



INFORMATIONAL BOARD LETTER

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RAJIV MEHTA

Director of Corporate Performance, Continuous
Improvement & Change Management

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JANISSE QUIÑONES

Chief Executive Officer and Chief Engineer

DATE: January 9, 2025

SUBJECT: Los Angeles Department of Water and Power Rates Metrics Semi-Annual
Report

Pursuant to Section 4 of the Water and Electric Rates Ordinances, Los Angeles Department of Water and Power (LADWP) shall provide a written report to the Board of Water and Power Commissioners (Board) on a semi-annual basis, commencing 2017. This report shall include:

- The Rates Metrics being monitored,
- The results for each metric,
- The target,
- The variance of actual performance from the target, and
- Any proposed mitigation plans to address a variance.

The detailed information is provided in this Informational Board Letter, under the following Rates Metrics section.

RATES METRICS

Rates Metrics 2024-2025 (Fiscal-Year-To-Date October 2024)

The Rates Metrics currently include 61 items, 16 for Water System, 31 for Power System, and 14 for Joint System. A summary of the fiscal-year-to-date October 2024 performance status of all these metrics is listed in the Rates Metrics Summary (Attachment I).

LADWP Rates Metrics Status (Fiscal Year to Date October 2024)		
Performance Status		# Metrics
Exceeds Target	Blue	3
Within Acceptable Variance	Green	32
Outside Acceptable Variance	Red	17
Needs Attention	Yellow	0
Information Only	White	9
Total		61

For the period ending October 2024, 57 percent of the metrics are either within the acceptable variance or exceed the target.

Seventeen of the sixty-one Rates Metrics are outside of the acceptable variance, and have the following explanations:

Power System

Metric	Variance	Explanation
Average cost of training per Electric Distribution Mechanic Trainee (EDMT)	43.1%	<ul style="list-style-type: none">The quarterly CPT calculation will vary from quarter to quarter. It's based on number of factors which include the adjusted class size, dropouts, terminations and the final number of graduates.Because only two classes were hired in 2022 due to COVID, instead of four. The cost per graduate was negatively affected.
Power System Reliability Program (PSRP) Generation Capital (Budget vs. Actual)	-75.5% (-\$6.2M)	<ul style="list-style-type: none">The underspending is due to expenditures scheduled to start in January 2025 causing a late curve.

Metric	Variance	Explanation
PSRP Transmission Capital (Budget vs. Actual)	-75.6% (-\$6.2M)	<ul style="list-style-type: none"> Underrun is primarily due to the expenditures for these projects being non-linear. Majority of the transmission expenditures will occur during fall and winter. Job No. B9012 will continue to have high expenditures corresponding to construction progress. However, expenditures are expected to align to the budget by the end of fiscal year. Four jobs with a total budget of \$2M are completed with no additional expenditures anticipated for this fiscal year. Job managers are working with budget office to have these budgets zeroed out and jobs closed.
Numbers of miles of Cable replaced	-50.0%	<ul style="list-style-type: none"> Variance is due to District crews focusing on other priorities such as customer outages, customer line extension work, conversion work and relocation work. In addition, District crews need to administratively close completed jobs and finalize jobs close to completion. As a result, not all cable replacement mileage was accounted for.
Average Unit Price per Pole	57.4%	<ul style="list-style-type: none"> The number of crews and number of employees that make up each crew may vary based on the location, type of poles being replaced, specialized equipment utility, and other factors that the pole replacement job entails. The number of crews, the number of employees on each crew, and how time is entered by each employee affects Work Management Information System reporting and consequently affects the average cost per unit. In addition, the cost of the pole replacement and the number of crews needed to perform these jobs are affected by the following: Complexity/ease of replacement, location and other mitigating factors, such as the introduction of alternative poles.

Metric	Variance	Explanation
Average Unit Price per Mile of Cable	198.0%	<ul style="list-style-type: none"> For October, most projects have been completed, but not administratively closed out. As a result, not all cable replacement mileage was accounted for. In addition, there were more trouble jobs due to outages, consisting of repairing splices, cable and equipment which caused an increase in expenditures for October. Additionally, material costs for cable and equipment have increased for this fiscal year.
Distribution Automation Project (Budget vs. Actual)	31.4%	<ul style="list-style-type: none"> The bulk of the budget is for an existing professional services contract. The payments for the contract are non-linear. There are several deliverables expected to complete in Q1 and Q2 of fiscal year 2025 to bring the overall budget closer to the projections.

