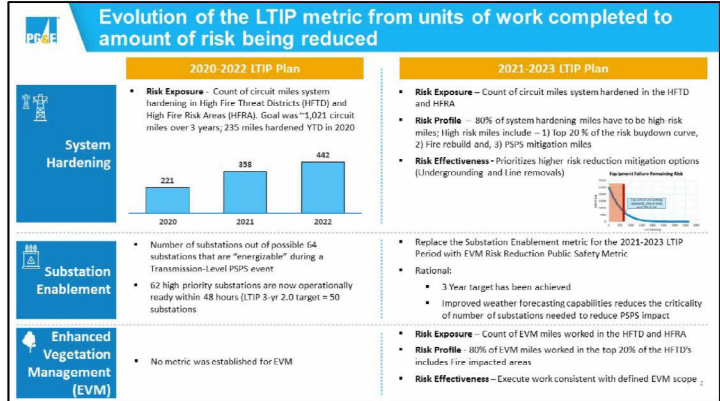


**Public Safety  
Long Term Incentive Plan (LTIP)  
Target Setting**

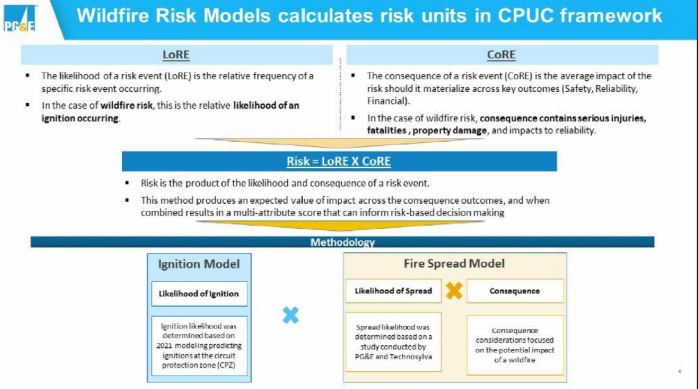
**November 23, 2020**

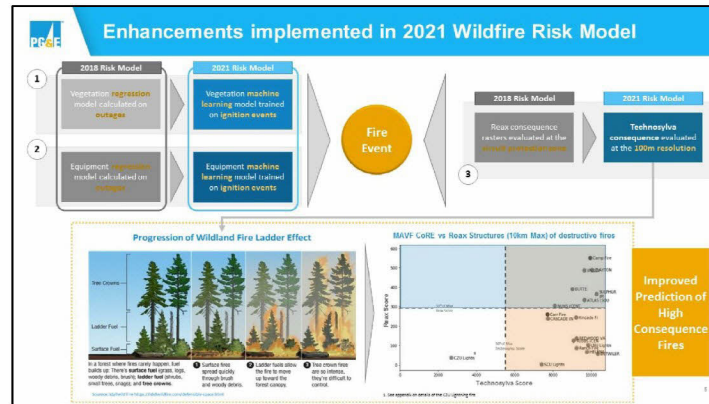




## Risk Model and Risk Quantification

J. Smith

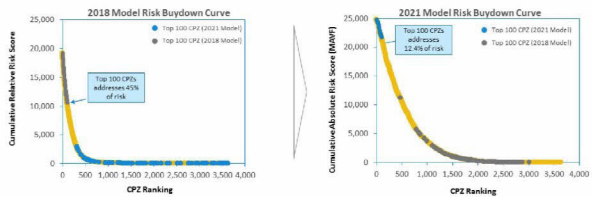






### Risk models provide risk buydown curves to guide workplan

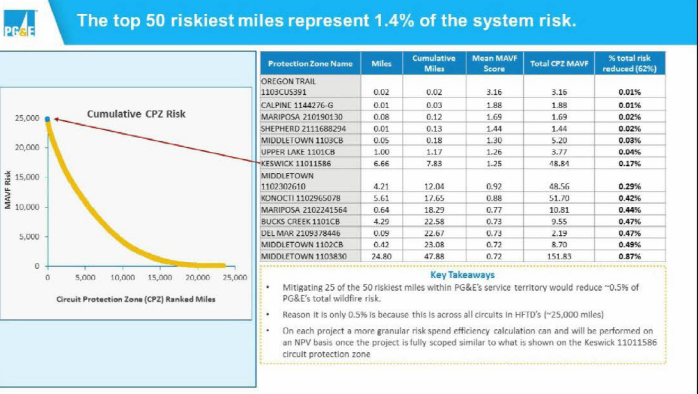
The risk buydown curve shows the amount of risk that can be addressed with every subsequent mile within a CPZ that is mitigated. This view shows the relative magnitude of potential projects and can compare impacts of programs with varied effectiveness. The visualization helps to highlight the consolidation of risk by CPZ as you move down the prioritization list.



