

*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 1 3**

**To: OEIS**  
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**Job Title: Manager**  
**Received Date: 7/18/2025**

**Response Date: 7/23/2025**

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**Question 01.a-c:**

Regarding SCE's IWMS Categorization:

In SCE's corrected response to OEIS Data Request 8 Question 3(b), SCE provided an updated mileage for its IWMS categories.

a. Provide updated versions for the following previously supplied data requests on IWMS mileages:

- i. OEIS Data Request 1 Question 1
- ii. OEIS Data Request 4 Question 12
- iii. OEIS Data Request 4 Question 13

If these responses are not impacted, explain the discrepancy between these responses and the updated response for OEIS Data Request 8 Question 3(b).

b. For the 2023-2025 Base WMP IWMS mileages provided in Table 6-04 (pg. 114), did SCE use the same methodology for determining mileage as provided in the corrected response to OEIS Data Request 8 Question 3(b)? If not:

- i. Describe what methodology was used for the 2023-2025 Base WMP.
- ii. Explain the difference in methodologies, including why different approaches were taken.

c. In the same corrected response, SCE also states that "these changes do not affect the grid hardening work scoped for deployment in this WMP." Will these changes impact future WMPs? If so, which WMPs?

**Response to Question 01.a-c:**

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Basis for Confidentiality In Accompanying Confidentiality Declaration.  
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a(i). Below is a corrected table for part b of OEIS Data Request 1 Question 1. The IWMS data for part a of the question used WRRM 7.6 data and does not need to be corrected.

As mentioned in the previous response, a location can fall under multiple categories. Additionally, the circuit miles for "Locations that have been subject to PSPS de-energizations" are the total length of all circuits in HFRA that have been de-energized by PSPS, which may include sections of the circuit that were not de-energized due to sectionalization. SCE used the risk model FireSight 8 to

develop this table with the exception of part vii and part ix. The miles for part vii and part ix were based on WRRM 7.6 and the review and revise process to align with question 1a.

Note that these mileages within the SRA subcategories may not include areas identified as SRA through the review and revise process.

#	Area	Circuit Miles
i.	Fire Risk Egress Constrained Areas	1488
ii.	Significant fire consequence	1279
iii.	High winds	340
iv.	Communities of Elevated Fire Concern (CEFCs)	404
v.	Destructive fire consequence	6283
vi.	Locations that have been subject to PSPS de-energizations	6349
vii.	Locations that do not meet any SRA criteria.	6125
viii.	Small fire consequence	1856
ix.	Locations that do not meet either SRA or HCA criteria	1,659

a(ii). Please see the attached file labeled *Updated- 12.a-j\_OEIS-P-WMP\_2025-SCE-004 Q12.xlsx*. Note that aside from the IWMS categories, information provided in the previous response still apply.

a(iii). Please see the attached file labeled *Updated-OEIS-P-WMP\_2025-SCE-004 Q13a.xlsx*. Note that the segment list has been updated. The information provided in the previous response still applies.

b. Assuming that OEIS is referring to the asset-to-segment process mentioned in the corrected response to OEIS Data Request 8 Question 3(b), SCE used the same methodology to determine IWMS mileages in the 2023-2025 Base WMP.

b(i). SCE used the same methodology that it has always used with IWMS, which assigns tranches at an asset level. That asset is then mapped to the appropriate segment in which it is located, which applies a tranche at the overall segment level. The only difference between the 2023-2025 WMP, 2026-2028 WMP, and the now-corrected OEIS Data Request 8 Question 3(b) is the risk model version used. The 2023-2025 WMP used WRRM 7, the 2026-2028 WMP used WRRM 7.6, and the supplemental data request response used FireSight 8, which temporarily had a workflow problem when mapping from assets to segments.

b(ii). N/A

c. At this time, SCE is unable to project future risk models updates and their subsequent impact to future WMPs.