Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET C P U C - S u p p l e m e n t a l D a t a R e q u e s t - 0 0 1

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Received Date: 2/14/2020

Response Date: 3/17/2020

Question DG-C-1:
Page 46 of the Alberhill System Project Data Request Item C – Planning Study (ED-Alberhill-SCE-JWS-4: Item C) states that "Within each study area, an Opportunities, Concerns, and Constraints (OCC) evaluation was performed by Insignia Environmental in collaboration with SCE to assist in developing initial sites (locations for substations and/or BESS) and route segments (locations for transmission and subtransmission lines)." The footnote for this section states that "Insignia Environmental was contracted by SCE to develop the framework for the OCC evaluation in a web-based GIS mapping tool. Insignia's scope of work included developing initial sites and routes for each alternative, facilitating scoring of sites and routes by SCE SMEs, and performing environmental cost estimating services for preferred sites and routes."

Page 49 of the Alberhill System Project Data Request Item C – Planning Study (ED-Alberhill-SCE-JWS-4: Item C) has a footnote on the "Environment" Project Element in Table 8-1. This footnote states that "Environmental cost estimating was performed by Insignia Environmental."

Please provide the Insignia Environmental studies referenced above including the environmental cost estimation, the OCC evaluation, and site and routing evaluations. Please also provide Insignia's environmental costing work.

Response to Question DG-C-1:

The attached Siting and Routing Report (Report) documents the process used to select preferred and alternative substation locations and transmission/subtransmission line routes for the Alberhill System Project (ASP) and summarizes the results of this process. Also attached to this response is the Cost Estimate for the ASP.

The methodology (please see Methods Section on Page 8 of the Siting and Routing Report) used in the scoring and selection by the SMEs and Project Team included ranking the sites and routes and gathering additional data from the local stakeholders and government sources, in order to formulate a recommendation of parcels and routes for consideration by the SME and Project Team for use in the Energy Division's preparation of an Initial Study consistent with the CEQA.

The goal of the siting and routing process is to create a framework to compare competing priorities, minimize unexpected costs, incorporate multi-disciplinary objectives and criteria, allow for flexibility to respond to changing requirements, and enable public involvement through public

outreach meetings (e.g., webinars).

SOUTHERN CALIFORNIA EDISON

ALBERHILL SYSTEM PROJECT

SITING AND ROUTING REPORT

MARCH 2020

PREPARED BY:

INSIGNIA ENVIRONMENTAL

PREPARED FOR:

SOUTHERN CALIFORNIA EDISON®

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EXECUTIVE SUMMARY

This Siting and Routing Report (Report) documents the process used to select preferred and alternative substation locations and transmission/subtransmission line routes for the Alberhill System Project (ASP) and summarizes the results of this process.

PROJECT BACKGROUND

In August 2018, the California Public Utilities Commission (CPUC) released its Final Decision on the ASP, which deconsolidated the ASP from the Valley-Ivyglen 115 Kilovolt (kV) Subtransmission Line Project, held the ASP's application open for future review, and took no action on the ASP. As part of its Final Decision, the CPUC directed Southern California Edison (SCE) to develop additional analyses associated with nine specific items, one of which was to analyze additional alternatives that would meet the ASP's purpose and need.

SYSTEM ALTERNATIVES ANALYZED

The following 12 system alternatives to the ASP were developed:

- San Diego Gas & Electric Company (SDG&E);
- SCE Orange County;
- Menifee;
- Mira Loma;
- Valley South to Valley North;
- Valley South to Valley North to Vista;
- Centralized Battery Energy Storage Substation (BESS) in Valley South;
- Valley South to Valley North and Distributed BESS in Valley South;
- SDG&E and Centralized BESS in Valley South;
- Mira Loma and Centralized BESS in Valley South;
- Valley South to Valley North and Centralized BESS in Valley South and Valley North; and
- Valley North, Valley South, and Vista and Centralized BESS in Valley South.

The scope elements for each of these alternatives are summarized in Table 1: System Alternative Scope Element Summary of the Report. This summary has been split to identify scope elements requiring routing or siting and those that do not. The scope elements that were not routed or sited would occur at existing SCE facilities; were short, linear alignments that did not warrant further analysis; or were added to the system alternative's scope after the completion of the initial siting and routing process.

METHODS

The siting and routing process included the following steps:

1. **Study Area Development:** The high-level scope descriptions for each system alternative were reviewed and one or more study areas were established to accommodate the

required scope elements. In some instances, study areas required the siting of a new substation and routing of one or more new lines. In total, 16 study areas were developed as summarized in Table 2: Study Area Summary and depicted in Figure 2: Study Area Location Map of the Report.