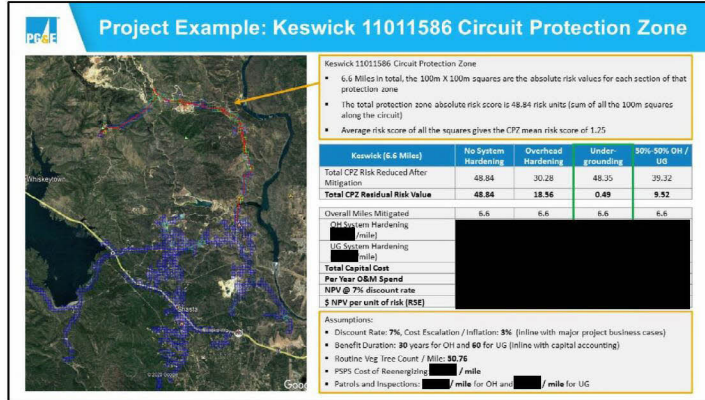
Equipment (Conductor) Risk Buydown curves highlight the significant shift of where the top 100 CPZ's are between the two models primarily as a result of the shift in the consequence model

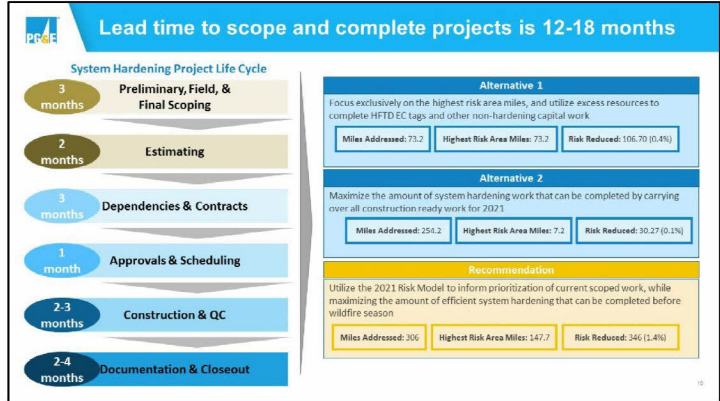
## Project Example

7/20/2014










## Target Setting

11/20/2014



## System Hardening

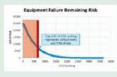
### System Hardening Targets (Risk Miles)

**Conditions**

**Condition 1: 80%<sup>1</sup> of system hardening miles have to be high-risk miles over the three-year period or LTIP is 0**

**Risk Profile (High Risk Miles defined as)**

1. Top 20%<sup>2</sup> of risk buydown curve
2. Fire rebuild miles
3. PSPS mitigation miles



**Condition 2: Set minimum percentage of miles mitigated with either Line Removal or Undergrounding over the three-year period or LTIP is 0**

**Risk Effectiveness**

- 10% of Undergrounding or Line Removal work in the System Hardening project portfolio<sup>3</sup>

**Risk Exposure**

- Count of circuit miles system hardened in the HTD and HFRA

	LTIP 0.5	LTIP 1.0	LTIP 2.0
2021	305	320	350
2022	350	368	403
2023	396	416	455
2021-2023	1,051	1,103	1,209

1. Basis of the 80% is to allow for operational execution considerations including permitting, weather related access, and mob/demob efficiencies
2. Basis of the top 20% correlates to ~70% of the risk on the risk buydown curve
3. Risk reduction effectiveness for Overhead Hardening is estimated at 62% and Undergrounding or Line Removal is estimated at 99%



# Enhanced Vegetation Management (EVM)

## Conditions

Condition 1: 80%<sup>1</sup> of EVM miles have to be high-risk miles over the three-year period or LTIP 14.0

### Risk Profile (High Risk Miles defined as)

- Top 20%<sup>2</sup> of risk model buydown curve
- Fire impacted miles

### Risk Effectiveness

- Execute work consistent with defined EVM scope
  - Achieve 12' recommended radial clearance
  - Access viable potential trees including high risk species
  - Remove overhangs above and within 4 feet of power lines
  - Mitigate vegetative fuels under and adjacent to powerlines on targeted basis

### Risk Exposure

- Count of EVM miles worked in the HFTD and HFRA

## EVM Targets (Risk Miles)

	LTIP 0.5	LTIP 1.0	LTIP 2.0
2021	1,800	1,890	2,070
2022	1,800	1,890	2,070
2023	1,800	1,890	2,070
2021-2023	5,400	5,670	6,210

Note: Targets are based on 12-yr EVM Program pace (2021 – 2032) consistent with the PCR. Evaluating viability of 10-yr pace (2021 – 2030).