Water System

Metric	Variance	Explanation
Water Supply Costs - Capital (Budget vs. Actual)	-70.8% (\$-30.2M)	<ul style="list-style-type: none"> The \$17M underrun in Watershed Stormwater Capture Capital jobs is due to delays in approving a Memorandum of Agreement (MOA) for the Stormwater Capture Parks Program. LADWP and Recreation and Parks Board have approved the MOA, and it is now pending Public Work Board approval expected by 1st week of December 2024. Water Recycling Capital jobs have a \$4.9M underrun in other outside services and professional services. Affected projects include the Harbor Refineries Pipeline Project due to delays in construction mobilization with the contractor, the Harbor Industrial Onsite Improvements due to invoicing delays, and the Headworks Direct Potable Reuse Demonstration Facility due to delays with the Pilot Study. The projects are actively in progress to support the expansion of the recycled water system in the Harbor area and Potable Reuse initiatives regardless of these underruns. Several Capital improvement projects, including the Little Lake Aqueduct Crossover and Sag Pipe Recoating projects, have been postponed which has caused a \$3.6M underrun in the Los Angeles Aqueduct Southern District Additions and Betterments jobs. Work on the Old Top Removal is scheduled to begin January 2025.

Metric	Variance	Explanation
Aqueduct refurbishment Capital (Budget vs. Actual)	-38.4% (\$-4.4M)	<ul style="list-style-type: none"> The \$3.6M underrun in Los Angeles Aqueduct Southern District Additions & Betterments is due to several capital projects being delayed. The Nine Mile Sag Pipe Cement-Mortar Lining Project is currently postponed. Old Top Removal project was canceled last fiscal year as crews are working on repairing damages caused by the 2023 Atmospheric River and Tropical Storm Hilary events. Old Top Removal is expected to begin January 2025. The \$773K underrun in Los Angeles Aqueduct Northern District Additions & Betterments is due to postponed projects and shifted priorities from Capital projects to focus on O&M resulting from major storm events in 2023. The \$402K underrun in Eastern Sierra Environmental is mainly attributed to delays in invoicing and payment for well drilling and purchasing materials, while the scope of the Grant Lake Reservoir Spillway Modification Project is re-evaluated.
Aqueduct refurbishment O&M (Budget vs. Actual)	33.1% (\$6.2M)	<ul style="list-style-type: none"> The \$3.3M overrun in Los Angeles Aqueduct Northern District Maintenance is due to repair of infrastructure damaged during extreme weather events and the historic runoff of FY 23/24. Overruns in maintenance and repair activities are expected to continue through the winter. The \$2.6M overrun in Los Angeles Aqueduct Southern District Maintenance is due to an increase in road repairs and grading, spillway repairs, dams and dam inspections, as a result of record and unexpected storm events that occurred in 2023. In addition, there were permit and contractor support to remove trees and brush that were not anticipated.
Meter Replacement	-29.4% (\$-3.3M)	<ul style="list-style-type: none"> The rate of meter replacement for this reporting period is outside the acceptable variance. The previous small meter contracts have expired and are currently awaiting new contracts to be approved. This has resulted in procurement delays, resulting in meter inventory shortages.

Metric	Variance	Explanation
Water Quality O&M (Budget vs. Actual)	-11.9% (\$-7.7M)	<ul style="list-style-type: none"> Water Quality Groundwater O&M expenditures have been below the budgeted amount due to the original Memorandum of Agreement (MOA) for Hyperion 1.0 million gallon per day Membrane Bioreactor Pilot Project/Study expired in December of 2021, leaving no contract mechanism in place to pay outstanding invoices for the project. As such, a new MOA is going to the Board of Water and Power Commissioners in January 2025. The estimated timeframe to reduce the variance is spring of 2025 Filter Plant Operations performed less O&M work than what was estimated in the straight-line monthly distribution, actual work is anticipated closer to the February 2025. Also, anticipated as-needed contract has not been implemented, contributing to minimal charges for Professional Services. In addition, the underrun in Materials is due to low influent turbidity coming into LAAFP requiring less chemicals than normal.

