

**PACIFIC GAS AND ELECTRIC COMPANY**  
**Wildfire Mitigation Plans**  
**Rulemaking 18-10-007**  
**Data Response**

PG&E Data Request No.:	CalAdvocates_042-Q08		
PG&E File Name:	WildfireMitigationPlans_DR_CalAdvocates_042-Q08		
Request Date:	February 21, 2021	Requester DR No.:	CalAdvocates-PGE-2021WMP-08
Date Sent:	February 25, 2021	Requesting Party:	Public Advocates Office
PG&E Witness:		Requester:	Henry Burton

**SUBJECT: NON-SPATIAL DATA TABLES**

The following questions relate to the attachment "Attachment 1 - All Data Tables Required by 2021 WMP Guidelines.xlsx."

**QUESTION 08**

Per Table 2, the number of transmission circuit miles inspected (line 2.d.ii) was either 29,608 or 29,609 per year from 2015 to 2019. In 2020, the number rose to 36,563.

- a) Explain why this data is constant from 2015 through 2019.
- b) Please explain why the number of transmission circuit miles inspected was nearly 7,000 higher in 2020 compared to previous years.

**ANSWER 08**

- a) For purposes of Table 2, we assumed annual mileage not getting a detailed inspection was patrolled (inspections previously were circuit-based, so every HFTD mile would either be inspected or patrolled, but not both). Since historically HFTD mileage for inspections was not tracked, the total HFTD mileage was assumed for either inspections or patrols for 2015 through 2019.
- b) In 2020, inspections were no longer circuit-based, but patrols remained circuit-based. The increase in total miles is primarily due to an increase in patrols. If only part of a circuit received a detailed inspection, the full circuit still would be patrolled. As stated in the response to 8a above, when inspections were circuit-based, the same assets would be inspected or patrolled but not both. Thus, the increase in mileage reflects that some circuits were both patrolled and inspected.