DYSART	RAR0278	SCE Old Banning Idyllwind Rd	25.6	47.8	31/46	12.16	• Exceeded Threshold • Exceeded FPI
SADDLEBACK	CB	SCE Old Banning Idyllwind Rd	25.6	47.8	31/46	12.07	• Exceeded Threshold • Exceeded FPI
BONNEVILLE	RAR7500	SCE Ramona Expy	11.1	36	28/40	12	• High Wind Trend • Exceeded FPI
EASTER	RAR7453	SCE Ramona-Hwy79	23.5	37.9	29/41	12.97	• High Wind Trend • Exceeded FPI

Circuit Name	Isolation Device[12]	Weather Station	Wind Sustained	Gust Sustained	Threshold Sustained	FPI Value	Reasons for De-Energization
SAVORY	RCS0094	SCE Ramona-Hwy79	23.5	37.9	29/42	13.97	• High Wind Trend • Exceeded FPI
DARTMOUTH	GS9046-5and6	SCE Soboba Rd	18.1	38.8	31/45	13.02	• High Wind Trend • Exceeded FPI
METTLER	CB	SCE Golden Hills Blvd	22.1	33.6	23/37	12.15	• High Wind Trend • Exceeded FPI
GINGER	RCS0101	SCE Moreno Valley Fwy	20.3	32.2	28/40	12.02	• High Wind Trend • Exceeded FPI
GNATCATCHER	CB	SCE Cummings Valley	24.7	41.7	31/46	13.53	• High Wind Trend • Exceeded FPI
ATENTO	RAR7034 RAR6932 RAR6933	SCE Baker Canyon	19.4	38.4	31/46	13.01	• High Wind Trend • Exceeded FPI
LAUDA	RAR1665	SCE State St	22.9	38.7	31/45	13.02	• High Wind Trend • Exceeded FPI
STEEL	CB	SCE Ramona-Hwy79	7.9	28.8	30/43	13	• High Wind Trend • Exceeded FPI
GILMAN	CB	SCE Massacre Canyon	7.9	28.8	31/45	13.02	• High Wind Trend • Exceeded FPI
COBRA	GS4245	SCE Solemint Mtwy	28.2	42	31/42	12.05	• High Wind Trend • Exceeded FPI
BLUE CUT	RSR2535	SCE Cajon Pass	20.7	42.7	31/46	12	• High Wind Trend • Exceeded FPI
RED BOX	CB	CHILAO (CHOC1)	38	49	31/46	13.02	• Exceeded Threshold • Exceeded FPI
WOBEGONE	CB	SCE Lakeview Ave E	25.1	37	28/40	12.02	• High Wind Trend • Exceeded FPI
TAHQUITZ	RAR0141	SCE Apple Canyon	21.8	39.7	31/46	13.47	• High Wind Trend • Exceeded FPI
RAINBOW	RAR2137	SCE Bixby Rd	21.9	40.4	31/46	13.01	• High Wind Trend • Exceeded FPI
PURCHASE	RAR0456	Cabazon (RAWS) BAZC1	23	43	31/46	13.03	• High Wind Trend • Exceeded FPI
TIMBER CANYON	RAR0255	SCE Toland Park	23.4	43.3	31/46	14.03	• High Wind Trend • Exceeded FPI
PHEASANT	RAR0272	SCE Walling Dr	30.2	41.7	31/45	13.03	• High Wind Trend • Exceeded FPI

