

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

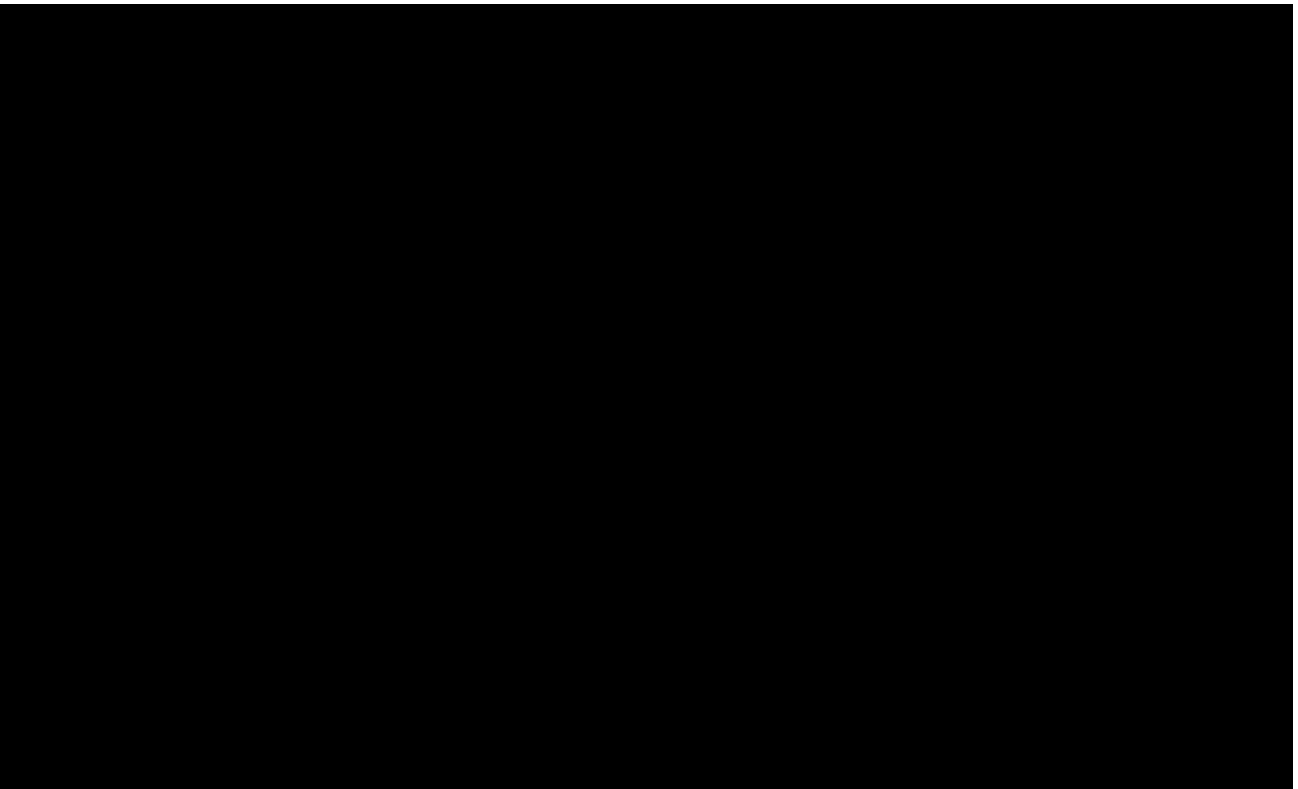
PG&E Data Request No.:	CalAdvocates_017-Q003		
PG&E File Name:	WMP-Discovery2023_DR_CalAdvocates_017-Q003_Redacted		
Request Date:	April 21, 2023	Requester DR No.:	CalAdvocates-PGE-2023WMP-17
Date Sent:	April 28, 2023	Requesting Party:	Public Advocates Office
DRU Index #:		Requester:	Matthew Taul

The following questions relate to your 2023-2025 WMP submission, Confidential response to Question 8 on "PGE-2023WMP-06\_VM\_inspection\_SH\_questions", Confidential response to Question 16 on "PGE-2023WMP-09\_VM\_WTRM\_UG\_vs\_CC\_costs\_and\_RSE", and Confidential response to Question 1 on "WMP-Discovery2022\_DR\_CalAdvocates\_035".

