

Energize Eastside

Community Advisory Group Meeting #4b

energize**EASTSIDE**

July 9, 2014

Discussion overview

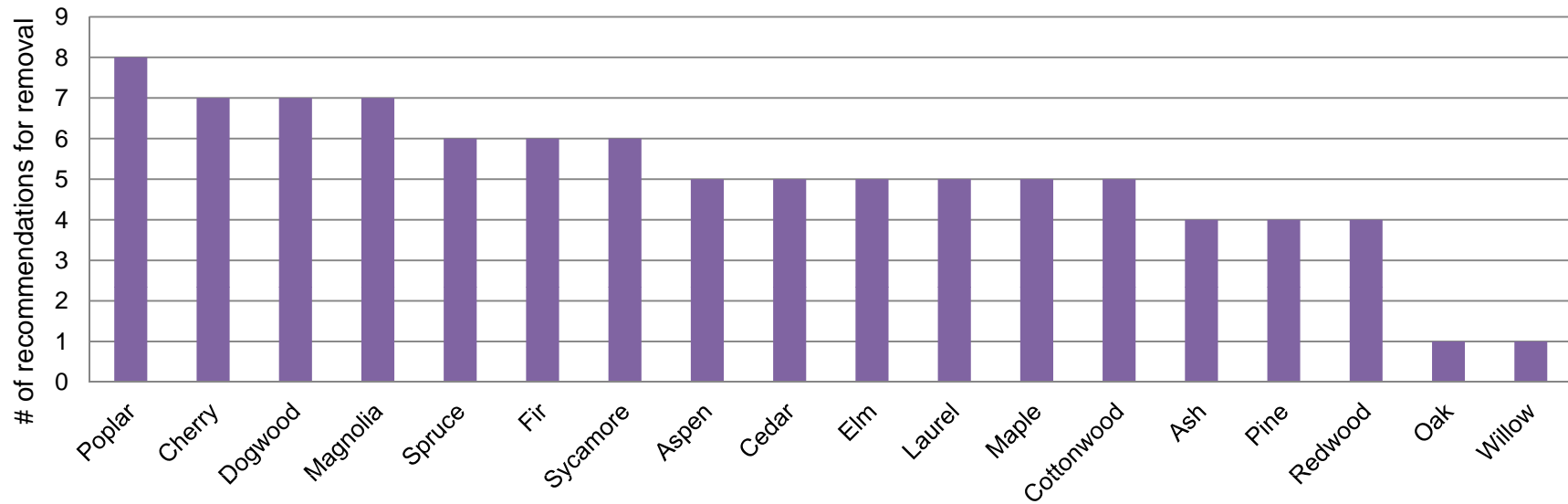
- Discuss advantages and disadvantages of route options
- Finalize evaluation factors and begin weighting discussion
- Discuss how to communicate narrowed route options to the community

Advantages and disadvantages of route options

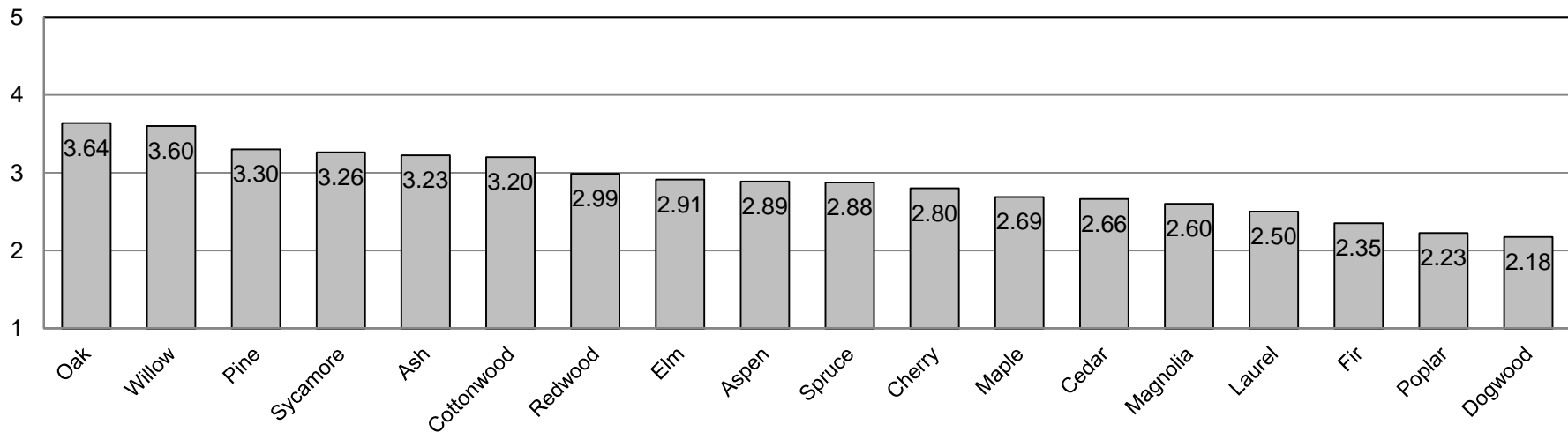
Route option (and segment combination)	Advantages	Disadvantages	Additional notes	Recommended for further consideration? (Y/N)
Ash (A-C-D-F-G1-I-K2-M-N)				
Aspen (A-C-E-G2-I-K1-L-N)				
Cedar (A-C-E-G2-G1-H-L-N)				
Cherry (A-B-F-G1-I-K1-L-N)				

Recommendations for route options to remove from further consideration

Tallied route removal recommendations



Blind evaluation results



Evaluation factors

Confirmed evaluation factors

- Avoids impacts to aesthetics
- Avoids residential areas
- Avoids sensitive community land uses
- Avoids sensitive environmental areas
- Least cost to the rate payer
- Maximizes longevity
- Maximizes opportunity areas
- Protects health and safety
- Protects mature vegetation

Outstanding evaluation factors to be discussed

- Avoids effects on property values
- Avoids impacts on construction

Evaluation factors & MODA

- How are evaluation factors used?
- Why weight evaluation factors?
- How are evaluation factors weighted?
- How does MODA inform recommendations?

