

Southern California Edison
A.19-07-015 – TLRR IC

DATA REQUEST SET E D - S C E - 2 4

To: Energy Division
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Job Title: Sr. Construction Project Manager
Received Date: 11/21/2025

Response Date: 12/12/2025

Question 24-1:

Potential Modification of the Crater Mountain Alternative

The BLM has identified that a portion of the Crater Mountain Alternative and/or its access road would be within the Crater Mountain Wilderness Study Area (WSA), which is not permittable. We have identified a potential revision to the alternative that would avoid the WSA. It appears that the two parcels that would be crossed by the revised alternative segment are owned by LADWP. Please see Attachment A to this letter. This revision would:

-Retain the southernmost 15.6 miles (of the original 18 miles) of the alternative. The southern endpoint is at approximately Structure 279 (this is also the northern end of the Manzanar Alternative).

-Eliminate the northernmost 2.4 miles of the Crater Mountain Alternative (the part that would be adjacent to or within the WSA), and reconnect with the Existing/Proposed route south of the WSA at Proposed Structure 190. This connection would require a new ROW of approximately 0.7 miles (4-5 structures) along an existing LADWP access road and entirely on LADWP land.

Requests:

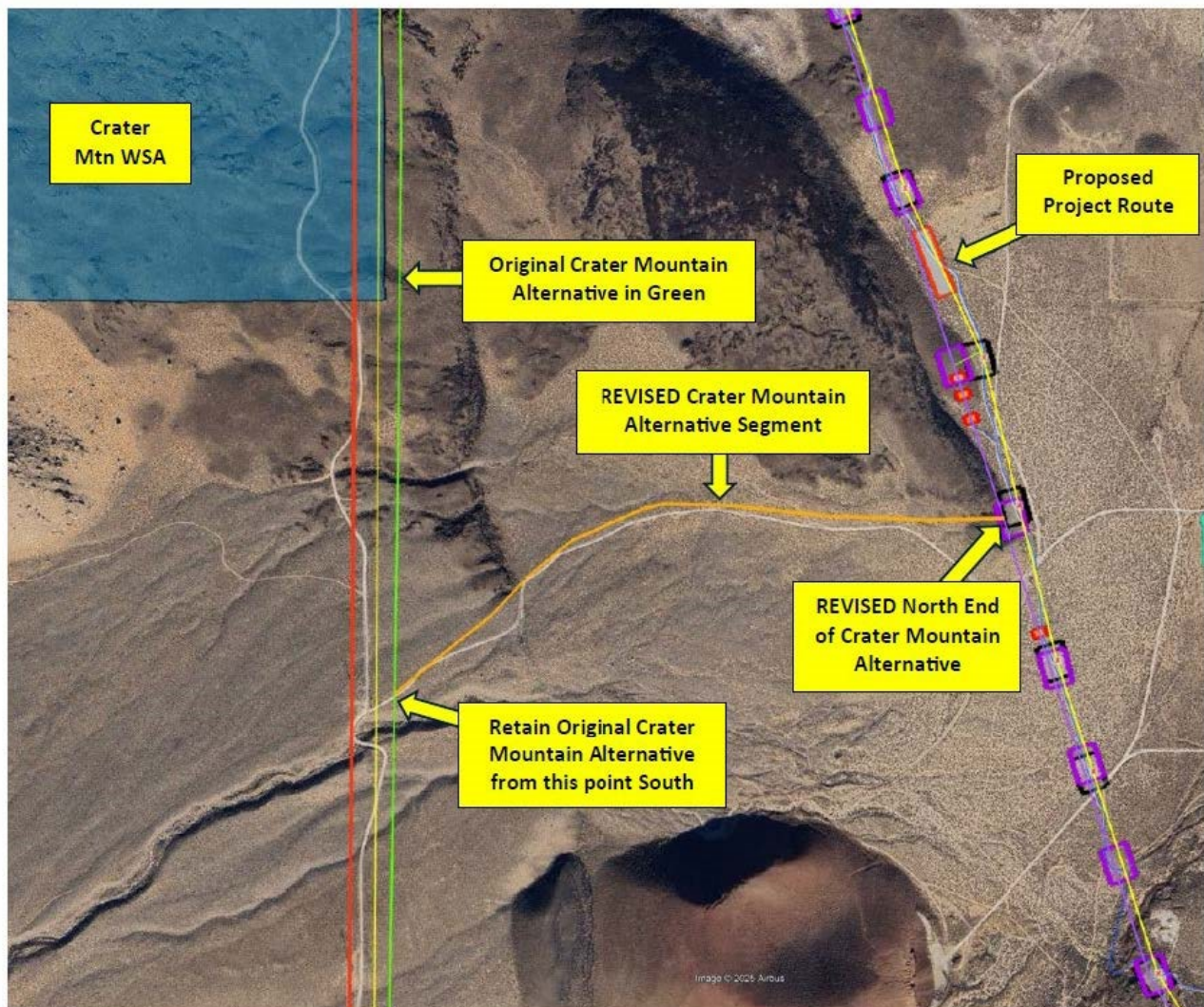
1. Please review this revised alternative and let us know if it would be feasible from an engineering and land ownership perspective.
2. Both the Proposed Project and the current Crater Mountain Alternative have been surveyed for biological and cultural resources with some buffer around each right-of-way. Please let us know how much of this short stretch of new ROW is not covered by completed surveys.