Circuit Name	Isolation Device[12]	Weather Station	Wind Sustained	Gust Sustained	Threshold Sustained	FPI Value	Reasons for De-Energization
SOGGY	CB	SCE Ramona Expy	28.2	42.8	28/40	12.01	• Exceeded Threshold • Exceeded FPI
HONEYCRISP	CB	SCE San Timoteo Canyon	22.4	38.9	24/42	12.04	• High Wind Trend • Exceeded FPI
GREAT SALT	CB	SCE Lakeview Ave E	28.2	42.8	29/42	12.98	• Exceeded Threshold • Exceeded FPI
ESTABAN	RAR9580	SCE Hondo Barranca Rd	20.5	50.9	31/45	13.97	• Exceeded Threshold • Exceeded FPI
CASTRO	RAR1228	SCE Anlauf Canyon	24.8	41.6	30/46	13.04	• High Wind Trend • Exceeded FPI
BONNEVILLE	RAR9025	SCE West Contour Rd	19.1	37.9	28/40	12	• High Wind Trend • Exceeded FPI
NORTHPARK	RAR0822	SCE Devore Heights	12	43.1	31/46	12.9	• High Wind Trend • Exceeded FPI
OLIVER	RCS7994	SCE Ramona Expy	14.8	41	29/42	12.99	• High Wind Trend Exceeded FPI
CORSAIR	RAR0179	SCE Red Mountain Rd	20.7	39.6	30/42	14.53	• High Wind Trend • Exceeded FPI
LOCKNER	PS1666	SCE Orchard-2 Rd	13.6	44.1	31/45	13.02	• High Wind Trend • Exceeded FPI
STAR ROCK	CB	SCE Santa Ana River Bikeway	26.3	43.4	31/44	12	• High Wind Trend • Exceeded FPI
OAK KNOLL	RAR0044	SCE Crab Flats	26.9	54.7	31/46	12.19	• Exceeded Threshold • Exceeded FPI
LOPEZ	RAR0296	SCE Little Tujunga Canyon Rd	9.2	40.8	31/46	14.06	• High Wind Trend • Exceeded FPI
FLAKE	RCS1197-3	SCE Moreno Valley Fwy	20.3	41.7	28/36	12	• Exceeded Threshold • Exceeded FPI
CUTHBERT	RAR8848	SCE Ramirez Canyon	27.9	47.5	31/46	12	• Exceeded Threshold • Exceeded FPI
SONOMA	CB	SCE Joppe Ave	27.9	44.1	28/39	13	• Exceeded Threshold • Exceeded FPI
TAIWAN	CB	SCE Chapman Ave	23.9	43.2	31/46	12.98	• High Wind Trend • Exceeded FPI

Circuit Name	Isolation Device[12]	Weather Station	Wind Sustained	Gust Sustained	Threshold Sustained	FPI Value	Reasons for De-Energization
EASTER	CB	SCE Cottonwood -2	21.6	39.4	29/41	12.97	• High Wind Trend • Exceeded FPI
DAVENPORT	RAR6564	SCE Rattle Snake Rd	24.3	47.9	31/46	12.11	• Exceeded Threshold • Exceeded FPI
DAVENPORT	RAR0050	SCE Letteau Canyon	26.4	43.4	31/46	12.11	• High Wind Trend • Exceeded FPI
FINGAL	RAR0352	SCE Twin Pines	26.8	53.1	31/46	12.17	• Exceeded Threshold • Exceeded FPI
ROUNDEL	CB	SCE Elm Ave	26.7	41.1	31/44	14.04	• High Wind Trend • Exceeded FPI
SHOVEL	RAR0419	SCE Antelope Valley Fwy	23.4	39.9	25/40	12.11	• High Wind Trend • Exceeded FPI
STUBBY	RAR0666	SCE Millard Pass	26.5	46.4	31/46	13.03	• Exceeded Threshold • Exceeded FPI
STUBBY	RAR0670	SCE Mias Canyon	25.9	41.9	31/46	13.03	• High Wind Trend • Exceeded FPI
STORES	CB	SCE Millard Pass	26.5	46.4	31/46	13.55	• Exceeded Threshold • Exceeded FPI
GUITAR	RAR0402	SCE Tapo Canyon	28.2	46.3	31/46	13.09	• Exceeded Threshold • Exceeded FPI
TAPO	RAR6509	SCE Tapo Canyon	28.2	46.3	31/46	13.03	• Exceeded Threshold • Exceeded FPI
BING	CB	SCE Elm Ave	24.3	44.4	31/45	14.04	• High Wind Trend • Exceeded FPI
SCHMIDT	CB	SCE Minnesota Ave	17.9	40	31/44	14.04	• High Wind Trend • Exceeded FPI
PICK	RAR7157	SCE Red Rover Mine	18.8	47.4	31/46	12.09	• Exceeded Threshold • Exceeded FPI
AMETHYST	RCS5836-3	SCE Deer Canyon	19.7	55.8	31/46	12.97	• Exceeded Threshold • Exceeded FPI
CALSTATE	RAR0868	SCE Devil Canyon	41.6	59.7	31/46	12	• Exceeded Threshold • Exceeded FPI
MODJESKA	CB	SCE Dove Canyon	27	48.2	30/44	13	• Exceeded Threshold • Exceeded FPI