Ranking evaluation factors

Community Advisory Group Evaluation Factor Ranking

Please rank the following evaluation factors from 1 to X, where 1 is the most important evaluation factor and X is the least important evaluation factor. Evaluation factors will re-sort from most important to least important as you select rankings.

Note: Any additional evaluation factors confirmed at Meeting #4b on July 9 for use in the MODA are included.

▼	Avoids impacts to aesthetics
1	Avoids residential areas
2	
3	
4	Avoids sensitive community land uses
5	
6	
7	Avoids sensitive environmental areas
8	
9	Least cost to the rate payer
▼	Maximizes longevity
▼	Maximizes opportunity areas
▼	Protects health and safety
▼	Protects mature vegetation

Prev

Next

How ranking turns into weighting

Evaluation factors	Individual Ranking (one stakeholder)
Operational efficiency	2
Customer experience	1
Environmental efficiency	5
Community and environmental amenities	3
Neighborhood impacts and aesthetics	4

How ranking turns into weighting ⁹

Evaluation factors	Total Value of Importance Score (all stakeholders)
Operational efficiency	33
Customer experience	26
Environmental efficiency	52
Community and environmental amenities	38
Neighborhood impacts and aesthetics	46
TOTAL	195

How ranking turns into weighting ¹⁰

Evaluation factors	Total Value of Importance Score (all stakeholders)	Weighting Value (mathematical starting point)
Operational efficiency	33	$33/195 = 17\%$
Customer experience	26	$26/195 = 13\%$
Environmental efficiency	52	$52/195 = 27\%$
Community and environmental amenities	38	$38/195 = 19\%$
Neighborhood impacts and aesthetics	46	$46/195 = 24\%$
TOTAL	195	100%

How ranking turns into weighting ¹¹

Evaluation factors	Weighting Value (mathematical starting point)
Operational efficiency	17%
Customer experience	13%
Environmental efficiency	27%
Community and environmental amenities	19%
Neighborhood impacts and aesthetics	24%
TOTAL	100%

How ranking turns into weighting ¹²







Evaluation factors	Weighting Value (mathematical starting point)	Final Weighting Value (adjusted)
Operational efficiency	17%	17%
Customer experience	13%	15%
Environmental efficiency	27%	27%
Community and environmental amenities	19%	19%
Neighborhood impacts and aesthetics	24%	22%
TOTAL	100%	100%

Seeking input on narrowed options

Example: PSE's Pierce County 230 kV Project

Pierce 230 kV Project

Advisory group conceptual route comments and concerns

WEST ROUTE 	CENTRAL ROUTE 	EAST ROUTE 
<p>Comments and concerns identified by advisory group:</p> <ul style="list-style-type: none"> • Providing enough room for the fire lane behind the warehouses (In the warehouse district in the northern portion of the corridor) • Preserving the railroad; consider railroad growth potential (especially for southern portion of corridor) • Proximity to Pierce County Foothills Trail • Alignment over the river – the triangle / cannery district, etc. • Adjacent to potentially sensitive waterway near warehouse district 	<p>Comments and concerns identified by advisory group:</p> <ul style="list-style-type: none"> • High impact to people • Limited space in downtown Sumner • Effects to businesses • Expensive • "Terrible" 	<p>Comments and concerns identified by advisory group:</p> <ul style="list-style-type: none"> • Significant vegetation removal has already occurred on the hillside, impacting views • Private and commercial development (near Urban Growth Area expansion) • Possible conflict with commercial signage • Section where PSE's other project and land acquisition is proposed (In southern portion of corridor, near Bonneville Power Administration lines) • Challenges with constructability due to terrain (steep hillsides on northern half of the corridor)
<p> Preliminarily recommended for further study</p>	<p> Not recommended for further study</p>	<p> Not recommended for further study</p>

TELL US WHAT YOU THINK

Use the comment form provided to share your thoughts and concerns related to each potential route. Puget Sound Energy will review all comments and provide an update to the advisory group during their next meeting.

Seeking input on narrowed options

Ash

A-C-D-F-G1-I-K2-M-N



Comments and concerns identified by advisory group:

- Text text text
- Text text text
- Text text text
- Text text text
- Text text text

PSE perspective:

Criteria	Number for route
Cost	XX
Constructability	XX
Permitability	XX
Longevity	XX

Recommended for further evaluation

Do you have any comments about this route?



Aspen

A-C-E-G2-G1-H-L-N



Comments and concerns identified by advisory group:

- Text text text
- Text text text
- Text text text
- Text text text
- Text text text

PSE perspective:

Criteria	Number for route
Cost	XX
Constructability	XX
Permitability	XX
Longevity	XX

Recommended for further evaluation

Do you have any comments about this route?



Next steps

- Complete online survey to rank evaluation factors
- Consider community input on evaluation factor ranking
- Finalize weighting of factors
- Conduct MODA, with sensitivity analysis
- Develop recommended route(s)
- Consider community input on recommended route(s)
- Finalize recommendation to PSE



Public comment

Upcoming meetings

- **Community Meeting #2**

September 10 and 11

Time and location TBD

- **Community Advisory Group Meeting #5**

October 1 from 5:30 to 8:30 p.m.

Location TBD



Thank you!