

**PACIFIC GAS AND ELECTRIC COMPANY  
Wildfire Mitigation Plans Discovery 2022  
Data Response**

PG&E Data Request No.:	OEIS_009-Q02		
PG&E File Name:	WMP-Discovery2022_DR_OEIS_009-Q02		
Request Date:	April 8, 2022	Requester DR No.:	OEIS-P&GE-22-009
Date Sent:	April 13, 2022	Requesting Party:	Office of Energy Infrastructure Safety
PG&E Witness:		Requester:	Kevin Miller

**SUBJECT: EXPENDITURES GRID DESIGN AND SYSTEM HARDENING**

**QUESTION 02**

Based on analysis of information reported in the WMP, PG&E reports an increase of \$198 million in Grid Design and System Hardening category initiatives over the amount projected for 2022 in the 2021 WMP Update.

- a) What accounts for of \$198 million increase in Grid Design and System Hardening category initiatives?
- b) Did it go up because of increase undergrounding miles?

**ANSWER 02**

- a) There are several forecast increases and decreases given the numerous initiatives within the Grid Design and System Hardening category. In general, the main drivers for the increase are due to increased unit/work volume, inclusion and re-mapping of certain MATs to better align with the 2022 WMP initiatives, and new programs and projects. Please refer to attachment “WMP-Discovery2022\_DR\_OEIS\_009-Q02Atch01” for forecast changes to the various initiatives within the Grid Design and System Hardening category (Section 7.3.3). The attachment includes descriptions for initiatives with \$10 million or more in projected change (both increase and decrease) from the 2021 WMP (Revised) forecast.
- b) There are overall forecast increases for initiatives with undergrounding miles (7.3.3.17.1 System Hardening and 7.3.3.17.6 Butte Rebuild). The drivers for the forecast increase are below and can also be found in the attachment “WMP-Discovery2022\_DR\_OEIS\_009-Q02Atch01”:
  - 7.3.3.17.1 - Mainly driven by change in forecasted work and unit mix. The 2021 WMP forecast assumed more Overhead Hardening miles versus Underground miles, while the 2022 WMP forecast has been updated to shift more work toward Underground work. Underground costs per mile are higher than Overhead Hardening costs per mile.
  - 7.3.3.17.6 – The 2022 WMP included the full MAT code costs for Butte Rebuild, including management and other program related costs, while the 2021 WMP had only included direct costs of the construction of rebuild mileage.