Crater Mountain Realignment Alternative: REVISED



Detail of Revised Crater Mountain Alternative – to Avoid the WSA

4 or 5 new structures to be located along the existing LADWP access road (orange line below)



Response to Question 24-1:

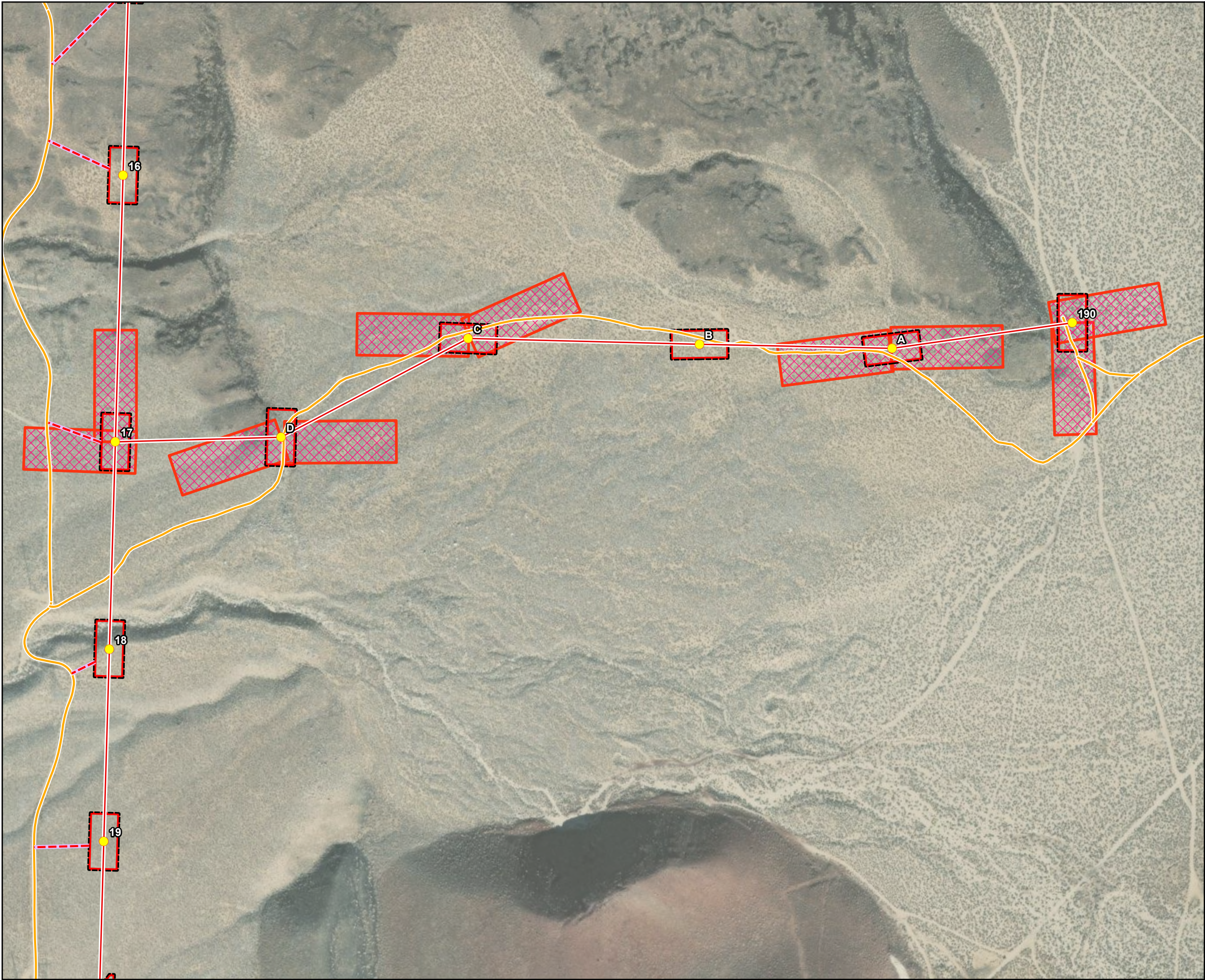
SCE sent an email to the CPUC and BLM regarding the proposed spur roads previously identified within the Crater Mountain Wilderness Study Area (please see the attached December 3, 2025, *Crater Mountain Wilderness Study Area memo*). We believe that email addresses the questions raised here but are also providing this document, and updated GIS files with the correct information properly shown, as the official response to this Data Request (DR) No. 24.