Circuit Name	Isolation Device[12]	Weather Station	Wind Sustained	Gust Sustained	Threshold Sustained	FPI Value	Reasons for De-Energization
VETERANS	RAR0117	SCE Pacoima Dam	13.1	44.9	31/46	14.01	• High Wind Trend • Exceeded FPI
MIDDLE ROAD	CB	SCE Santa Paula	20.6	40.9	26/42	12	• High Wind Trend • Exceeded FPI
PYLE	RCS1256(NON)	SCE Toland Park	26.5	45.6	28/44	12	• Exceeded Threshold • Exceeded FPI
ANGUS	RAR3737	SCE Toland Park	26.5	45.6	31/46	12.06	• High Wind Trend • Exceeded FPI
ZONE	RAR2385	SCE Las Posas Hills 2	24.5	44.6	31/46	13.01	• High Wind Trend • Exceeded FPI
NAPA	RCS0241, RAR7528	SCE Vector Sherman Rd	28.6	40.9	28/39	12	• Exceeded Threshold • Exceeded FPI
ESTABAN	RAR7446	SCE El Rio	21.7	42.1	31/45	13.97	• High Wind Trend • Exceeded FPI
PASCAL	RAR1915	SCE Pechanga Rd	21.8	44.9	31/44	12.99	• Exceeded Threshold • Exceeded FPI
VIENTO	RAR0118	Hart Flat	23	41	31/46	13.1	• High Wind Trend • Exceeded FPI
RUSTIC	RAR3776	SCE Trabuco Canyon	28.1	44.9	31/46	12.89	• High Wind Trend • Exceeded FPI
ENERGY	CB	SCE West Woolsey Canyon	20.3	48.1	31/46	13.04	• Exceeded Threshold • Exceeded FPI
BIG ROCK	CB	SCE West Woolsey Canyon	20.3	48.1	31/46	13	• Exceeded Threshold • Exceeded FPI
LAZARO	PME7996	SCE Anza Rd	26	43.1	28/40	12	• Exceeded Threshold • Exceeded FPI
CHAWA	CB	SCE Anza Rd	27	44.4	31/46	13.52	• High Wind Trend • Exceeded FPI
IMPALA	CB	SCE Sierra Ave	40.1	57.9	31/46	12.9	• Exceeded Threshold • Exceeded FPI
RMV 1243	RAR0801	CAPC1 Bell Canyon RAWS	26	55	31/46	12	• Exceeded Threshold • Exceeded FPI
BOOTLEGGER	PS0850	SCE Acton Canyon	22.4	44.6	31/46	13.01	• High Wind Trend • Exceeded FPI
LOPEZ	RAR3825	SCE Kagel Canyon	19.2	41.2	31/46	14.06	• High Wind Trend • Exceeded FPI

