

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

PG&E Data Request No.:	WSD_010-Q05		
PG&E File Name:	WildfireMitigationPlans_DR_WSD_010-Q05		
Request Date:	March 15, 2021	Requester DR No.:	WSD to PGE – Data Request – 20210315
Date Sent:	March 18, 2021	Requesting Party:	Wildfire Safety Division
PG&E Witness:		Requester:	Ryan Arba

**QUESTION 05**

At the 2/22/21 Workshop, PG&E stated that in 2022 planning, it intends to “add additional asset classes” such as transformers and poles.

- a. Is this for the POI Models, the Consequence Model, or both?
- b. Does PG&E intend to add these additional asset classes to the model(s) as inputs, outputs, or both?
- c. What added benefit will these additional asset classes provide that are not provided by the existing models?
- d. Why are these not currently included within the model(s)?
- e. Would PG&E only be using ignition data corresponding to the type of ignition cause to train the model(s)? If so, would that ignition data be limited to the particular equipment type for each respective equipment model (i.e. PG&E will only use transformer-related ignitions for the transformer model)?

**ANSWER 05**

- a. PG&E intends to add transformers and poles into the Probability of Ignition component of the 2022 Wildfire Distribution Risk Model.
- b. Asset data for these asset classes will be inputs to create a Probability of Ignition for each of these assets. For example, pole data will be used to create a Probability of Ignition for poles.
- c. The addition of poles will add two benefits – first, that PG&E will have geographical coordinates for every structure (or functional location) in the HFTD (as opposed to conductors which are considered linear assets). This will enable PG&E to assess risk at a structure level. Second, PG&E will be able to associate additional failure modes with this asset type (i.e. poles). For Transformers, PG&E will be able to add another asset class which is a relatively high ignition driver.
- d. PG&E revised its models during 2020 and initiated this change first with a Vegetation Probability of Ignition Model, followed by the Equipment Probability of Ignition Model, since these are the highest volume of ignition drivers. The design,

build, test and verification process takes extensive time for the first evolutions, so time was the limiting factor.

- e. Yes, that is the planned approach. Similar to the approach to conductors, as the model for each asset type is created, it will improve the overall equipment model.