

*Southern California Edison*  
*2026-WMPs – 2026-WMPs*

**DATA REQUEST SET O E I S - P - W M P \_ 2 0 2 5 - S C E - 0 0 4**

**To: OEIS**  
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**Job Title: Engineering Manager**  
**Received Date: 5/30/2025**

**Response Date: 6/5/2025**

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**Question 13.a-c:**

Regarding IWMS Tranches:

In response to Energy Safety Data Request 1 Question 1 part (a), SCE provided its latest mileages for its various IWMS risk tranches. Compared to its 2023-2025 Base WMP R 3.1, page 114, the mileages changed as follows:

- a. For every circuit segment that had circuit mileage that is part of the 268 additional SRA miles since 2023-2025 Base WMP, provide the following information:
  - i. Circuit/circuit segment ID
  - ii. Circuit mileage of new SRA
  - iii. Overall utility risk score
  - iv. Risk-per-mile score
  - v. SRA qualifier (fire risk egress constrained area, significant fire consequence, high winds, or CEFCs)
  - vi. Previous IWMS tranche (SRA, HCA, Other HFRA)
  - vii. HFTD/HFRA designation (Tier 2, Tier 3, non-HTFD HFRA, non-HFRA)
- b. Describe what led to the decrease in mileage for Other HFRA.
- c. In response to Energy Safety Data Request 1 Question 1 part (a), SCE provided that 2667 SRA miles are already planned to be hardened by 2026. Provide a list of projects and associated circuit mileage that SCE is planning on undergrounding that have already been hardened.

**Response to Question 13.a-c:**

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**The Attachment(s) Are Marked Confidential In Accordance With Applicable Law and Regulation.**

**Basis for Confidentiality In Accompanying Confidentiality Declaration.**  
**Public Disclosure Restricted.**

- a. Please see the attached document labeled OEIS-P-WMP\_2025-SCE-004 Q13a.xlsx.

Although the overall delta for Severe Risk Area (SRA) between the 2023-2025 WMP and the current filing is 268 miles, note that certain segments and their associated miles were moved out of the original 2023-2025 WMP SRA list as well. Therefore, 268 miles does not equate to the total miles for segments that are currently designated as SRA but were not considered SRA during the 2023-2025 WMP filing. Note that a 1.1 multiplier has been

applied to the miles provided to better reflect actual distances.

One main factor that contributed to these category changes were wildfire risk model updates. The 2023-2025 WMP used WRRM 6, whereas the IWMS categories for the 2026-2028 WMP are based on WRRM 7.6. Some changes were also driven by SCE's Review and Revise process where subject matter experts (SME's) review initial model outputs and perform a detailed qualitative review which may result in changes to IWMS category designations.

Also note that SCE continually updates its segment data as geomatic improvements and changes to the circuits (i.e., line extensions, line removals) are made. Therefore, data for existing segment IDs may be updated (location, conductor length, circuit name, HFRA designation, etc.), new segment IDs may be generated, or existing segment IDs may be removed to reflect these updates. The data provided does not include new segment IDs that did not exist during the 2023-2025 WMP filing. Also, if the data is updated, the data comparison between the 2023-2025 WMP filing and the current filing may not be like-for-like. Lastly, HFRA designations may not be available for some segments due to these updates.

Please also note that while the current IWMS tranche is based on WRRM 7.6, the Overall Utility Risk Score is based on FireSight 8. In addition, SRA qualifiers may not be available for segments that were identified through the Review and Revise process.

- b. Please see the response to part (a), above.
- c. The following table provides project and mileage information for areas with covered conductor that are planned to be undergrounded based on the 2026-2028 TUG forecast used in the 2026-2028 WMP. The length of covered conductor planned to be converted to undergrounding is listed in the third column from the left. These covered conductor locations are planned to be converted to undergrounding due to operational and risk considerations. Note that this data is based on the original miles approved for the project initially and does not include potential scope changes that may occur during the planning and construction process. This data also does not account for recent fire rebuild areas.

PIF	Circuit	CC converted to TUG (mi)	Total OH Removed in PIF (mi)	Year Forecasted
535018	Merlin	0.74	13.80	2026
535017	Cuthbert	0.51	6.30	2026
535022	Plateau	1.11	15.59	2026
531040	Poultry	0.40	12.80	2026
535021	Paradise	0.10	12.10	2026
634073	Del Carbon	0.30	5.77	2028

635049	Maguire	0.83	18.80	2026
635041	Sienna	0.33	3.08	2027
631072	Crump	0.08	2.52	2027
IWP045272	Romanus	0.14	0.78	2027
IWP045263	Cornwall	0.17	0.36	2028