SCE developed a preliminary design for the portion of the “Crater Mountain re-route” alternative described in this data request. Please see the attached updated design details, including GIS and

kmz files, which show the proposed structure locations for this new alternative. SCE's analysis concluded that the "Crater Mountain re-route" alternative described in this data request is feasible from both an engineering and land ownership perspective.

The "Crater Mountain re-route" alternative would cross two parcels owned by the Los Angeles Department of Water and Power (LADWP), which are also crossed by the original Crater Mountain Alternative route and the Proposed Project. While SCE has not yet initiated negotiations with LADWP regarding acquisition of land rights in this area, the process for obtaining land rights associated with the "Crater Mountain re-route" alternative described in this data request would follow the same process for acquiring land rights for the balance of the original Crater Mountain Alternative; as such, SCE expects that the land acquisition efforts for this new alternative would be similar in nature.


Approximately 2,000 linear feet of the "Crater Mountain re-route" alternative described in this data request was not surveyed for biological or cultural resources.





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Legend: Proposed Engineering Infrastructure

- New
- Proposed Subtransmission Line
- Existing, Access Road
- New, Access Road
- Pull Site
- Structure Work Area

400 200 0 400

Feet



Big Pine

61 ft

14007 ft

4 2 0 4

Miles

Mapped Location

Transmission Line Rating Remediation Project
Ivanpah-Control Alignment

Proposed Engineering Options
for Crater Mountain Alternative




Figure
1

Crater Mountain Wilderness Study Area Memo

For the Southern California Edison (SCE) Ivanpah-Control (IC) Project, the Bureau of Land Management (BLM) identified an alternative alignment termed the 'Crater Mountain Alternative'. This alternative alignment, in part, skirts the eastern edge of the Crater Mountain Wilderness Study Area, and parallels an existing LADWP transmission line and its associated access road (shown in yellow).

SCE developed an initial design for the Crater Mountain Alternative to include identification of a construction work area at each new pole location. SCE identified the existing LADWP access road along the alternative alignment as a component of the Crater Mountain Alternative and identified, where necessary, new spur roads (shown in red) to connect the proposed new pole locations and the existing LADWP access road.

Shown in the Plate 1. Initial Spur Road Alignment aerial view (to the right), in the southeastern portion of the Crater Mountain Wilderness Study Area (see area in circle), there are two new spur roads which were identified to provide direct access from the existing LADWP access road to the construction work areas (shown in purple rectangles) for two new poles.

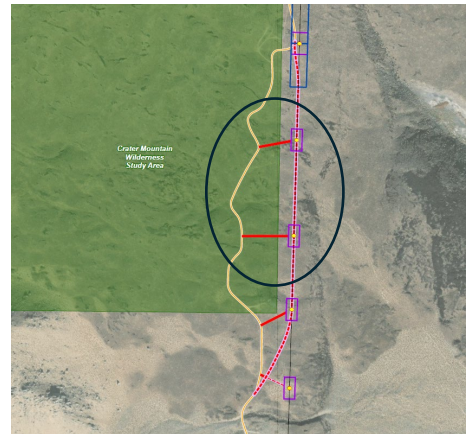


Plate 1. Initial Spur Road Alignment

The BLM notified SCE that development and use of these spur roads would not be permitted as spur roads—which represent new permanent disturbance—are located within the Crater Mountain Wilderness Study Area.

Therefore, SCE redesigned the spur roads to ensure that both construction work areas are accessible by spur roads that are located wholly outside the boundaries of the Crater Mountain Wilderness Study Area, see Plate 2. Revised Spur Road Alignment aerial view (to the right).

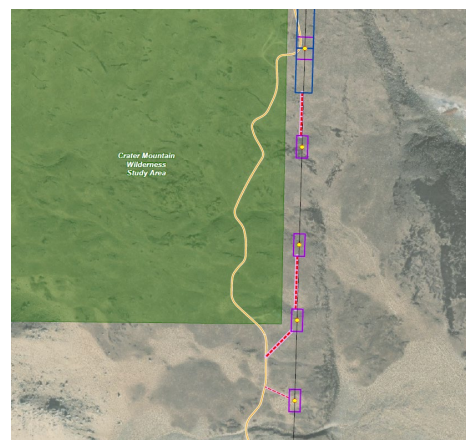


Plate 2. Revised Spur Road Alignment

As stated in both the Proponent's Environmental Assessment and Plan of Development documents developed for the IC Project, SCE anticipates utilizing helicopter-assisted construction as part of the IC Project. Work along the portion of the proposed project alignment located in this area was not identified for helicopter-supported construction. However, should the existing surface

conditions in this area present challenges to the establishment of spur roads as shown in Plate 2, SCE may opt to install the poles at these locations by helicopter. Installation by helicopter would require establishment of a new helicopter landing zone, likely to be located adjacent to the south or southeast of these poles, with such a helicopter landing zone likely to be located either along Fish Springs Road or along an existing LADWP access road.