

Southern California Edison
2025-WMPs – 2025-WMPs

DATA REQUEST SET Cal Advocates - SCE - 2025 WMP - 07

To: Cal Advocates
Prepared by: Angeli-Ann Kim
Job Title: Senior Advisor
Received Date: 4/15/2024

Response Date: 4/18/2024

Question 05:

Questions 4 - 7 refers to Table 3 in SCE's 4th quarter data report for 2023.

A year-over-year comparison of four Key Performance Metrics between 2022 and 2023 is provided in the table below.

Table 3 - Key Performance Metrics (HFRA)

Events	2022	2023
CPUC Reportable Ignitions	41	48
Past Due AM Orders w/ Ignition Risk	16,791	21,061
Tree caused Faults	60	91
Outages	2507	2293

Regarding past due asset maintenance orders tagged as "ignition risk" in HFRA:

- What specific factors contributed to the 25 percent increase in HFRA-wide past due asset maintenance orders tagged as "ignition risk" between 2022 and 2023?
- Has SCE identified any patterns, trends, or common causes behind the increase in HFRA wide past due asset maintenance orders tagged as "ignition risk"?
- If the answer to (b) is "yes," describe any patterns, trends, or common causes identified.
- If the answer to (b) is "no," explain why not.
- Has SCE implemented, or does SCE plan to implement, any measures to address the increase in past due asset maintenance orders tagged as "ignition risk"?
- If the answer to (e) is "yes," provide a description of any measures SCE has implemented or plans to implement to address the increase in in HFRA wide past due asset maintenance orders tagged as "ignition risk"?
- If the answer to (e) is "no," explain why not.

Response to Question 05:

a. What specific factors contributed to the 25 percent increase in HFRA-wide past due asset maintenance orders tagged as "ignition risk" between 2022 and 2023?

SCE uses the term notifications interchangeably with work orders.

SCE clarifies that the past due asset maintenance notifications are cumulative and hence cannot be summed up annually because notifications that were past due over several quarters would be counted multiple times. Based on the above, as of Q4 2022, the count of past due notifications was 4,688, compared to 4,894 in Q4 2023. This represents a 4.3% increase in HFRA past due asset maintenance notifications tagged as "ignition risk" between 2022 and 2023, rather than the 25% increase referenced in the question.

SCE's asset maintenance notifications are driven by the volume of asset inspections and the find rate. In 2022, the volume of asset inspections for distribution and transmission was approximately 176,000, which significantly increased to approximately 226,000 in 2023, representing a 28% increase. In addition, the find rate of asset notifications increased from 14.6% to 17.3% between 2022 and 2023.

Given this significant increase in volume of inspections and the yearly find rate that resulted in a higher volume of notifications year over year, the amount of past due notifications has decreased when considered relative to the overall volume of inspections and the find rate.

b. Has SCE identified any patterns, trends, or common causes behind the increase in HFRA wide past due asset maintenance orders tagged as "ignition risk"?

Please refer to part (a) above which explains that the percentage of past due notifications are reducing relative to the volume of increased notifications.

c. If the answer to (b) is "yes," describe any patterns, trends, or common causes identified.

Please refer to part (a) above.

d. If the answer to (b) is "no," explain why not.

Please refer to part (a) above.

e. Has SCE implemented, or does SCE plan to implement, any measures to address the increase in past due asset maintenance orders tagged as "ignition risk"?

As SCE stated in its response to ACI SCE-23-13, SCE has unique approaches to the different categories of notifications. SCE's approach as described in the ACI represents its plans for 2024. In comparing the ACI responses from the prior WMP (SCE-22-15) to the current one (SCE-23-13), the overall counts of past due notifications have decreased, which supports SCE's approach as reasonably effective.

f. If the answer to (e) is "yes," provide a description of any measures SCE has implemented or plans to implement to address the increase in in HFRA wide past due asset maintenance orders tagged as "ignition risk"?

As stated above in the response to part (e), SCE has outlined goals for notification backlog reduction in its response to ACI SCE-23-13.

g. If the answer to (e) is "no," explain why not.

N/A