

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

PG&E Data Request No.:	TURN_007-Q001		
PG&E File Name:	WMP-Discovery2023_DR_TURN_007-Q001		
Request Date:	April 21, 2023	Requester DR No.:	TURN-PG&E- 7
Date Sent:	April 26, 2023	Requesting Party:	The Utility Reform Network
DRU Index #:		Requester:	Tom Long

**SUBJECT: SYSTEM HARDENING**

**QUESTION 001**

Regarding the 2023-2026 Undergrounding Workplan referenced on page 910 of the WMP (R1) and provided in Excel format in response to TURN Data Request 2-4:

- a. Please explain how, if at all, either or both of Simplified Wildfire Risk Spend Efficiency (SWRSE) and Wildfire Feasibility Efficiency (WFE) values (discussed on p. 968 of the WMP (R1)) were used in developing this workplan.
- b. Please explain what measure(s) PG&E used to prioritize projects in this workplan and how such measure(s) were used.
- c. Please add to the Excel spreadsheet columns showing the SWRSE and WFE for each listed circuit segment.
- d. Comparing this Workplan with Table 7-2 of the WMP, please explain how the HFTD miles in Table 7-2 for a given circuit segment relate to the Planned UG miles in Columns V through AA of the Undergrounding Workplan. For example, the second highest risk ranked circuit segment in Table 7-2, Bonnie Nook 1101CB, is shown to have 17.80 HFTD miles, but the Undergrounding Workplan shows projects for 2023-2026 totaling only 0.91 miles. Please explain all of the reasons why the miles in the Undergrounding Workplan would differ from the miles in Table 7-2 for a given circuit segment. Please also specifically explain, for the Bonnie Nook 1101CB circuit segment, why the planned undergrounding mileage only addresses a small portion of the mileage identified in Table 7-2.

**ANSWER 001**

**The confidential attachment is being provided pursuant to a signed NDA with PG&E.**

The circuits listed in Table 7-2 are the same circuits listed in Table 7-4 where additional detail is provided.

- a. As described in ACI 22-34, PG&E used the SWRSE and WFE to identify where we could most efficiently reduce risk at specific locations. We selected the roughly 8,100 OH miles with the highest SWRSE to produce roughly 10,000 miles of undergrounding.

- b. We describe these measures in WMP (R1) section 8.1.2.2 (page 343)
- c. Please refer to attachment “WMP-Discovery2023\_DR\_TURN\_007-Q001Atch01CONF.xlsx”
- See column AC for HF\_WFE Score
  - See column AD for HF\_WFE Ranking
  - We do not provide a separate SWRSE score because, as indicated on page 968 of the 2023-2025 WMP, while in practice the standard cost per mile of undergrounding is expected to decline over time, we assumed it to be fixed at 1 for all circuit segments so that the selection is only driven by feasibility and risk.
- d. In the amount of time available to respond to this request, there are several reasons why the project mileage may be different from the quoted OH HFTD miles. These reasons include:
- The total OH HFTD miles does not equal the required mileage for an underground project,
  - Projects can span multiple years.
  - Projects can include multiple circuit segments.
  - Projects can include remote grid or hybrid alternatives.
  - Some portion of the line may already be hardened.
  - Relocation of the line can result in a difference in resultant project miles.
  - Portions of the line may be private or customer owned.
  - There may be projects targeting the remote grid only in the near term.