

**PACIFIC GAS AND ELECTRIC COMPANY
Wildfire Mitigation Plans Discovery 2023
Data Response**

PG&E Data Request No.:	OEIS_001-Q012		
PG&E File Name:	WMP-Discovery2023_DR_OEIS_001-Q012		
Request Date:	April 5, 2023	Requester DR No.:	P-WMP_2023-PG&E-001
Date Sent:		Requesting Party:	Office of Energy Infrastructure Safety
DRU Index #:		Requester:	Colin Lang

SUBJECT: REGARDING PG&E’S RESPONSE TO ACI PG&E-22-09

QUESTION 012

- a. PG&E states that “363 [circuits] dropped to the lower 80 percent” (p. 891). For each of these circuit segments, provide the following information via Excel document:
 - i. Name/ID of CPZ
 - ii. V2 mileage of circuit segment
 - iii. V3 mileage of circuit segment
 - iv. Categorization in which movement each circuit segment falls under, as outlined on p. 891 (i.e., large shift in wildfire consequence value and rank; large shift in circuit segment mileage and wildfire consequence; or shift in ignition probability)
 - v. V2 overall risk ranking (including a footnote/written response of the total number of CPZs included in the ranking)
 - vi. V2 overall risk score
 - vii. V2 risk score broken out by:
 - (1) Ignition probability
 - (2) Wildfire consequence
 - viii. V3 overall risk ranking (including a footnote/written response of the total number of CPZs included in the ranking)
 - ix. V3 overall risk score
 - x. V3 risk score broken out by:
 - (1) Ignition probability
 - (2) Wildfire consequence
- b. For the 8 circuit segments that moved due to ignition probability, describe how such ignition probability changed.
- c. PG&E states that “As a result of these changes, previously approved system hardening projects have not yet initiated construction on CPZs that are now ranked as much lower risk.” (p. 893) Provide the following information on each of these projects via Excel document:

- i. Name/ID of CPZ
- ii. Mileage of project
- iii. Type of project (i.e., covered conductor, undergrounding)
- iv. V2 overall risk ranking (including a footnote/written response of the total number of CPZs included in the ranking)
- v. V2 overall risk score
- vi. V3 overall risk ranking (including a footnote/written response of the total number of CPZs included in the ranking)
- vii. V3 overall risk score
- viii. Stage in which the project was at when the project was halted (design, engineering, etc.)

ANSWER 012

- a. Please see attachment *WMP-Discovery2023_DR_OEIS_001-Q012Atch01.xlsx*, tab "12.a Dropped v2 CPZs."
- b. The probability of ignition change was driven primarily by greater granularity in failure modes associated with assets in the probability calculation. Please see attachment *WMP-Discovery2023_DR_OEIS_001-Q012Atch01.xlsx*, tab "12.b Probability of Ignition" for specific details.
- c. As noted in the 2023-2025 WMP R1 (posted April 6, 2023), ACI PG&E-22-09, (p. 891, under "Project Impacts"), "*there were no projects that were de-prioritized from the changes implemented between V2 and V3 of the models.*" The statement referenced (on p.892, under "Project Impacts") is a quote from the ISM Quarterly report highlighting the previous model changes (V1 to V2) and noting how EVM and System Hardening approached this differently due to the associated timeframes with the work.