2. **Opportunities, Constraints, and Concerns (OCC) Analysis:** The OCC Analysis began with the review of SCE's standardized route and site score sheets that had been used on previous projects. These score sheets were then adapted for use during the OCC Analysis. This process began by identifying environmental factors that could be readily mapped. Characteristics for each factor were reviewed and separated into the categories of opportunity, constraint, or concern. A separate set of factors were prepared for the siting of substations and routing of transmission/subtransmission lines as shown in Attachment A: OCC Analysis of the Report. The three characteristics that were used for this analysis are described as follows:

    - Opportunities – areas with characteristics that were conducive to the routing of overhead power lines or construction of a substation (areas that were "neutral"[1] were not included as opportunities)

    - Constraints – areas with characteristics that could make could make permitting, constructing, and/or maintaining overhead power lines or substations extremely difficult and/or costly

    - Concerns – areas with characteristics that could make permitting, constructing, and/or maintaining overhead power lines or substations challenging, but were not considered infeasible or "show-stoppers"

3. **Score Sheet Development:** SCE has developed and maintained a comprehensive set of standard score sheets used for the siting and routing of its facilities. These score sheets identify scoring factors, separated by category, and provide the criteria for assigning a numerical score (between 1 and 5) for each scoring factor. If a route segment or site did not meet project objectives for an individual scoring factor, an "F" score was provided, eliminating the site from further consideration. The score sheets, with scoring criteria, are included as Attachment D: Completed Score Sheets of the Report.

4. **Initial Site and Route Segment Identification:** Utilizing the results of the OCC Analysis and score sheets, an initial set of potential substation sites and transmission/subtransmission routes segments was identified. Efforts were made to avoid areas with one or more constraints identified in the OCC Analysis; however, in some instances, constraints could not be avoided. The initial sites and route segments are depicted in Attachment C: Initial Sites and Route Segments of the Report.

5. **Scoring:** The previously described score sheets were populated for each substation site and route segment identified in the previous step. The scoring process was conducted with input from SCE Subject Matter Experts (SMEs) and Insignia Environmental SMEs,

[1] Neutral areas were locations that represented neither an opportunity, constraint, or concern.

as well as using Geographic Information System data. Following the route segment scoring process, multiple route segments were combined to develop individual end-to-end routes. The scores from each route segment were combined using a weighted-average method to determine a total score for each end-to-end route. In total, 34 substation sites, 378 route segments, and 2,634 end-to-end routes were scored as reported in Table 3: Site, Route Segment, and End-to-End Route Summary of the Report. The completed score sheets have been included as Attachment D: Completed Score Sheets of the Report.

6. **Site and Route Selection Meetings:** Following the scoring process, the substation sites and end-to-end routes were ranked using the previously developed scores. These rankings were reviewed with the entire team during site and route selection meetings on July 1, 2, and 19, 2019. The team utilized the following steps to evaluate the routes:

    a. The best-scoring routes were identified and displayed to the team.

    b. SMEs from SCE reviewed the scores associated with each route and conducted an additional qualitative review to determine whether any constraints or "F" scores existed that were not included in the score sheets. If necessary, score sheets were adjusted in real time to account for any new information; if the results of the discussion were significant enough to disqualify an individual route segment, all end-to-end routes utilizing the segment were disqualified from future consideration.

    c. If, following any subsequent input, the route being discussed remained the best-scoring route, it was elevated as the preferred route. If not, the team restarted the process with the current best-scoring route.

    This process was repeated to select the preferred and alternative routes within each study area. A similar qualitative process was conducted for the substation sites. Because the siting of the substation and transmission/subtransmission line routing were co-dependent in some instances, the review processes for the substation sites and routes were conducted in parallel. The completed rankings are provided as Attachment E: End-to-End Route Scores of the Report.

7. **Post-Scoring Route Adjustments:** During the site and route selection meetings, the team identified additional route segments and sites for consideration and made modifications to existing route segments. In instances where the adjustments were minor or the new segments were short and developed to account for additional activities required to complete various system alternatives, no additional scoring was required. In addition, post-scoring route adjustments included double-circuiting existing overhead lines. Any new route segments that were developed to create new end-to-end routes were scored and reviewed in a subsequent discussion. These results were considered in the route and site selection processes.

RESULTS

The justification for the site and route selections within each Study Area are included in Section 4.2 Study Area Site and Route Selections of the Report. The final preferred site and route descriptions, by System Alternative, have been provided in Section 4.3 Study Area Site and Route Descriptions of the Report and are included in the table that follows. The final preferred and alternative site and route selections have been included as Attachment G: System Alternative Map Package of the Report.

