Southern California Edison
2023-WMPs – 2023-WMPs

DATA REQUEST SET O E I S - P - W M P _ 2 0 2 3 - S C E - 0 0 3

To: Energy Safety
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Received Date: 5/11/2023

Response Date: 5/16/2023

Question 04 a. :
Regarding SCE's Long Span Initiative:
a. Provide more details on SCE's short- and long-term plans for this initiative:
i. How long will the conductor spacers interim strategy remain installed?
ii. How is SCE identifying locations for this project, including how risk informs prioritization?
iii. Are the 2,900 spans planned to be mitigated during this 3-year WMP period all of the spans in the SCE HFRA territory? If not, how many are outside of the HFRA, and how/why were those locations selected?

Response to Question 04 a. :

i. How long will the conductor spacers interim strategy remain installed?

In Severe Risk and High Consequence Areas, line spacers will remain installed until SCE proactively hardens the line with TUG or WCCP. SCE compares the LSI scope with TUG and WCCP plans to avoid installing LSI measures when TUG or WCCP installation is imminent. In Other HFRA areas, line spacers will remain installed until SCE replaces retired or damaged bare wires with covered conductor over time pursuant to its standard in HFRA.

ii. How is SCE identifying locations for this project, including how risk informs prioritization?

SCE uses LiDAR to identify spans with potential conductor clash issues. These spans are then identified to be remediated through the LSI program. The spans within the scope are prioritized using the Integrated Wildfire Mitigation Strategy (IWMS) and the LSI Risk Model. The IWMS Risk Framework supports SCE's strategy to deploy mitigations commensurate with the level of consequence from a safety, financial, and reliability perspective within each location of its high fire risk area. The LSI Risk Model is a machine-learning model that incorporates various features such as wind data and LiDAR measurements to predict the probability of clashing for each span. These two risk-informed features (LSI Risk Model and IWMS) are combined to prioritize spans with both the highest probability of clashing as well as the highest ignition consequence.

iii. Are the 2,900 spans planned to be mitigated during this 3-year WMP period all of the spans in the SCE HFRA territory? If not, how many are outside of the HFRA, and how/why were those locations selected?

The LSI program only focuses on remediating spans at risk of conductor clashing in HFRA. The 2,900 spans planned to be remediated do not constitute the entirety of spans existing in SCE's HFRA.