

CalAdvocates Data Request 11.1

This question pertains to PacifiCorp's 2023 WMP, Figures 6-10 and 6-11, pp. 95-96.

- (a) Please define "cumulative ignition risk driver" as used in the context of Figures 6-10 and 6-11.
- (b) Please define "fire season" as used in the context of Figures 6-10 and 6-11.

Response to CalAdvocates Data Request 11.1

- (a) Cumulative ignition risk drivers are the sum of specific risk drivers for the period specified.
- (b) Every year from May 1 to October 31.

CalAdvocates Data Request 11.2

This question pertains to PacifiCorp’s 2023 WMP, Figure 6-10, p. 95.

- (a) Cal Advocates interprets the table in Figure 6-10 to mean that the rows labeled 2015 through 2022 represent annual numbers of “ignition risk driver” events in California (rather than, e.g., wire down events). Is this interpretation correct? If not, please explain the meaning of each of these rows.
- (b) The “wire down” row of the table in Figure 6-10 does not specify a date range. Cal Advocates interprets this table to mean that the “wire down” row represents total numbers for the years 2015-2022. Is this interpretation correct? If not, please explain the meaning of the “wire down” row.
- (c) Please disaggregate the data on wire down events by year (i.e., provide data for each year from 2015-2022).

Response to CalAdvocates Data Request 11.2

- (a) Yes, the interpretation is correct.
- (b) Yes, the interpretation is correct.
- (c) Please refer to table below:

Wire Down Events Only- Non-Fire Season										
	Object Contact	Other	Equipment Failure	Unknown	Wire-to-Wire Contact	Contamination	Lightning	Utility Work	Vandalism/Theft	Total Events
2015	18	17	5	1	0	0	0	0	0	41
2016	30	2	10	0	0	0	0	0	0	42
2017	34	24	5	3	0	0	0	0	0	66
2018	11	5	3	0	0	0	0	0	1	20
2019	33	18	3	1	1	0	0	0	0	56
2020	27	13	3	3	1	2	0	0	0	49
2021	33	8	4	1	0	0	0	0	0	46
2022	17	13	1	0	1	0	0	0	0	32
Wire Down	203	100	34	9	3	2	0	0	1	

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CalAdvocates Data Request 11.3

This question pertains to PacifiCorp's 2023 WMP, Figure 6-10, p. 95. In 2022, the count of cumulative risk drivers that occurred outside of the fire season is considerably lower compared to historical records. Please refer to attachment 1.

- (a) Please provide an explanation as to why there is a decrease in the number of cumulative risk drivers outside of the fire season when compared to historical data.
- (b) Please list the factors that led to the decrease in the number of cumulative risk drivers outside of the fire season when compared to historical data.

Response to CalAdvocates Data Request 11.3

- (a) Ignition risk drivers helped shape Pacific Power's programs which typically focus on methods, tactics, and technologies that reduce outages or, more specifically, fault events.
- (b) For many risk drivers, risk is mitigated through a combination of programs and there is not always a 1:1 relationship between a risk driver category and a mitigation program. All elements and programs in the plan work together to collectively mitigate wildfire risk.

CalAdvocates Data Request 11.4

This question pertains to PacifiCorp’s 2023 WMP, Figure 6-11, p. 96.

- (a) Cal Advocates interprets the table in Figure 6-11 to mean that the rows labeled 2015 through 2022 represent annual numbers of “ignition risk driver” events in California (rather than, e.g., wire down events). Is this interpretation correct? If not, please explain the meaning of each of these rows.
- (b) The “wire down” row of the table in Figure 6-11 does not specify a date range. Cal Advocates interprets this table to mean that the “wire down” row represents total numbers for the years 2015-2022. Is this interpretation correct? If not, please explain the meaning of the “wire down” row.
- (c) Please disaggregate the data on wire down events by year (i.e., provide data for each year from 2015-2022).

Response to CalAdvocates Data Request 11.4

- (a) Yes. The interpretation is correct.
- (b) Yes. The interpretation is correct.
- (c) Please refer to the table provided below:

Wire Down Events Only-Fire Season

	Object Contact	Other	Equipment Failure	Unknown	Wire-to-Wire Contact	Contamination	Lightning	Utility Work	Vandalism/Theft	Total Events
2015	2	0	3	1	0	0	0	0	0	6
2016	6	0	0	0	0	0	0	0	0	6
2017	5	0	3	0	0	0	0	0	0	8
2018	4	4	0	0	0	0	0	0	0	8
2019	13	1	4	1	0	0	0	0	0	19
2020	6	4	6	0	0	0	0	0	0	16
2021	10	0	1	0	0	0	0	0	0	11
2022	10	0	1	3	0	0	0	0	0	14
Wire Down	56	9	18	5	0	0	0	0	0	88

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CalAdvocates Data Request 11.5

This question pertains to PacifiCorp's 2023 WMP, Figure 6-11, p. 96. In 2022, the count of cumulative risk drivers that occurred during fire season is considerably lower compared to historical records. Please refer to attachment 1.

- (a) Please provide an explanation as to why there is a decrease in the number of cumulative risk drivers during fire season when compared to historical data.
- (b) Please list the factors that led to the decrease in the number of cumulative risk drivers during fire season when compared to historical data.

Response to CalAdvocates Data Request 11.5

- (a) Ignition risk drivers helped shape Pacific Power's programs which typically focus on methods, tactics, and technologies that reduce outages or, more specifically, fault events.
- (b) For many risk drivers, risk is mitigated through a combination of programs and there is not always a 1:1 relationship between a risk driver category and a mitigation program. All elements and programs in the plan work together to collectively mitigate wildfire risk.