



California Water Commission SWP Safety Update

May 2026

Safety Progression Since 2007



- **Creation of the DWR Safety Office**

- Safety Manager
- Safety Engineers

- **Addition of Safety Engineers for the State Water Project**

- 5 Field Divisions
- Sacramento Headquarters
- Division of Engineering
- Division of Integrated Science and Engineering

- **Safety Policy Development**

- Code of Safe Work Practices (CSWP)
- Safety Training (ST)

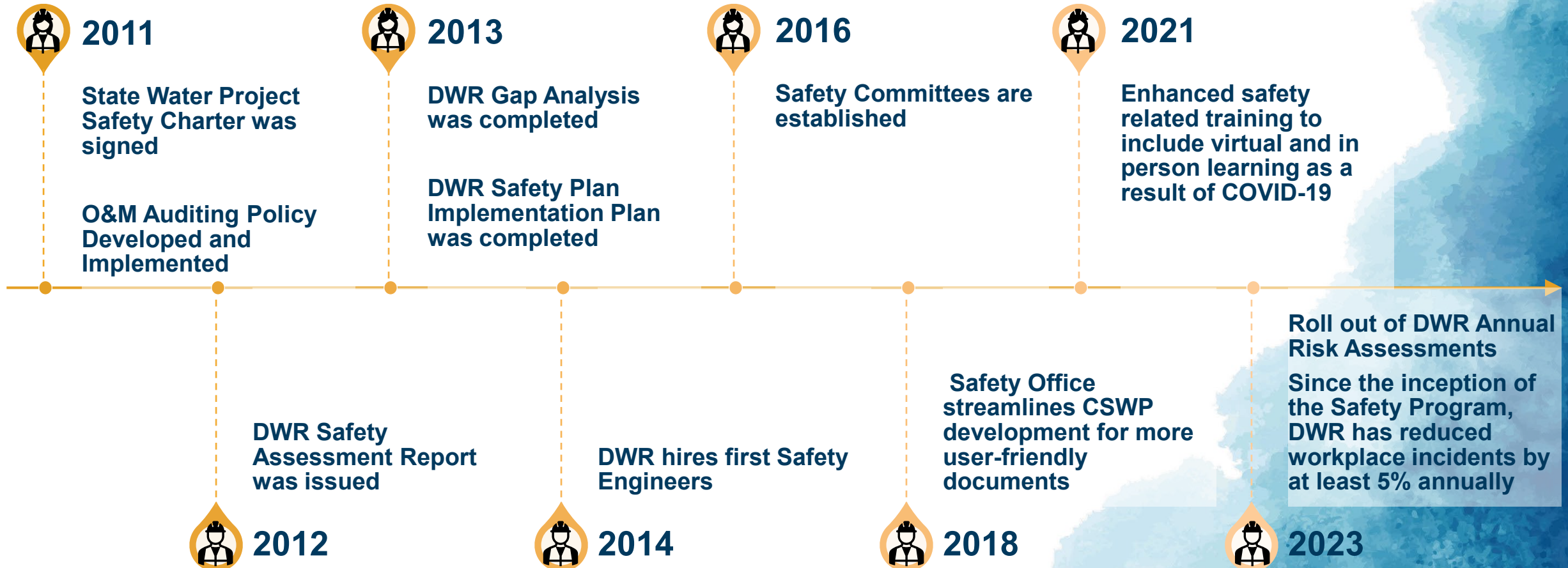
- **Safety Document Development**

- Pre-Work Safety Plans (PWSP)
- Job Hazard Analysis (JHA) - Recently Integrated to Mobility
- Standard Procedures (SP)





Safety Timeline





Safety Metrics Tracking

- **Conduct Audits (based on ST-21 requirements)**
 - Field Divisions
 - Safety Committees
 - OP-2 (Monthly and Annual)
 - ST-19 and ST-26 (Grounding & Arc Flash Boundary)
 - DWR Safety Office (Annual Risk Assessments)
- **Action Item Development and Tracking**
 - Completed Action Items
 - In-Progress Action Items
 - Not Started Action Items
- **OSHA 300 Log Injury Tracking**
- **Vehicular Accident Tracking**