Circuit Name	Isolation Device[12]	Weather Station	Wind Sustained	Gust Sustained	Threshold Sustained	FPI Value	Reasons for De-Energization
SAND CANYON	RAR3410	SCE Soledad Canyon Rd	22.1	44.5	31/46	12.11	• High Wind Trend • Exceeded FPI
JORDAN	RCS0847	SCE Highway 155	21.2	46.8	27/46	12.98	• Exceeded Threshold • Exceeded FPI
ANGUS	RAR0130	SCE Hopper Mountain	12.4	45.7	31/46	12.06	• High Wind Trend • Exceeded FPI
ZONE	CBTOPS2 382	SCE Somis	23.6	44.1	31/46	13.01	• High Wind Trend • Exceeded FPI
CALSTATE	CB	SCE Badger Canyon Rd	37.2	61.6	31/46	12	• Exceeded Threshold • Exceeded FPI
VARGAS	RAR0828	SCE Sycamore Canyon Rd	23.5	48.3	31/46	12.86	• Exceeded Threshold • Exceeded FPI
GILLIBRAND	CB	SCE Valley View	15.8	41.5	31/46	12	• High Wind Trend • Exceeded FPI
NAPOLEON	CB	SCE Minnesota Ave	21.5	40.1	31/45	14.04	• High Wind Trend • Exceeded FPI
DUKE	CB	SCE Minnesota Ave	21.5	40.1	30/46	13.04	• High Wind Trend • Exceeded FPI
MORELLO	CB	SCE Minnesota Ave	21.5	40.1	31/45	13.05	• High Wind Trend • Exceeded FPI
ANTON	CB	SCE Moorpark	15.7	46.1	31/46	14.03	• Exceeded Threshold • Exceeded FPI
GABBERT	CB	SCE Moorpark	15.7	46.1	31/46	14	• Exceeded Threshold • Exceeded FPI
COLLINS	CB	SCE Moorpark	15.7	46.1	31/43	12.96	• Exceeded Threshold • Exceeded FPI
ARROWHEAD-DEVIL CANYON-MOJAVE SIHPON-SHANDIN	CB	N/A	51.3	64.7	40/58	12.38	• Exceeded Threshold • Exceeded FPI
TAPO	RCS0701	SCE Valley View	17.1	42.7	31/46	13.03	• High Wind Trend • Exceeded FPI
LOUCKS	CB	SCE LETTEAU MTWY	21.3	40	31/46	13.08	• High Wind Trend • Exceeded FPI
ACOSTA	RAR0800	SCE Big Tree Cucamonga	32.2	57.1	31/46	13.95	• Exceeded Threshold

Circuit Name	Isolation Device[12]	Weather Station	Wind Sustained	Gust Sustained	Threshold Sustained	FPI Value	Reasons for De-Energization
							• Exceeded FPI
RANIER	CB	SCE Minnesota Ave	21.9	41.1	31/45	13.05	• High Wind Trend • Exceeded FPI
POWER	CB	SCE Cajon Blvd	27.4	58.7	31/46	8.97	• Exceeded Threshold
DELUZ	CB	SCE La Cruz Dr	27.1	42.5	27.44.	10.98	• High Wind Trend
ARLENE	CB TO RCS5558	SCE SOLEMINT MTWY	39.7	51	31/46	12.09	• Exceeded Threshold • Exceeded FPI
RACER	CB	SCE Solemint Mtwy	38.2	49.4	31/46	12.09	• Exceeded Threshold • Exceeded FPI
ZONE	CB TO RCS2381	SCE SOMIS	23.6	44.1	31/46	13.01	• High Wind Trend • Exceeded FPI
VERA CRUZ	RAR0870	SCE Carbon Canyon	31.4	43.3	28./42	12	• Exceeded Threshold • Exceeded FPI
TWIN LAKES	GS1347-3	SCE COCHRAN ST	27.3	49.3	31/45	12.99	• Exceeded Threshold • Exceeded FPI
BIG ROCK	RAR0141	SCE COCHRAN ST	26.2	37.4	31/46	13	• High Wind Trend • Exceeded FPI
FINGAL	RAR0123	SCE Twin Pines	26.8	53.1	31/46	12.17	• Exceeded Threshold • Exceeded FPI
GUNSITE	RAR0213	SCE Mias Canyon	28.3	42	31/46	13.14	• High Wind Trend • Exceeded FPI
FINGAL	RAR0123	SCE Twin Pines	26.8	53.1	31/46	12.17	• Exceeded Threshold • Exceeded FPI
GUNSITE	RAR0213	SCE Mias Canyon	28.3	42	31/46	13.14	• High Wind Trend • Exceeded FPI