**QUESTION 003**

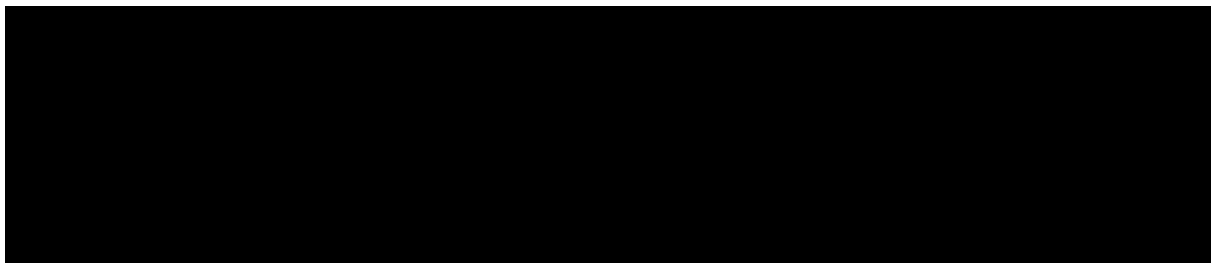
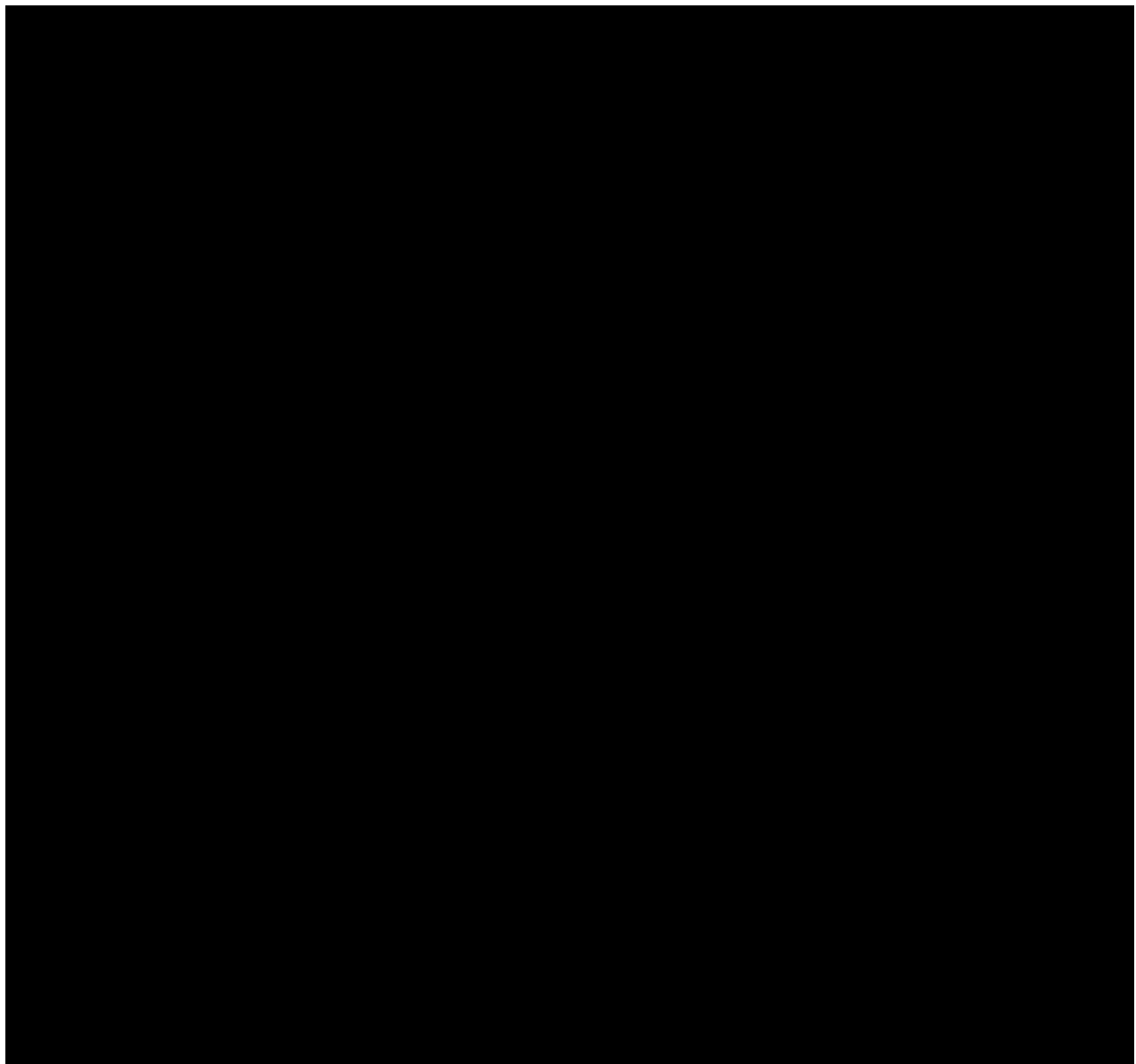
Question 003 was deemed confidential by the California Public Advocates Office.