ST = Safety Training

OP = Operations



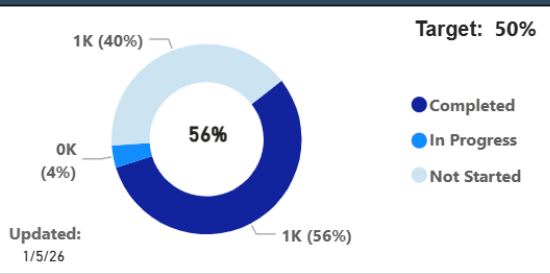
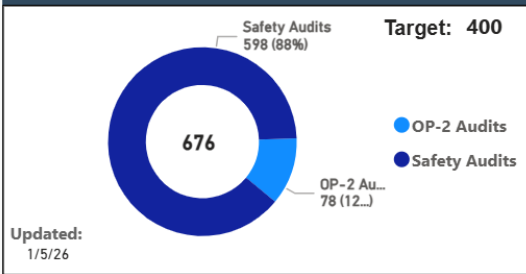
2025 Safety Metrics



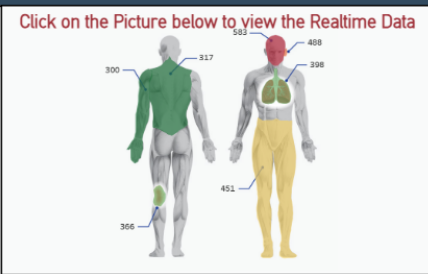
O&M Levels of Service (LoS) (3/3)

Safety

Owner: Bryan Coulter



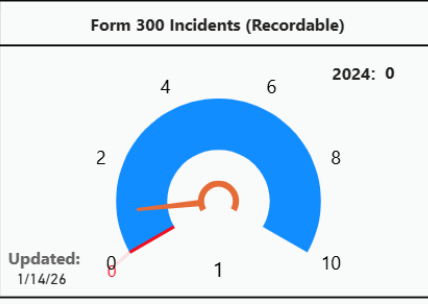
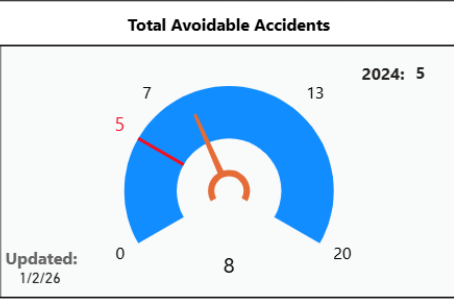
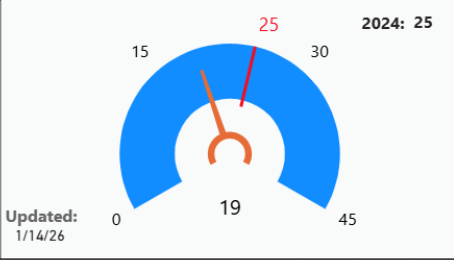
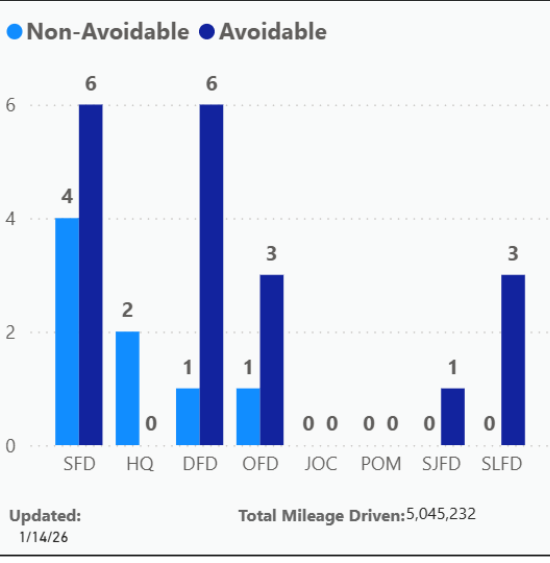
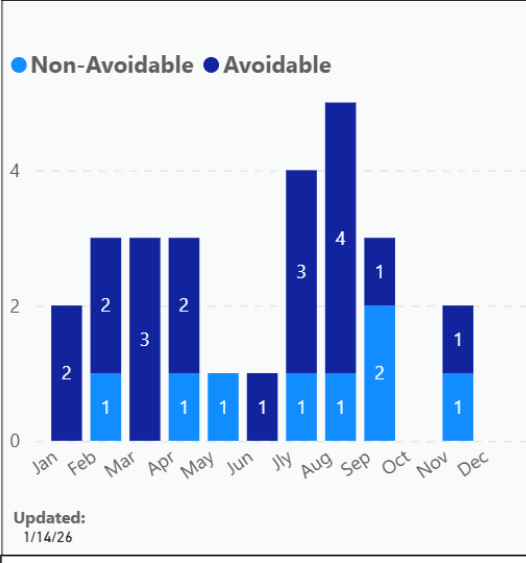
Power Generation Industry	TRIR	DART
Private Sector HEP Generation (22111)	1.50	1.10
Government Utilities (2213)	2.10	1.40
DWR O&M	4.58	2.81