10. Evaluation of alternatives to de-energization that were considered, and mitigation measures used to decrease the risk of utility-caused wildfire in the de-energized area and an explanation of how the utility determined that the benefit of de-energization outweighed the potential public safety risks:

SCE sets thresholds based on SCE's risk-informed assessment of the potential for a large or catastrophic wildfire should an ignition occur under the conditions presented. Under such conditions, the harm to life and property resulting from a catastrophic wildfire vastly outweighs the impacts of the de-energization necessary to eliminate the potential of

ignition. Additionally, SCE only uses de-energization when no other alternatives will mitigate this fire risk and to the extent possible, minimizes the impact by limiting the de-energization to the smallest number of customers possible through segmentation of impacted circuits, where possible.

In all PSPS events, SCE uses sectionalizing through remote automatic reclosures (RARs) or remote-controlled switches (RCSs) when available within a reasonable period to isolate and de-energize only the necessary portions of circuits. While avoiding de-energization entirely is not always possible, SCE takes these steps to reduce the impacts of de-energization on the community, considering the impacts of the de-energization on its stakeholders within the overall risk posed by the prevailing weather conditions, its de-energizations thresholds, and the unacceptable public safety risk of catastrophic wildfire ignition.

11. A copy of all notifications, the timing of notifications, the methods of notifications and who made the notifications (the utility or local public safety partners).

A copy of all notifications and the timing of notifications can be found in Attachment A - Public Safety Partner Notifications, Attachment B - Critical Infrastructure and Customer Notifications and Attachment C - PSPS Activation Customer Notification Messaging. All PSPS event notifications to key stakeholders, including Public Safety Partners and customers, are delivered via voice, email, and TTY (telecommunication device for the hearing impaired) formats as per the preference of the recipient. Notifications are offered in multiple languages. All notifications were made by SCE.

12. Number of affected customers broken down by all classifications including residential, medical baseline, commercial/industrial, etc.

A detailed description of the number of affected customers broken down by all classifications including residential, medical baseline, commercial/industrial, etc. is provided in Attachment B-Customer and Critical Infrastructure Notifications.

13. An explanation of the circumstances that resulted in failure to communicate a potential pro-active de-energization event, if any.

On December 2, SCE de-energized one circuit not originally forecast to be in scope for this event in Riverside county at 11:06 pm due to rapidly escalating wind speeds. This circuit did not receive any prior notification of potential de-energization. On December 2 and 3, SCE attempted to provide imminent notification of de-energization to all impacted circuits being de-energized; however, due to communication errors between grid operations and customer service, some notifications did not begin until after de-energization occurred.[13] Customers on these circuits did receive earlier notices of potential de-energization in accordance with the PSPS Guidelines.

[13] Notification details for all de-energized circuits can be found in Attachment B-Critical Infrastructure and Customer Notifications.

14. Each electric investor-owned utility shall enumerate and explain the cause of any false communications in its post event reports by citing the sources of changing data.

SCE notes that its PSPS notices before potential de-energization only provide a warning to customers of a possible de-energization event. SCE notices are designed to give customers notice that a de-energization could take place and a time frame within which the event is most likely to occur so that customers can act and prepare. Given the unpredictability of weather on the ground, however, SCE's advance notices do not affirmatively confirm that a circuit *will be* de-energized. In fact, for clarity, SCE does not provide any affirmative confirmation of de-energization in its notifications until an actual de-energization has taken place.

SCE believes this event could be viewed as an example of a false-negative communication for certain circuits and customers since we were unable to provide all of the required advance notices of de-energization to Public Safety Partners, critical infrastructure providers, or customers given the rapid onset of hazardous weather conditions. Additionally, as discussed below, any advance notifications to customers who were not de-energized, although not viewed by SCE as false positives, are being reported here for transparency purposes. SCE provided notice to 272,955 customers of potential de-energization but not all of these customers were de-energized.