Results Summary Table

Study Area Name	Preferred	Alternative
SDG&E (A-A)	Site A-A-04 Route 171	Site A-A-01 Route 33
Pechanga BESS (B-A)	Site B-A-10	Site B-A-11
Auld BESS (C-A)	Site C-A-04	Site C-A-07
Mira Loma-Ivyglen (D-A)	Route 881	Route 796
Valley-Ivyglen to Fogarty (D-B)	Route 4	Route 3
Mira Loma Substation (D-C)	Site D-C-02A	Site D-C-02B
Sun City-Newcomb (E-A)	Route 1	Route 2
Valley-Sun City (E-B)	Route 9	Route 17
Valley North (E-C)	Route 3	Route 1
Bunker-Lakeview (E-D)	Route 143	Route 144
Alessandro-Moval (E-E)	Route 9	Route 8
SONGS-Viejo (F-A)	Route 542	Route 535
Tenaja (F-B)	Route 6	Route 5
Stadler (F-C)	Route 1	Route 2
SONGS-Viejo Substation (F-D)	Site F-D-05	Site F-D-04
IEEC (G-A)	Route 8	Route 16

Note: The final selections are depicted in Attachment G: System Alternative Map Package of the Report. The individual route segments that compose the final route selections are included in Attachment E: End-to-End Route Scores of the Report.

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1 – INTRODUCTION

In August 2018, the California Public Utilities Commission (CPUC) released its Final Decision on the Alberhill System Project (ASP), which deconsolidated the ASP from the Valley-Ivyglen 115 Kilovolt (kV) Subtransmission Line Project, held the ASP's application open for future review, and took no action on the ASP. As part of its Final Decision, the CPUC directed Southern California Edison (SCE) to develop additional analyses associated with nine specific items, one of which was to analyze additional alternatives that would meet the ASP's purpose and need.

This Siting and Routing Report documents the process used to select preferred and alternative substation locations and transmission/subtransmission line routes and summarizes the results of this process.

2 – SYSTEM ALTERNATIVES ANALYZED

This report documents the siting and routing process used to select preferred and alternative components associated with the following 12 system alternatives:

- San Diego Gas & Electric Company (SDG&E);
- SCE Orange County;
- Menifee;
- Mira Loma;
- Valley South to Valley North;
- Valley South to Valley North to Vista;
- Centralized Battery Energy Storage Substation (BESS) in Valley South;
- Valley South to Valley North and Distributed BESS in Valley South;
- SDG&E and Centralized BESS in Valley South;
- Mira Loma and Centralized BESS in Valley South;
- Valley South to Valley North and Centralized BESS in Valley South and Valley North; and
- Valley North, Valley South, and Vista and Centralized BESS in Valley South.

The scope elements for each of these alternatives are summarized in Table 1: System Alternative Scope Element Summary. This summary has been split to identify scope elements requiring routing or siting and those that do not. The scope elements that were not routed or sited would occur at existing SCE facilities; were short, linear alignments that did not warrant further analysis; or were added to the system alternative's scope after the completion of the initial siting and routing process.

Table 1: System Alternative Scope Element Summary

System Alternative	Scope Elements Requiring Siting or Routing	Additional Scope Elements
SDG&E	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 220 kV double-circuit transmission line between SDG&E's existing Escondido-Talega 220 kV[2] transmission line and SCE's new 220/115 kV substation • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Pechanga Substation	• Demolish SCE's existing 115 kV switchrack at SCE's existing Pechanga Substation and reconstruct it on an adjacent parcel • Double-circuit SCE's existing Pauba-Pechanga 115 kV subtransmission line • Double-circuit a segment of SCE's existing Auld-Moraga #2 115 kV subtransmission line
SCE Orange County	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 220 kV double-circuit transmission line between SCE's existing San Onofre-Viejo 220 kV transmission line and SCE's new 220/115 kV substation • Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Tenaja Substation • Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Stadler Substation	• None

[2] SDG&E's transmission system in the vicinity of this system alternative operates at 230 kV. In this area, SCE operates its transmission system at 220 kV. To avoid confusion, all transmission lines associated with this system alternative have been categorized as 220 kV.

System Alternative	Scope Elements Requiring Siting or Routing	Additional Scope Elements
Menifee	• Construct a new 115 kV single-circuit subtransmission line between SCE's new 500/115 kV substation and SCE's existing 115 kV Sun City Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines	• Construct a new 500/115 kV substation (approximately 15-acre footprint) • Construct a new 500 kV double-circuit transmission line to loop SCE's existing Serrano-Valley 500 kV transmission line into SCE's new 500/115 kV substation • Construct a new 115 kV single-circuit subtransmission line segment to re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's new 500/115 kV substation • Reconductor SCE's existing, single-circuit Auld-Sun City 115 kV subtransmission line
Mira Loma	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap SCE's future Valley-Ivyglen 115 kV subtransmission line to SCE's existing 115 kV Fogarty Substation	• Construct a new 220 kV double-circuit transmission line segment to loop SCE's existing Chino-Mira Loma 220 kV transmission line into SCE's new 220/115 kV substation