1. Basis of the 80% is to allow for operational execution considerations including permitting, weather-related access and customer approvals  
 2. Basis of the top 20% correlates to ~85% of the risk on the risk buydown curve

**The LTIP targets for system hardening are set based on 2021 risk miles and program funding assumptions**

**Program Funding**

- Forecast of [redacted] Wildfire Mitigation capital spend in 2021 consistent with the Settlement for the 2020-2022 GRC. 2022 forecast escalates 2021 by 15% and 2023 forecast escalates 2021 by 30%.

**Unit Costs**

- Assumes [redacted] per circuit miles of Overhead SH work and [redacted] for Underground work

**Program Duration**

- Execution of the 13-year plan focusing on top 20% circuit protection zones by 2032

**System Hardening LTIP Targets**

	LTIP 0.5	LTIP 1.0	LTIP 2.0
<b>2021</b>	305	320	350
<b>2022</b>	350	368	403
<b>2023</b>	396	416	455
<b>2021-2023</b>	1,051	1,103	1,209

Targets are miles of system hardening work for specific risk-prioritized work

- The total mileage of the proposed 2021 Project Portfolio was set as the threshold goal (LTIP 0.5) for 2021
- LTIP 0.5 goals in 2022 and 2023 reflect escalation of program funding level
- The target and stretch goals (LTIP 1.0, 2.0) were set as 5% and 15% higher, respectively

<sup>1</sup> [redacted] includes scoping and engineering costs for future system hardening projects beyond 2021 and additional minor capital spend for other Wildfire Mitigation Programs <sup>14</sup>



### The LTIP targets for EVM are set based on work to be completed over the remaining twelve years of the program

- Program Duration**
  - Assumes execution of the 12-year Enhanced Vegetation Management Plan (2021-2032)
  - Evaluating viability of 10-year pace (2021-2030)
- Program Funding**
  - Forecast of [redacted] spend on EVM program in 2021, 2022 and 2023 respectively (in alignment with PDR)
  - 10-year pace will result in incremental forecast of [redacted] per year
- Unit Costs**
  - Assumes [redacted] per miles of EVM work

Enhanced Vegetation Management LTIP Targets

	LTIP 0.5	LTIP 1.0	LTIP 2.0
2021	1,800	1,890	2,070
2022	1,800	1,890	2,070
2023	1,800	1,890	2,070
2021-2023	5,400	5,670	6,210

- Targets are miles of EVM work for specific risk-prioritized work.
- The total mileage of the proposed 2021 Project Portfolio was set as the threshold goal (LTIP 0.5) for 2021
  - The target and stretch goals (LTIP 1.0, 2.0) were set as 5% and 15% higher, respectively



## Detailed Project Level Signoff and Tracking

### Wildfire Governance Review

- List of 2021 System Hardening Projects will be formally approved by the Chief Risk Officer.
  - To ensure risk focus and to ensure other factors do not dilute the risk reduction objective
  - Allows judgement to be applied to address 2021 Work plan transition due to a big shift in the risk model
- List of 2021 Enhanced Vegetation Miles (specific location) will also be formally approved by the Chief Risk Officer

### PG&E Board – Risk Committee

- List of 2021 System Hardening Projects and List of 2021 Enhanced Vegetation Miles (specific location) will be provided to the PG&E Board by the Chief Risk Officer
- In 2021 Quarterly Updates regarding progress on both System Hardening and Enhanced Vegetation Management will be submitted to the PG&E Board by the Chief Risk Officer, focusing on
  - Amount of Risk Reduced at the Project Level, from both location of the project/ miles on the risk curve and mitigation that was performed (line removal, underground, overhead)
  - Progress being made on developing 2022 plan

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## Appendix

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## Review of Work Plans

CZU Lightning Complex Fire Map



Source: CALFIRE

### Damage Overview



### Fire Description and Observations

- The wildfire started at 8:41 AM on August 16, 2000 and were the result of a thunderstorm that produced close to 31,000 bolts of lightning and started hundreds of fires throughout California
- The lightning strikes initially started fires separately known as the Warnella Fire near Davenport and the Woodell Fire, near Woodell Creek, as well as three fires on what would become the northern edge of the CZU Complex fire.
- Two days after the fires began, a change in wind conditions caused these three northern fires to rapidly expand and merge, growing quickly to over 40,000 acres
- The modeling complexity of this wildfire is such that it would require taking into account the hundreds of fires that were started rather than treating this as a single wildfire