Audits Completed

Action Items Completed

O&M OSHA 300 Log Injuries by Field Division
(In alignment with the DWR overarching injury & illness reduction plan)



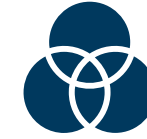
Vehicle Avoidable & Non-Avoidable Accidents by Month

Vehicle Avoidable & Non-Avoidable Accidents by Field Division

Total Non-Avoidable Accidents

Form 300 Incidents (Reportable)

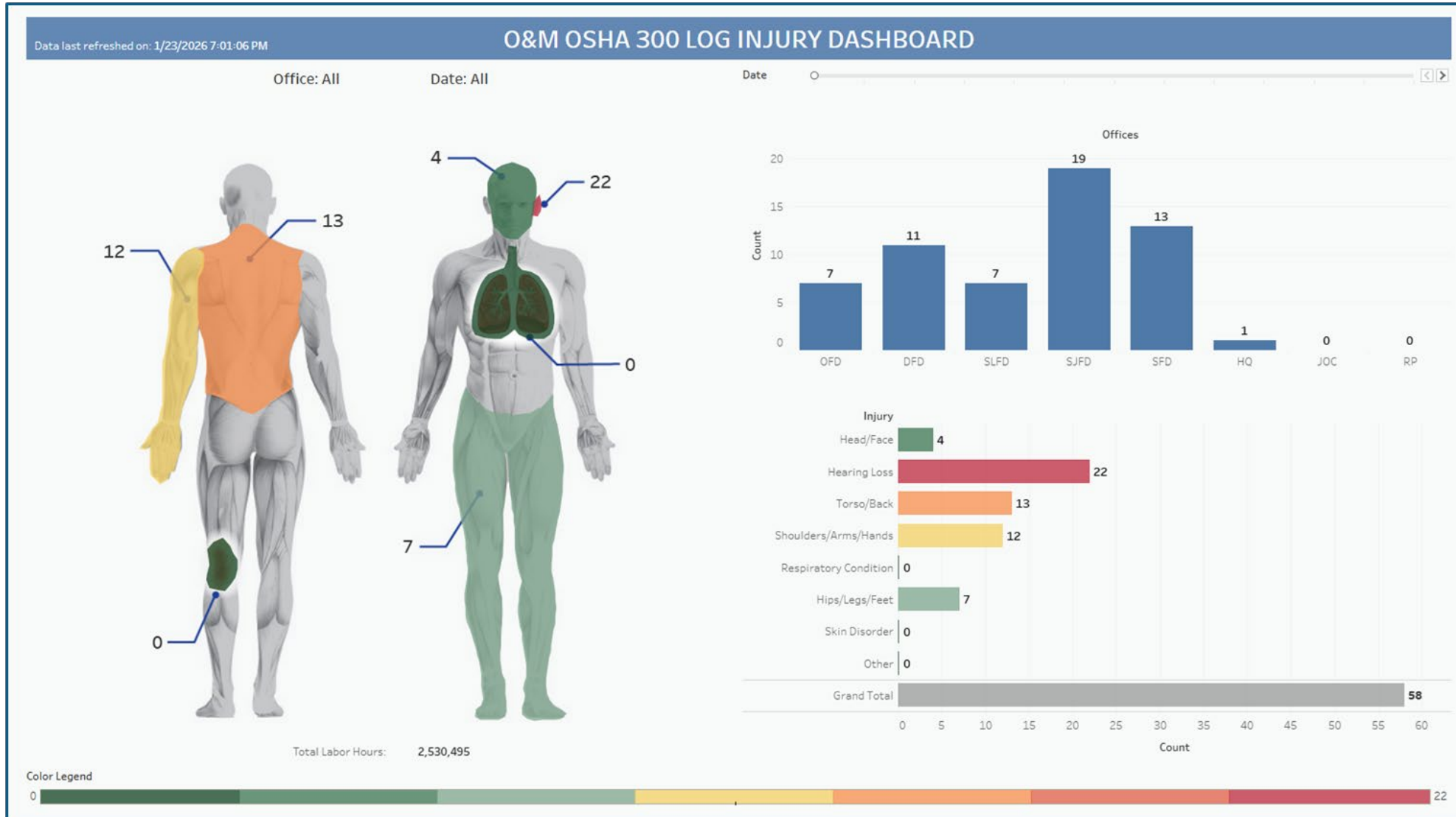
Safety Metric Comparison



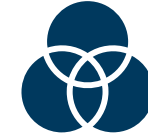
Increased participation in Audits and Action Items

	2023	2024	2025
Audits Completed	450	662	676
Action Items Completed	335	1163	1268
Action Items In Progress	206	128	86
Action Items Not Started	343	1087	921
Vehicle Accidents - Avoidable	25	25 ²	19 ²
Vehicle Accidents - Non-Avoidable	14	5 ²	4 ²
OSHA 300 Recordable Injuries	55	31 ¹	58 ¹
OSHA 300 Reportable Injuries	1	0	1
		¹ 2,502,480 hours worked ² 4,470,957 miles driven	¹ 2,530,495 hours worked ² 5,045,232 miles driven

Form 300 Recordable Incidents



DART & TRIR Comparison



Comparison	2023		2024		2025 ³	
	DART ¹	TRIR ²	DART ¹	TRIR ²	DART ¹	TRIR ²
Government Utilities	2.9	4.9	1.4	2.1	—	—
Private Utilities	1.1	1.5	1.1	1.5	—	—
DWR O&M	2.8	4	1.5	2.5	2.81	4.58

¹ Recordable injuries resulting in medical restrictions for every 200,000 hours worked.

² All recordable/reportable incidents including hearing loss, fatalities, skin disorder, chronic exposures which may not be a DART incident for every 200,000 hours worked.

³ 2025 Government and Private Utility DART and TRIR numbers will not be updated by the Bureau of Labor Statistics until the second quarter of 2026.



2025 Incidents

Following the August 12th Safety Standdown, the recordable injury rate saw a 228% reduction.

2025	Recordables	Hours Worked	Incident Rate
Pre-Standdown	51	1,792,347	5.7
Post-Standdown	7	569,334	2.5

NOTE: Of the 51 pre-standdown recordable injuries, 22 were Hearing Threshold Shifts and 29 related to ergonomics, struck-by / caught-in, and slips, trips, & fall exposures.

