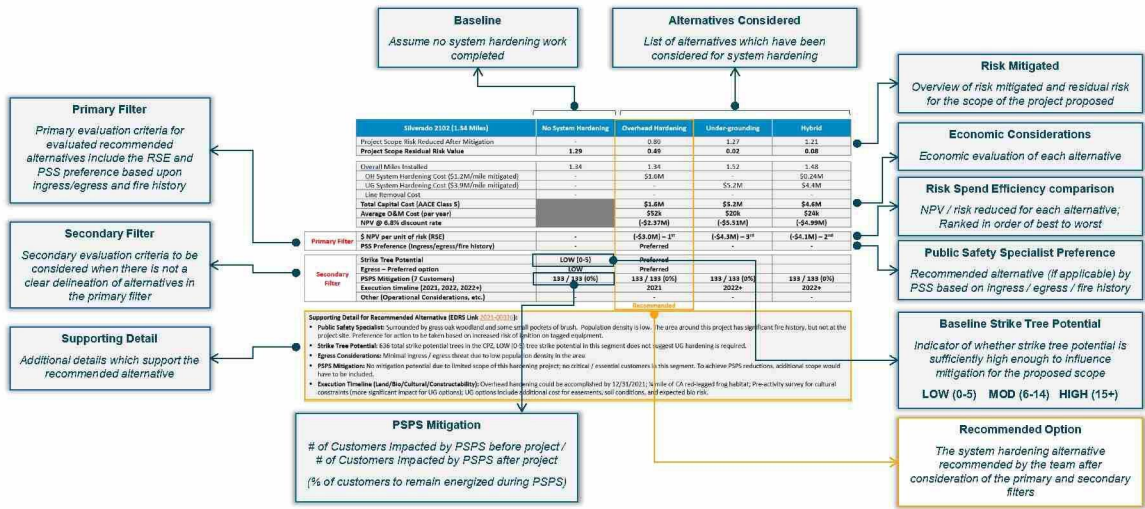


Wildfire Risk Governance Committee
System Hardening Project Approvals

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System Hardening Decision Framework Overview



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Proposed Scope: CWSP TOP 50 – PM# 35217268 Bucks Creek 1101 CB

	Bucks Creek 1101 (4.73 miles)	No System Hardening	Overhead Hardening	Hybrid 1	Hybrid 2
Project Scope Risk Reduced After Mitigation	-	-	4.73	4.99	4.02
Project Scope Residual Risk Value	9.55	-	3.63	0.13	0.61
Overall Miles Installed	4.73	4.73	4.73	5.42	4.02
OH System Hardening Cost (\$2.8M/risk-mile mitigated)	-	-	\$13.2M	\$0.13M	\$6.0M
UG System Hardening Cost (\$4.4M/risk-mile mitigated)	-	-	-	\$21.9M	\$9.0M
Line Removal Cost (\$0.106M/risk-mile mitigated)	-	-	-	-	\$75k
Total Capital Cost (AACE Class 5)	-	-	\$13.2M	\$22M	\$15.1M
Average O&M Cost (per year)	-	-	\$212k	\$86k	\$122k
NPV @ 6.8% discount rate	-	-	(\$-16.4M)	(\$-23.7M)	(\$-17M)
Primary Filter	\$ NPV per unit of risk (RSE)	-	(\$-2.8M) – 3 rd	(\$-2.6M) – 2 nd	(\$-1.9M) – 1 st
	PSS Preference (Ingress/egress/fire history)	-	Non-satisfactory	Satisfactory	Non-satisfactory
Secondary Filter	Strike Tree Potential	Moderate Fall-In Risk	Low Fall-In Tree Risk	Low Fall-In Tree Risk	Low Fall-In Tree Risk
	Ingress / Egress	Moderate	Non-satisfactory	Satisfactory	Non-satisfactory
	PSPS Mitigation (5 customers)	45 / 45 (0%)	45 / 45 (0%)	45 / 45 (0%)	45 / 45 (0%)
	Execution timeline (2021, 2022, 2022+)	-	2021	2022+	2022+
	Other (Operational Considerations, etc.)	-	-	-	-

Recommended

Supporting Detail for Recommended Alternative (EDRS Link 2021-03744):

- **Public Safety Specialist:** Fuel types are consistent with moderate to heavy brush and mixed conifer, however the general area has been heavily fire scarred and the fire scar areas are intermixed with a significant amount of standing and down dead fuel.
- **Strike Tree Potential:** 105 total strike potential trees in the CPZ, Moderate (6-15) tree strike potential.
- **Egress Considerations:** This project crosses HWY 70 near the Bucks Creek Powerhouse and then parallels the highway for a roughly 2-mile stretch, and then runs along Storrie Rd. paralleling the Feather River on the canyon opposite side of Highway 70. HWY 70 is a main thoroughfare for ingress/egress for emergency responders and to the few residents who live in that direct area; it is also a major route for commerce both by vehicle and railroad. If Highway 70 was closed in this area it would make ingress and egress difficult; if not impossible for responders and citizens and economically be a substantial hit to commerce. There are no alternative routes within the Feather River Canyon.
- **PSPS Mitigation:** No mitigation potential due to limited scope of this hardening project; no critical / essential customers in this segment. Cannot achieve PSPS reduction due to required overhead conductor over the water crossing near the substation.
- **Execution Timeline (Land/Bio/Cultural/Constructability):** Work required during the dry season (May 15 – Oct 15) and/or biomonitoring, and potential Heli restrictions (Feb 2 – July 15) due to owl activity centers. CALTRANS ROW, easement restrictions, and 1 culturally sensitive areas in Hybrid 1. Butte work further down HWY 70 is undergrounding line consistent with the Hybrid 1 alternative.

Key Decision – Approval to Execute ECOP projects

Approval Status	PENDING
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Decision Detail
Request that these scoped projects are approved as is as all OH hardened facilities as determined by the Field Scoping Team. EDRS – 2021-03744

Concerns and Mitigations

Approvals	

Action Items and Validations	
Decision Framework	Establish clear decision criteria for the WFRG make a decision upon system hardening mitigation alternatives proposed - COMPLETE

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