15. A description and evaluation of engagement with local and state public safety partners in providing advanced education and outreach during the de-energization event.

Advanced education and outreach of this Public Safety Power Shutoff event was communicated to all impacted counties projected to be in scope, emergency management officials, CalOES, and the Commission before any forecasted weather was scheduled to impact the SCE service territory. Updates were provided throughout the event using the CalOES PSPS Notification Form, daily situational awareness and coordination calls and individual contact with Public Safety Partners in the affected counties.

16. For those customers where positive or affirmative notification was attempted, an accounting of the customers (which tariff and/or access and functional needs population designation), the number of notification attempts made, the timing of attempts, who made the notification attempt (utility or public safety partner) and the number of customers for whom positive notification was achieved.

SCE only tracks critical care customers for positive or affirmative receipt of notification attempts. Notifications are made daily as these customers remain on potentially impacted circuits. There was a total of 1,350 critical care customers impacted, and SCE made positive contact with all of them during this event. A summary of all customer notifications, including medical baseline and critical care customers, can be found in Attachment B-Customer and Critical Infrastructure Notifications.

17. A description of how sectionalizing, i.e., separating loads within a circuit, was considered and implemented and the extent to which it impacted the size and scope of the de-energization event.

There were approximately 272,955 customers predicted to be in scope for de-energization during the entire period of concern for this event across all known circuits. There were an additional 253 customers on the Flake circuit not originally forecast to be in the period of concern that SCE had to ultimately de-energize due to rapidly escalating wind speeds. SCE reduced the total number of customers de-energized to 51,407 customers using weather stations and switching playbooks that identified appropriate sectionalizing devices to limit the scope of the event. These sectionalizing devices include the use of RARs and RCSs on circuits to separate and isolate the de-energization areas, limiting the de-energization impacts as detailed in the table on page 5 of this report. During the process of sectionalizing, 11,600 customers temporarily lost power (for approximately 15 minutes) but SCE does not consider these customers as de-energized due to the fact that this was a short loss of power during switching operations and the customers at issue were only minimally impacted by the PSPS event.

18. Lessons learned from the de-energization events.

This event brought additional complexity and the need to work with neighboring utilities across shared circuits. Though the coordination was successful in safely de-energizing the required infrastructure, focused time and effort on this scenario was required to come up with a defined and coordinated plan, focused on timing of de-energization and re-energization and the identification of specific isolation points to minimize impacts to customers. SCE and PG&E have identified this as an area for improvement at broader level and will work to develop and agree on a documented process for coordination specific to the PSPS program.

19. Any recommended updates to the guidelines adopted in Resolution ESRB-8 and this decision.

SCE notes that its PSPS notices before potential de-energization only provide a warning to customers of a possible de-energization event. SCE notices are designed to give customers notice that a de-energization could take place and a time frame within which the event is most likely to occur so that customers can take action and prepare. Given the unpredictability of weather on the ground, however, SCE's advance notices do not affirmatively confirm that a circuit *will be* de-energized. In fact, for clarity, SCE does not provide any affirmative notifications until an actual de-energization has taken place.

SCE believes that its notices are correct and factual. The definition of false positive is subject to interpretation about which notifications should be included. Impending de-energizations could reasonably be interpreted as notifications of imminent de-energization 1-4 hours before outages. SCE believes, however, that the Commission may be interested in all advance notices of a possible de-energization to such customers. Consequently, to assure transparency and full compliance, SCE will treat all notices where customers are not ultimately de-energized as potential “false positives,” see above, within the meaning of the

PSPS guidance. SCE would appreciate any additional Commission clarification or guidance on this issue to assure it is fully compliant.

SCE notes that "false positives" typically refer to decisions made, or actions taken, based on erroneous information. Differences between notifications and actual de-energizations, however, do not stem from incorrect data, but rather from actual ground conditions varying from forecast conditions. This variance is inherent because of the constantly changing nature of emergent weather. SCE hopes that the Commission will take this into consideration when clarifying the definition of false positives going forward.