Safety Metrics Data Use and Implementation



Use Safety Metrics to Define Needs

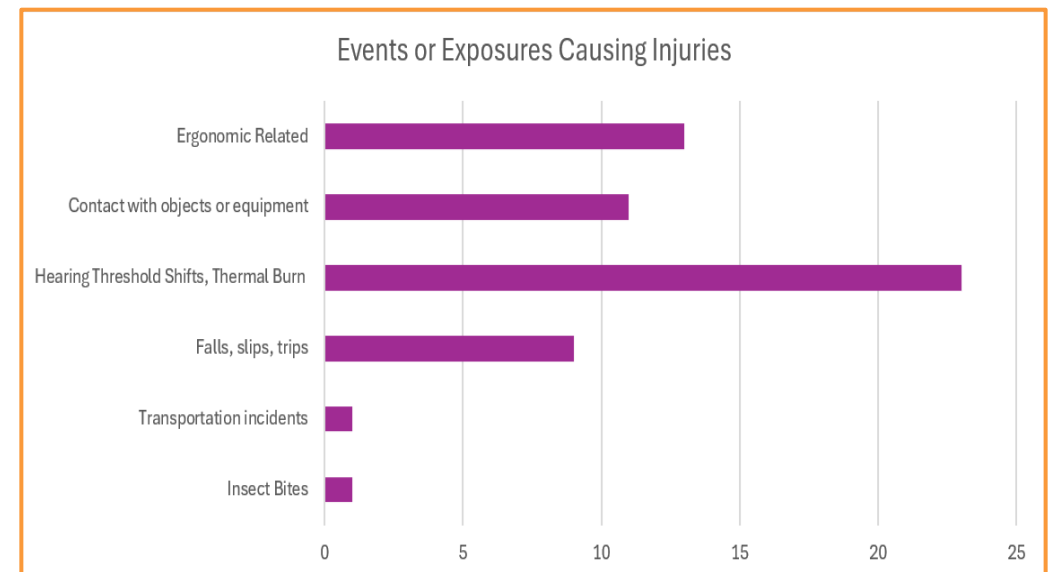
- Training
 - Injury Reduction
 - Vehicle Accident Reduction
- Audits
 - Increased audits to include contractors
 - Sustain ST-21 audits throughout the year
- Action Items
 - Increase number of Action Items being closed out
 - Track and closeout long-term Action Items requiring additional resources
- OSHA 300 Log Recordable and Reportable Injuries
 - Reduce the number of injuries
 - Eliminate injuries requiring OSHA notification



2025 INJURY DATA ANALYSIS CONCLUSION



- 2025 saw a variety of different causes for injuries. Analysis of all the injuries sustained concludes hearing loss to be the leading driver of recordable injuries.
- The second leading cause was ergonomic related injuries incurred from lifting heavy objects and awkward body postures. Remember the old proverb "Work Smarter, Not Harder" when planning to work with heavy objects.
- Being struck by an object such as a falling objects or simply walking into hard surfaces was the third leading cause.
- Same-level falls and falls on stairs were a significant cause of injuries. Be mindful when walking and avoid being distracted





STRATEGY FOR IMPROVEMENT IN 2026



- CSWP 1.05 - Incident Investigation saw a revision in 2025 requiring all recordable injuries discussed here today have 5-Why or equivalent investigations completed. In 2026, Management will commit to ensuring these investigations are completed and corrective actions are addressed.
- Employees can view the progress of those corrective actions in the new Incident Mitigation Tracker on the Safety SharePoint site identified below by the red arrow.
- O&M is in the final stages of developing a supervisor safety training to raise awareness for front-line Supervisors and Leads around their roles in improving their safety culture.
- Areas known to have high dBs will have signage posted and hearing protection available. There will be a requirement to wear hearing protection, at all times, where these signs are posted without consideration to the time spent in the area.

2026 Safety Metrics



Measures	2025	2026
Safety - Audits Completed	400	500
Safety - Action Items Completed	50%	60%
Power Generation Industry Benchmarking		
° Total Recordable Incident Rate (TRIR)	<2.50	<4.58
° Days Away, Restricted or Transferred (DART)	<1.50	<2.81
Safety - Vehicle Accidents - Avoidable	<25	<18
Safety - Vehicle Accidents - Non-Avoidable	<9	<7
Safety - OSHA 300 (Recordable Injuries)	<31	<31
Safety - OSHA 300 (Reportable Injuries)	0	0



Thank you!