

Southern California Edison
2026-WMPs – 2026-WMPs

DATA REQUEST SET M G R A - S C E - 0 0 4

To: MGRA
Prepared by: Tae H Kim
Job Title: Data Scientist
Received Date: 6/2/2025

Response Date: 6/5/2025

Question MGRA-4-3:

MGRA-4-3 Table 6-3 shows that SCE has determined that forward-looking effectiveness of covered conductor (CC) will be 60% versus its historically calculated 72%.

Please provide a table that shows for each of SCE's ignition risk drivers, using its historical estimates:

- SCE's calculated effectiveness of covered conductor for the driver,
- Percent of wildfire risk represented by the driver (these should total to 100%),
- Residual risk percentage after CC mitigation of that driver (these should total to 28%).

Response to Question MGRA-4-3:

To derive a mitigation effectiveness value for covered conductor, SCE first evaluates the ability for covered conductor to mitigate each risk sub-driver. In most cases, these sub-driver effectiveness values for covered conductor have not changed (refer to the ME % columns in the table below). However, to produce an overall mitigation effectiveness value, SCE weights these sub-driver mitigation effectiveness values against the distribution of historical ignitions associated with each sub-driver.

As seen in the table below, the sub-driver mitigation effectiveness values developed in the past are very similar to those from SCE's 2026-28 WMP. The weighting factors, though, are not the same; the 72% historical estimate used weights based on a historical range of CPUC reportable ignitions from 2015-2018, whereas the weights applied in this 2026-2028 WMP are based on a historical range of all ignitions associated with SCE equipment (not just those that reach the level of CPUC reportable) from 2019-2024. As seen in the table below, weights for CFO-related sub-drivers have decreased, generally in line with SCE's deployment of covered conductor.

Finally, SCE applied a quality factor to the mitigation effectiveness values for covered conductor to account for potential issues in the field. SCE will re-evaluate this factor and mitigation effectiveness values on a regular basis to account for new information and more recent ignition data.

Table 3-1 of SCE's 2026-28 WMP provides a list of Risks and Risk Drivers.

Driver Type	Subdriver	Subdriver ID	ME% 26-28 WMP	ME% w/QC Factor 26-28 WMP	Weight Factor 26-28 WMP	Historical ME%	Historical Weight Factor
D-CFO	Veg. contact - Distribution	DCFOVEG	71%	65%	3%	71%	16%
D-CFO	Animal contact - Distribution	DCFOANI	65%	60%	6%	65%	12%
D-CFO	Balloon contact - Distribution	DCFOBAL	99%	91%	5%	99%	16%
D-CFO	Vehicle contact - Distribution	DCFOVEH	82%	75%	4%	82%	10%
D-UNK	Unknown - Distribution	DUNKUNK	65%	60%	2%	65%	10%
D-CFO	Other contact from object - Distribution	DCFOOTH	77%	71%	18%	77%	6%
D-WTW	Wire-to-wire contact / contamination - Distribution	DWTWWTW	99%	91%	1%	99%	3%
D-EFF	Conductor damage or failure - Distribution	DEFFCON	90%	83%	8%	90%	7%
D-EFF	Connection device damage or failure - Distribution	DEFFCDV	90%	83%	3%	90%	5%
D-EFF	Crossarm damage or failure - Distribution	DEFFXRM	50%	46%	4%	50%	1%
D-EFF	Fuse damage or failure - Distribution	DEFFFUS	2%	2%	2%	0%	1%
D-EFF	Insulator and bushing damage or failure - Distribution	DEFFINS	90%	83%	23%	90%	4%
D-EFF	Other - Distribution	DEFFOTH	15%	14%	6%	15%	5%
D-EFF	Recloser damage or failure - Distribution	DEFFREC	5%	5%	0%	0%	0%
D-EFF	Switch damage or failure - Distribution	DEFFSWI	2%	2%	2%	0%	1%
D-EFF	Transformer damage or failure - Distribution	DEFFXFR	20%	18%	15%	0%	3%
D-OTH	All Other - Distribution	DOTHOTH	0%	0%	0%	0%	2%
			Weighted Mean	60%		72%	