Joint System

Metric	Variance	Explanation
Financial and Human Resources Replacement Project	-32.6% (\$-7.1M)	<ul style="list-style-type: none"> Budgeted expenses were lower than expected due to project timeline being delayed one year. This stemmed from constraints in project planning, design, and testing which resulted in all efforts taking longer than expected. The new go live date for the HR/Payroll project is June 2025 and the go live date for the Financial Management project is July 2026.
Cyber Security Capital Projects (Budget vs. Actual)	-90.9% (\$-7.1M)	<ul style="list-style-type: none"> Hiring of Cyber Security Personnel is underway. Realignment of O&M and Capital Labor costs is being addressed as some of the capital projects in the amount of \$4 million will be switched to O&M during FY24-25. Contracts for IT/OT SOC, Customer Identification (IAM) will start to be involved.

Metric	Variance	Explanation
Customer Information System (CIS) Upgrades (Budget vs. Actual)	-97.2% (-\$10.3M)	<ul style="list-style-type: none"> • Underrun in due to the delay in onboarding most of the resources from the professional services contract. Onboarding was targeted for 7/2024 but did not occur until 8/2024 • The underrun is also due to the delay in receiving the updated invoices for August and September from the vendor. ITS has been working closely with the vendor to correct them. • In addition, underrun is also due to the invoice for the CCS software subscription expense needed for the CCS project where vendor sends invoices based on quarterly billing in arrears.
Energy Savings Against Plan	-41.8%	<ul style="list-style-type: none"> • Energy efficiency program is 41.8% under in energy savings due to the following factors: Commercial, Industrial, Institutional (CII) program updates were only recently launched. These large capital projects take a significant time to implement and complete, and incentives to be paid. As the economy continues to recover and more property owners invest in facility improvements, participation in CII programs is anticipated to grow; and energy savings will increase. In addition, the Customer Rabate Program is currently engaged in clarifying eligibility and program requirements, which are expected to reduce the rejection rate.
Energy Efficiency Portfolio (Budget vs. Actual)	-52.4% (-\$35.4M)	<ul style="list-style-type: none"> • Energy efficiency program is 52.4% underspent due to the following factors: Commercial, Industrial, Institutional (CII) program updates were only recently launched. These large capital projects take a significant time to implement and complete, and incentives to be paid. As the economy continues to recover and more property owners invest in facility improvements, participation in CII programs is anticipated to grow. In addition, the Customer Rabate Program is currently engaged in clarifying eligibility and program requirements, which are expected to reduce the rejection rate. The total Energy Efficiency program budget is expected to be underspent by at least 30% by the end of the FY 2025. High interest rates/borrowing costs and higher material costs due to lingering supply chain issues continue to dampen capital expenditures, especially in projects that may be viewed as more discretionary.

The Corporate Performance Group is working with the respective operating units to closely monitor the progress as they take steps to bring the metrics to within the acceptable variance range.

To the extent that more information is required beyond the high-level summary dashboards, the LADWP can provide more detailed information as requested by the Board or the Office of Public Accountability.

Rates Metrics Fiscal Year 2023-2024

The Rates Metrics for Fiscal Year 2023-2024 included 59 items, 16 for Water System, 29 for Power System, and 14 for Joint System. A summary of the fiscal-year-to-date June 2024 performance status of all these metrics is listed in the Rates Metrics Summary (Attachment II).

LADWP Rates Metrics Status (Fiscal Year to Date June 2024)		
Performance Status		# Metrics
Exceeds Target	Blue	4
Within Acceptable Variance	Green	24
Outside Acceptable Variance	Red	22
Needs Attention	Yellow	0
Information Only	White	9
Total		59

For the period ending June 2024, 47 percent of the metrics are either within the acceptable variance or exceed the target. Achievements highlighted in the metrics include:

Power System

- Met Renewable Portfolio Standard goals and spending targets for wind, solar and geothermal.
- Met Power System Reliability Program asset replacement targets for distribution assets (transformers, crossarms, and cable).

Water System

- Met target for level of water conservation in gallons per capital per day (GPCD).
- Exceeded asset replacement goals for mainline.

