
From: [REDACTED]

To: [REDACTED]

Sent: 3/3/2021 4:26:26 PM

Subject: FW: Executive Summary vs DOT WSHP Log data

Attachments: Project List MAT 08W 2.0_022521(Recon Ver) .xlsx

Thank you [REDACTED]

[REDACTED] has spent some time today performing a QC of the file from [REDACTED] and his results are below. This confirms our previous claims that their file requires much more manual effort to update and so data is usually lagging or doesn't get updated as the projects progress. Just to be clear [REDACTED] did not perform an exhaustive QC of the file so there could be other areas where data is not current.

[REDACTED]

Pacific Gas and Electric Company

From: [REDACTED]

Sent: Wednesday, March 3, 2021 3:42 PM

To: [REDACTED]

Subject: Executive Summary vs DOT WSHP Log data

Hey [REDACTED]

I've completed a reconciliation of 2 key fields (SAP Status & Planned Mileage) within the executive summary report vs the same fields in our WSHP Log and I'll post my findings below. Note that planned mileage was calculated from the executive report using OH + UG Feet.

There are currently 31 orders with user statuses that are out of sync in the exec summary (for items labeled "Keep") vs our WSHP project Log. I also tested the accuracy of our WSHP log data with an external AO report which pulls directly from BW(Business Warehouse) and ours is a 1 to 1 match. (see below comparison with variation between exec summary vs WSHP Log from DOT vs MRORD AO report.)

That said the biggest segment of misalignment in this section is with a set of 18 FRRB orders, which the exec report is reporting "UNSC" whereas they are actually in UNSE instead.

SAP Status variance	TRUE		
Count of Order			
EXEC SAP Status	DOT SAP Status	STATUS per MDORD	Total
⊖ CONS	⊖ PEND	PEND	1
⊖ ESTS	⊖ APPR	APPR	1
ESTS	⊖ CONS	CONS	1
ESTS	⊖ UNSC	UNSC	1
ESTS	⊖ UNSE	UNSE	7
⊖ UNSC	⊖ CONS	CONS	1
UNSC	⊖ UNSE	UNSE	18
⊖ UNSE	⊖ DCNL	DCNL	1
UNSE	⊖ ESTS	ESTS	6
Grand Total			37

From a mileage perspective I count 204 orders with mileage variances. Below is a summary that breaks down the total mileage var based on our DOT SAP status(Because its more accurate). Biggest var as you can see is not surprisingly from the orders that are in the earlier stages such as UNSE and ESTS. This is most likely due to updated mileage information coming out of the scoping processes suborder tables that we use as reference inputs to our log but not reconciled back to the exec summary. Overall mileage variance is only about 11.97 miles with biggest drivers again from UNSE and ESTS.

Note the table below is filtering only by orders that have mileage variances.

Values			
DOT SAP	Sum of EXEC Mileage	Sum of DOT Mileage	Sum of Mileage Variance
⊕ ADER	-	1.50	(1.50)
⊕ APPR	0.52	0.52	(0.00)
⊕ CONS	18.67	16.88	1.80
⊕ DCNL	1.08	1.62	(0.54)
⊕ DOCC	5.86	5.53	0.33
⊕ ESTS	76.80	53.83	22.97
⊕ PEND	7.21	7.17	0.04
⊕ UNSC	5.04	6.50	(1.46)
⊕ UNSE	202.36	212.02	(9.66)
Grand Total	317.55	305.58	11.97

I've attached a copy of my file but let me know if you want to drill into anything together.

