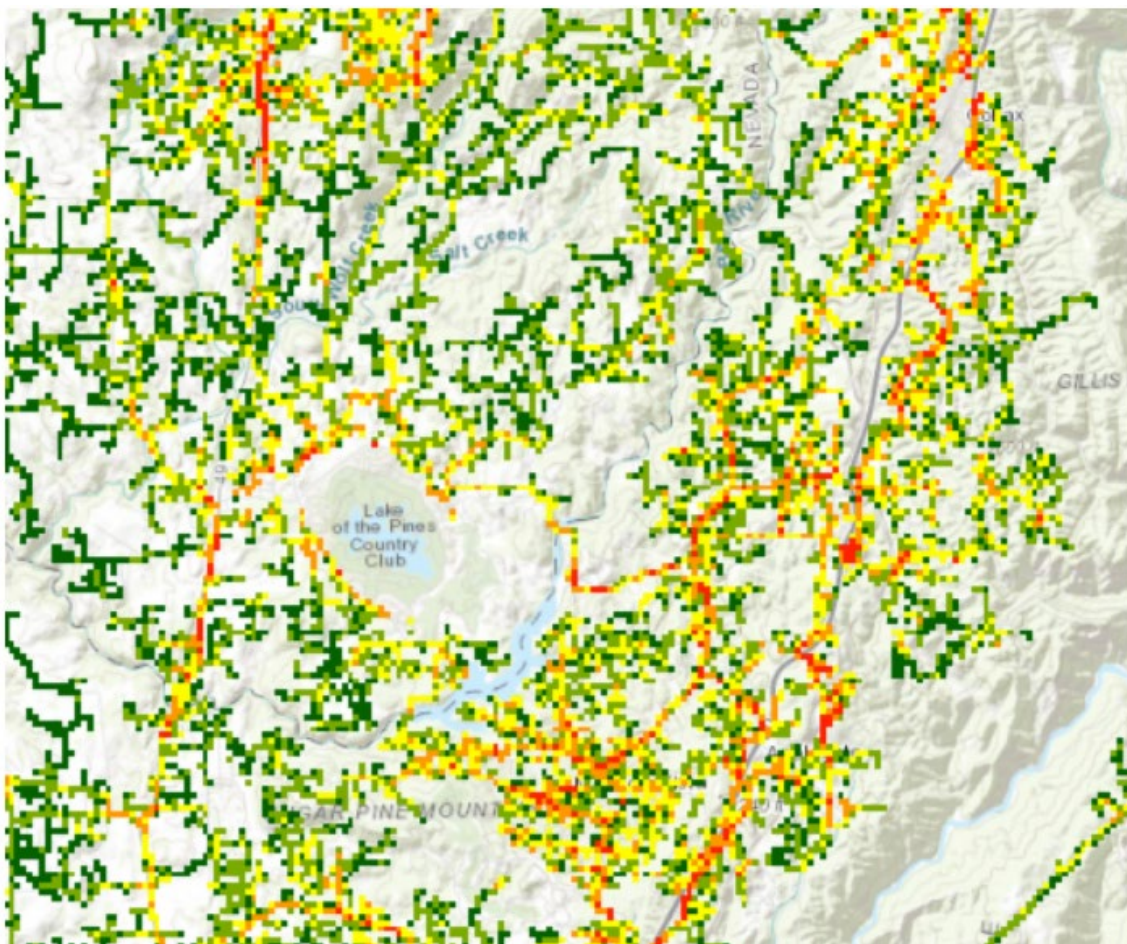


**PACIFIC GAS AND ELECTRIC COMPANY  
Wildfire Mitigation Plans Discovery 2023  
Data Response**

PG&E Data Request No.:	MGRA_005-Q004		
PG&E File Name:	WMP-Discovery2023_DR_MGRA_005-Q004		
Request Date:	May 10, 2023	Requester DR No.:	MGRA Data Request No. 5
Date Sent:	May 15, 2023	Requesting Party:	Mussey Grade Road Alliance
DRU Index #:		Requester:	Joseph Mitchell

***Regarding WDRM Data provided in PG&E's response to Data Request 4:***

***The probability of ignition data shows significant local (fine-grained) variation, as exemplified below:***



**QUESTION 004**

As an example of “localized outage” effects, if a vehicle were to collide with a utility pole and cause an outage in the boundary of the image above, and if the POI were to be recalculated, would the area where the outage occurred show an elevated POI? Or would conversely the incremental increase risk of vehicle collision outage be generally distributed over the entire landscape, or a portion of the landscape?

**ANSWER 004**

This type of outage would be classified into the Contact From Object “third party vehicle” subset as listed in Table PG&E-6.2.1-1. In reality, a single accident does not have very much sway over the third-party vehicle model one way or another because there are hundreds of historical events already contributing to the result. However, we can say that the additional data point would enhance the POI in locations that share the same covariate characteristics as the accident location. So, the resulting adjustments would not be localized to the accident location, but they would not be spread evenly across all locations either.