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<sup>1</sup> Cross referenced against Confidential response to Question 1 on "WMP-Discovery2022\_DR\_CalAdvocates\_035."



<< end confidential>>

**ANSWER 003**

- a) Upon review, we respectfully find that the CPZ mileages presented in Table 2 are incorrect. As a result of the mileage errors in the Table, the Calculated Risk/Mile figures are incorrect as well. We also note that we do not use the term “cumulative risk.” We use the term “composite risk” and interpret this question as involving

“composite risk” scores. Any difference between these two terms is not material to our response.

The attachment used to develop the quoted miles from this analysis, WMP-Discovery2022\_DR\_CalAdvocates\_035, does not represent the total OH miles contained within each circuit segment, but the total projected UG miles from the “project.” These “projects” can include multiple circuit segments and represent the UG miles planned to be installed, not the OH miles removed used to calculate the risk value. Each of the segments referenced in this question were bundled with other high-risk segments and combined to be worked concurrently. The bundling of neighboring circuit segments supports cost effectiveness and will provide a larger benefit in terms of reduced PSPS/EPSS impacts as well. Therefore, the analysis performed here in terms of risk points for a single circuit segment divided by the undergrounding miles for a bundled project (which includes multiple circuit segments) is not comparing a consistent numerator and denominator.

- b) Pine Grove 110213438 is a 17.61 mile segment, with a mean risk rank of 204, and is well within the top 20% of the circuit segments. With a relatively low difficulty score (1.05) it is very cost efficient, especially when combined with other source-side and adjacent high-risk segments. This segment was combined into an operationally effective bundle.
- c) Stanislaus 17021888 is a 19.8 mile segment, with a mean risk rank of 379, and is well within the top 20% of the circuit segments. With a relatively low difficulty score (1.17) it is very cost efficient, especially when combined with other source-side and adjacent high-risk segments. This segment was combined it into an operationally effective bundle. Additionally, this circuit segment serves as a gateway to other segments planned for undergrounding in future years running along the south-side of the primary customer pocket in Arnold such that undergrounding it early in the program allows for better system operations in terms of load balancing, switching, and continuity of Undergrounding to support the reduction of impacts (outages) due to PSPS and EPSS in the future.
- d) Stanislaus 17021888 was brought forward for inclusion in the currently scoped workplan due to our bundling strategy grouping adjacent segments together to improve cost efficiency, coordination in the community, and overall area design needs, as discussed in the response to subpart c) above.
  - i) Bundling and feasibility considerations also impacted the total risk analysis for each of the three circuit segments mentioned in this question as discussed in the response to Question 1 of this data request.
  - ii) See the response to Question1
  - iii) See the response to Question 1