Twenty two of the fifty-nine Rates Metrics are outside the acceptable variance, and have the following explanations:

Power System

Metric	Variance	Explanation
Average Cost of Training for Electrical Mechanic Trainee (EMT)	46.6%	<ul style="list-style-type: none"> The monthly CPT calculation will vary from month to month. It's based on number of factors which include the adjusted class size, dropouts, terminations and the final number of graduates. The re-estimated cost of training per EMT of \$874.3K was calculated using the final figures of the related jobs for the entire FY 23-24 with the 12-month average trainee occupancy.
Power Distribution Infrastructure positions	25.3%	<ul style="list-style-type: none"> The vacancy overrun is due to vacancies currently being held for employees on emergency appointments, special assignments, successful completion of probation, temporary assignments, and trainees on substitute positions. Vacancy overrun is also due to attrition in the Electric Distribution Mechanic (EDM), Electrical Craft Helper (ECH) and Electrical Mechanic (EM) positions.
PSRP Generation Capital (Budget vs. Actual)	-31.2% (-\$8.5M)	<ul style="list-style-type: none"> The underspending is due to a high budget projection. The budget has been marked up to reflect more accurate expenditures. The year-end projection is \$18.7 million.
PSRP Transmission Capital (Budget vs. Actual)	-36.1% (-\$14.8M)	<ul style="list-style-type: none"> Two jobs with a combined total budget of about \$5.7M are underrun by about \$5M. The majority of this maintenance work is delayed to FY 24-25 due to environmental permitting issues. One job with a total budget of about \$4.5M is currently underrun by about \$4.3M due to a reduced scope of maintenance work and limited availability of maintenance personnel. In-depth maintenance will be scheduled for future Fiscal Years. One job is underrun by \$5.2M due to construction scheduling changes which caused procurement to be postponed to a future Fiscal Year. Six jobs with a total budget of \$5.6M are underrun by \$5.6M because they are completed jobs with no additional expenditures anticipated for this FY. Job managers are working with the budget office to have these jobs closed out before the next FY.

Metric	Variance	Explanation
PSRP Transmission O&M (Budget vs. Actual)	-15.2% (-\$7.5M)	<ul style="list-style-type: none"> The underrun is due to charges and contributions from jointly Owned facilities being made and reconciled in job B1275 for insurance invoices. This accounts for a majority of the underrun of \$7.5M.
PSRP Substation Capital (Budget vs. Actual)	-24.4% (-\$37.3M)	<ul style="list-style-type: none"> This Functional Item (FI) is currently underspending due to a lack of Construction and Test Lab resources and competing capital jobs. It is critical that divisions such as Power Construction and Maintenance (PCM) be able to hire additional Construction and Test Lab resources and backfill existing vacancies to increase the number of capital jobs that can be worked on. There are number of existing vacancies, and PCM is working progressively to remedy, backfill the vacancies, and to support Capital Projects.
PSRP Substation O&M (Budget vs. Actual)	21.5% (\$17.3M)	<ul style="list-style-type: none"> Overall overrun is attributed to labor, overtime labor, and allocations in Jobs for Maintenance of Electric Substations – Metro, West LA/South LA, and Valley, for equipment repairs, restorations, and emergency response efforts at various Receiving, Distributing, and Customer Stations system-wide. The main drivers were the ongoing 4.8kV Circuit Breaker Preventative Maintenance project since this is spread throughout the crews/areas to meet the 3-year target and to assure safety and reliability for feeder circuits. Overrun breakdown: total overtime \$8.2M, allocations \$3.2M, and reimbursements \$1.3M.
PSRP Distribution O&M (Budget vs. Actual)	24.7% (\$49.1M)	<ul style="list-style-type: none"> Weather conditions affected the work and caused overruns in Power Transmission and Distribution (PTD) Vegetation Management (P6341) with an amount of \$21M, Maintenance of Overhead Distribution System (P6338) at \$10.7M, Routine Operation of Overhead Distribution System (P6337) at \$3.4M, and Street Light System O&M (P6346) at \$3M. As weather conditions stabilize, the maintenance and repairs will decrease, and these jobs should balance at the end of the fiscal year. As weather conditions stabilize, the maintenance and repairs will decrease, and these jobs should balance at the end of the fiscal year.

