
From: [REDACTED]
To: [REDACTED]
Sent: 12/1/2020 8:21:26 PM
Subject: Inflight EVM and System Hardening Work
Attachments: Public Safety LTIP Target Setting V36.pptx

[REDACTED]

You bring up good points. For the 2021 WMP, I agree. We should not switch to risk points. Developing the measurement system and doing proper measurement is while the metric is a public metric is not good.

For EVM we are keeping the target at 1800 Miles, but it might get approved to be 2100 Miles if Finance allocates the additional \$175 Million.

For System Hardening, they do not have all the projects lined up for 2021 because of the Risk Model shift. But we have landed on LTIP targets which give us some sense of it.

For an LTIP Score of 0.5 we have to do 305 High Risk System Hardening Miles. These are system hardening projects that can be either – Fire Rebuild, PSPS Mitigations (meaning it is on circuits where we have taken multiple PSPS events over 2019 and 2020), or in the Top 20% of the riskiest miles as determined by the 2021 Equipment Risk Model.

However doing 305 Miles given that the portfolio has been turned upside down is a problem that we have to figure out how to get through.

See this deck that walks through the LTIP metrics.

[REDACTED] | PG&E | Electric Operations – Business Operations | [REDACTED]
[REDACTED]

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There is no such thing as a small act of kindness; every act creates a ripple with no logical end.

From: [REDACTED]
Sent: Tuesday, December 01, 2020 7:56 PM
To: [REDACTED]
Subject: RE: Inflight System Hardening Projects

[REDACTED]

Looking for quick reads on a couple of Wildfire Risk Governance Committee things to inform how we're approaching the 2021 WMP:

1. We'd talked in the past about switching our targets for 2021 and future years from miles of work to risk points, or something similar. I have not clearly heard such a decision or direction from the committee, should I be assuming that our 2021 targets will remain as miles or will we be ready in time for the 2021 WMP to switch to risk points, which would require us to be able to explain exactly how that works. (For what it's worth, I would recommend that we NOT switch to risk points in the 2021 WMP. Our track record for hitting targets set against brand new measures is not strong and while we are still figuring out the new risk model and associated factors I would recommend we track the risk points for 2021, get good and familiar with it and then consider using it as the target in 2022 and beyond.)
2. Overall mileage targets for EVM and System Hardening in 2021: We've been discussing a lot about each project or criteria of projects that are approved for 2021 for EVM and Sys Hard. Does that mean the existing overall mileage targets remain valid and we are working on which projects fill up that target /

budget? Or are we trying to build the overall plan / budget from the ground up to create new 2021 mileage targets?

Feel free to give me a call if you'd rather.

Thanks

[Redacted] | Director, EO Regulatory Strategy & CWSP PMO
Pacific Gas and Electric Company

Nothing matters more at PG&E than public, employee and contractor safety.

Some of the measures included in this email are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

From: [Redacted]

Sent: Tuesday, December 01, 2020 1:58 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: Inflight System Hardening Projects

Hi Team,

Please see attached meeting materials for todays meeting at 4:30 PM.

*** given the size of the file, we are only able to send it out as a pdf***

Thanks,

[Redacted]

Senior Executive Assistant to [Redacted] – Chief Risk Officer

[Redacted]

-----Original Appointment-----

From: [Redacted] On Behalf Of [Redacted]

Sent: Friday, November 20, 2020 8:49 AM

To: [Redacted]

Cc: [Redacted]

Subject: Inflight System Hardening Projects

When: Tuesday, December 1, 2020 4:30 PM-6:00 PM (UTC-08:00) Pacific Time (US & Canada).

Where: Microsoft Teams Meeting

12/1 – Meeting Materials Attached

Meeting Topic: Inflight System Hardening Projects

Material To Be Provided By: [REDACTED], with support from [REDACTED] and [REDACTED]

Attendees:

- [REDACTED]
- [REDACTED]
- Public Safety Specialist – [REDACTED] – Please forward invite to attendees who will need to attend this meeting
- Execution – [REDACTED] - Please forward invite to attendees who will need to attend this meeting

Microsoft Teams meeting

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