

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

PG&E Data Request No.:	CalAdvocates_019-Q008		
PG&E File Name:	WMP-Discovery2023_DR_CalAdvocates_019-Q008		
Request Date:	April 25, 2023	Requester DR No.:	CalAdvocates-PGE-2023WMP-19
Date Sent:	April 28, 2023	Requesting Party:	Public Advocates Office
DRU Index #:		Requester:	Holly Wehrman

The following questions relate to your 2023-2025 WMP submission and your responses to data request CalAdvocates-PGE-2023WMP-15.

QUESTION 008

Page 454 of PG&E’s WMP states, “We divide remaining notifications into two groups: (1) ignition risk notifications in the HFTD/HFRA; and (2) non-ignition risk notifications in the HFTD/HFRA.”

- a) How does PG&E determine whether a maintenance issue is an “ignition risk notification” or a “non-ignition risk notification”?
- b) Are there circumstances where a tag is a "non-ignition risk tag" but still poses other public safety hazards?
- c) If the answer to part (b) is yes, please list all such circumstances.

ANSWER 008

- a) “Ignition Risk” notifications are maintenance tags that have been determined to have some form of ignition risk as a result of the non-conformance identified on the tag (e.g., conductor or structural support deficiency). We used a combination of wildfire risk models to calculate the wildfire risk for each notification.

Each notification contains one or multiple FDA (Facility-Damage-Action) code(s) for documenting the associated issue. A team of subject matter experts from Asset Strategy, Wildfire Risk Management, and Standards/Work Methods reviewed each combination of FDAs and bucketed them into the following categories:

- i. No – Not Ignition Risk. This FDA has no probability of ignition.
- ii. Yes - Ignition risk, and then mapped to an associated wildfire risk model (example: Conductor composite model, support structure equipment failure model, vegetation composite model). Then the associated wildfire risk score is calculated for the issue based on the assigned risk model.

Any notification with a greater than zero wildfire risk score is considered an ignition risk notification.

- b) Yes, there are some instances when a non-ignition risk tag can cause a public safety hazard. However, the circumstances of these issues identified do not correlate with a failure that could lead to a spark or ignition likelihood, which could

lead to a much larger public safety issue. The most common example of a non-ignition tag would be missing high voltage signs. While this has some public safety hazard associated with awareness of high voltage around our lines, these do not pose a direct impact to the public safety of our assets causing harm to the public.

- c) Missing high voltage signs, missing visibility strips on poles, broken streetlights, and de-energized idle facilities that need to be removed are examples of non-ignition risk tags that could potentially pose a public safety hazard. However, given the multiple possibilities, we cannot speak to every single circumstance that can pose a public safety hazard.