Metric	Variance	Explanation
Number of Poles Replaced Against Plan	-20.8%	<ul style="list-style-type: none"> The number of poles replaced is outside the acceptable variance due to recent weather events that required resources be reallocated to address service restorations. Replacements will vary month to month due to some jobs taking over a month to complete. Crews are prioritizing General Order 95 nonconformance work (a.k.a. "Fix-it tickets") in high fire threat areas as well as other areas outside of the high fire threat areas.
Average Unit Price per Pole	18.3%	<ul style="list-style-type: none"> The number of crews and number of employees that make up each crew may vary based on the location, type of poles being replaced, specialized equipment utility, and other factors that the pole replacement job entails, i.e. complexity/ease of replacement, location, and other mitigating factors, such as the introduction of alternative poles.
Average Unit Price per Crossarm	87.5%	<ul style="list-style-type: none"> Crossarm replacement costs will fluctuate depending on the difficulty factor of the crossarm replacement. Contributing factors can be conductor size, whether or not equipment is installed on crossarm, if conductor terminates on crossarm or if crossarm has conductor carrying more than one voltage. In addition to the other contributing factors causing a fluctuation in cost, District crews are working overtime to keep up with the KPI targets for crossarms. Moreover, when a crossarm is replaced, the crew will complete nonconformance work on the pole, which is subsequently charged to this job.
Average Unit Price per Mile of Cable	19.2%	<ul style="list-style-type: none"> Overrun is caused by customer outages due to heavy rainstorms and summer outages which require additional labor and overtime by District crews to restore power, labor intensive large 34.5kV cable replacement projects and other cable replacement jobs located in narrow streets that require new conduit and substructures. Additional overtime was also charged by Engineering and District to finalize jobs under construction to help meet the goal.

Water System

Metric	Variance	Explanation
Water Supply Costs - Capital (Budget vs. Actual)	-48.4% (-\$39.9M)	<ul style="list-style-type: none"> The \$13.4M underrun in Los Angeles Aqueduct Southern District Additions and Betterments jobs is due to underspending in labor and construction services. The Old Top Removal and Nine Mile Cement Lining project has been canceled for this fiscal year. Water Recycling Capital jobs have a \$11.6M underrun in other outside services and professional services. These include an underrun for the Harbor Refineries Pipeline Project due to delays in construction mobilization with the contractor, and an underrun for the Headworks DPR Demonstration Facility due to finalizing construction closeout tasks. Despite these underruns, the projects are actively in progress to support the expansion of the recycled water system in the Harbor area and Potable Reuse initiatives. In addition, there is a \$8M underrun in LA Aqueduct Northern District Additions and Betterments. The underspending is caused by payment delays for landfill remediation services and shifting priorities from Capital projects to focus on O&M work due to major storm events in 2023.
Aqueduct refurbishment Capital (Budget vs. Actual)	-50.7% (-\$17.9M)	<ul style="list-style-type: none"> The \$13M underrun in Los Angeles Aqueduct (LAA) Southern District Additions & Betterments is due to several capital projects being postponed. The Nine Mile Sag Pipe Cement Re-Lining Project was canceled for FY23/24 due to continuous flows. Old Top Removal project was canceled for this fiscal year as crews are working on repairing damages caused by the 2023 Atmospheric River and Tropical Storm Hilary events. The \$8M underrun in Los Angeles Aqueduct (LAA) Northern District Additions & Betterments is due to management shifting priorities from Capital projects to focus on O&M work due to major storm events in 2023.
Aqueduct refurbishment O&M (Budget vs. Actual)	44.5% (\$26.1M)	<ul style="list-style-type: none"> The \$12M overrun in Los Angeles Aqueduct Northern District Operations is due to additional labor, materials and supplies, and construction equipment services needed for flood mitigation resulting from the record snowpack and storms occurring in 2023 and the current runoff for 2024.

Metric	Variance	Explanation
		<ul style="list-style-type: none"> The \$9M overrun in the Resources Management O&M is due to court ordered Water Agreement Payments to the County of Inyo and the City of Bishop. An error in posting the payments to the amortization schedule General Ledger account resulted in an overstatement of expenditures. A Journal Voucher was submitted to correct this error.
Feet of trunkline replaced against plan	-29.9%	<ul style="list-style-type: none"> City Trunk Line North Unit 2 experienced delays due to rainy weather, shoring difficulties, and procurement. As of April 2024, these delays are resolved and the project started to progress.
Number of meters replaced against plan	-11.4%	<ul style="list-style-type: none"> The rate of meter replacement for this reporting period is outside the acceptable variance. The rate of meter replacement was hindered by supply chain issues since the beginning of the fiscal year. The Division received a partial delivery in early June but that did not provide sufficient inventory and time to meet the meter replacement goal by fiscal year end.
Water Quality Capital (Budget vs. Actual)	-18.9% (-\$37.8M)	<ul style="list-style-type: none"> The \$19.7M underrun in Chloramination Station Installation jobs is due to a delay in the Missions Wells Chloramination Station project as the project delivery method is set to be changed. Design specifications, which are experiencing delays, are being modified to prepare for the change. Contributing to the underrun is the delay in the System-Wide Chloramination Trailer Project. Expedited parts have arrived and work by Power Construction and Maintenance (PCM) has resumed. In addition, there is an underrun in the North Hollywood Central Chlorination Station Replacement job. The project is pending Notice of Compliance (NOC) approval; construction is expected to start in August 2025. The \$16.7M underrun in Water Treatment Improvements jobs is due to delays with the procurement of the Owner's Agent and Design-Build Contract for the Fairmont Sedimentation Plant project. The contract is anticipated to begin at the end of 2024. Contributing to the underrun are project delays for the Crystal Springs and Zoo Treatment Stations Construction, Keeler Treatment Station Upgrade, Buena Vista OSHG Treatment Station Upgrade, Eagle Rock Hypo Treatment Station Upgrade and Santa Ynez Temporary Hypo Station.

Joint System

Metric	Variance	Explanation
Cyber Security Capital Projects (Budget vs. Actual)	-24.5% (-\$5.5M)	<ul style="list-style-type: none"> New Task Order Requests for Proposal (TORPs) are in the planning stage that will address the variance in the CE37/Professional Services budget. Realignment of O&M and Capital Labor costs is being addressed as some of the capital projects in the amount of \$4 million will be switched to O&M during FY24-25.
Customer Information System (CIS) Upgrades (Budget vs. Actual)	-81.4% (-\$28.1M)	<ul style="list-style-type: none"> Underrun in the amount of \$28.1 million is due to the delay in the approval of Amendment 4 of the Oracle contract 47372B-6 which had expired on 1/19/2024. Without the contract for professional services, the related work to continue with the implementation of Customer Cloud Service (CCS) migration had to be put on hold. The underrun is also due to the delay in the purchase of CCS software licenses and related technology which are caused by issues with the procurement process for the contract to purchase said licenses, which require additional City Attorney review.
Energy Savings Against Plan	-28.3%	<ul style="list-style-type: none"> Energy efficiency program activities started the FY23-24 with 24 GWh energy savings and ended with 277.4 GWh total energy savings. Energy savings are expected to increase next FY with Comprehensive Affordable Multi-Family Retrofits (CAMR) program anticipating incentive payments in the coming months. Also, Commercial, Industrial and Institutional (CII) program revisions with increased incentive rates anticipates increased participation in programs.
Energy Efficiency Portfolio (Budget vs. Actual)	-31.8% (-\$58.4M)	<ul style="list-style-type: none"> Energy efficiency program activities started the FY23-24 with a 39% under spend, but has slowly accelerated and expenditures increased, with a 32% under spend by the end of the FY June 2024. Expenditures are expected to increase in FY 24-25 with CAMR program anticipating incentive payments in the coming months. Also, CII program revisions with increased incentive rates anticipates increased participation in programs. Codes and Standards contract is currently in progress and once in place will update Codes and Standards numbers.

Rates Metrics Reporting Dashboards

A one-page dashboard for each of the metrics is included to provide concise and pertinent information on the status of the LADWP's work as represented by the Rates Metrics to the Mayor, City Council, Board, Office of Public Accountability/Ratepayer Advocate, customers, and other stakeholders. For each metric, the corresponding dashboard provides the metric definition; the target for the fiscal year; performance/variance analysis and forecast; achievements/milestones met; and mitigation plans and/or recommendations to improve performance as necessary. The performance status of each Rate Metrics is reflected through the following colors:

- Blue: Exceeds Target
- Green: Within Acceptable Variance
- Yellow: Needs Attention
- Red: Outside Acceptable Variance

Each rate metric manager is responsible for providing the status update information and its accuracy in a timely manner to the Corporate Performance Group. The default status on Rates Metrics will either be green or red. The Corporate Performance Group, with the assistance from the Systems, will ascertain whether a different status, such as blue or yellow is warranted given additional information and/or detailed mitigation plans.

ATTACHMENTS

- LADWP Rates Metrics Summary 2024-2025 Fiscal Year to Date October 2024 (Attachment I)
- LADWP Rates Metrics Summary 2023-2024 Fiscal Year to Date June 2024 (Attachment II)