System Alternative	Scope Elements Requiring Siting or Routing	Additional Scope Elements
Valley South to Valley North	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines	• Reconductor SCE's existing, single-circuit Auld-Sun City 115 kV subtransmission line
Valley South to Valley North to Vista	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines • Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Bunker and Lakeview Substations	• Reconductor SCE's existing, single-circuit Auld-Sun City 115 kV subtransmission line • Double-circuit a segment of SCE's existing 115 kV Moreno-Moval-Vista subtransmission line

System Alternative	Scope Elements Requiring Siting or Routing	Additional Scope Elements
	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Alessandro and Moval Substations	
Centralized BESS in Valley South	• Construct two new 115 kV BESSs (each with an approximately 9-acre footprint)	• Construct two new 115 kV subtransmission segments to loop the new 115 kV BESSs into SCE's existing 115 kV subtransmission system
Valley South to Valley North and Distributed BESS in Valley South	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation	• Construct new energy storage components within the existing fence lines at three existing SCE 115 kV substations
SDG&E and Centralized BESS in Valley South and SDG&E (Alternative Route) and Centralized BESS in Valley South	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 220 kV double-circuit transmission line between SDG&E's existing Escondido-Talega 220 kV transmission line and SCE's new 220/115 kV substation • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Pechanga Substation • Construct one new 115 kV BESS (approximately 9-acre footprint)	• Demolish SCE's existing 115 kV switchrack at Pechanga Substation and reconstruct it on an adjacent parcel • Double-circuit SCE's existing Pauba-Pechanga 115 kV subtransmission line • Double-circuit a segment of SCE's existing Auld-Moraga #2 115 kV subtransmission line • Construct one new 115 kV subtransmission segment to loop the new 115 kV BESS into SCE's existing 115 kV subtransmission system

System Alternative	Scope Elements Requiring Siting or Routing	Additional Scope Elements
Mira Loma and Centralized BESS in Valley South	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap SCE's future Valley-Ivyglen 115 kV subtransmission line to SCE's existing 115 kV Fogarty Substation • Construct two new 115 kV BESSs (each with an approximately 9-acre footprint)	• Construct a new 220 kV double-circuit transmission line segment to loop SCE's existing Chino-Mira Loma 220 kV transmission line into SCE's new 220/115 kV substation • Construct two new 115 kV subtransmission segments to loop the new 115 kV BESSs into SCE's existing 115 kV subtransmission system
Valley South to Valley North and Centralized BESS in Valley South and Valley North	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley and 115 kV Sun City Substations • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines • Construct two new 115 kV BESSs	• Construct one new 115 kV subtransmission segment to loop the new BESSs into SCE's existing subtransmission system

System Alternative	Scope Elements Requiring Siting or Routing	Additional Scope Elements
Valley North, Valley South, and Vista and Centralized BESS in Valley South	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley and 115 kV Sun City Substations • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines • Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Bunker and Lakeview Substations • Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Alessandro and Moval Substations • Construct one new 115 kV BESS	• Double-circuit a segment of SCE's existing 115 kV Moreno-Moval-Vista subtransmission line • Construct one new 115 kV subtransmission segment to loop the new BESSs into SCE's existing subtransmission system

3 – METHODS

The subsections that follow describe the individual steps taken to identify preferred and alternative substation locations and transmission/subtransmission alignments. A flowchart depicting the process has been included as Figure 1: Siting and Routing Process Overview.

3.0 STUDY AREA DEVELOPMENT

Work on the Opportunities, Constraints, and Concerns, (OCC) Analysis began by reviewing the high-level scope descriptions for each system alternative and establishing one or more study areas to accommodate the required activities. Separate study areas were developed by SCE for each scope element and are depicted in Figure 2: Study Area Location Map. In some instances, study areas would require the siting of a new substation and routing of a new line.

A description of the scope associated with each of the 16 study areas, their names, and associated system alternatives are provided in Table 2: Study Area Summary.

3.1 OPPORTUNITIES, CONSTRAINTS, AND CONCERNS ANALYSIS

A thorough OCC Analysis was conducted for all areas within 1 mile of the study areas. The OCC Analysis began with the review of SCE's standardized route and site score sheets that had been used on previous projects. These score sheets were then adapted for use during the OCC Analysis. This process began by identifying environmental factors that could be readily mapped. Characteristics for each factor were reviewed and separated into the categories of opportunity, constraint, or concern. A separate set of factors were prepared for the siting of substations and routing of transmission/subtransmission lines. The three characteristics that were used for this analysis are described as follows:

- Opportunities – areas with characteristics that were conducive to the routing of overhead power lines or construction of a substation (areas that were "neutral"[3] were not included as opportunities)

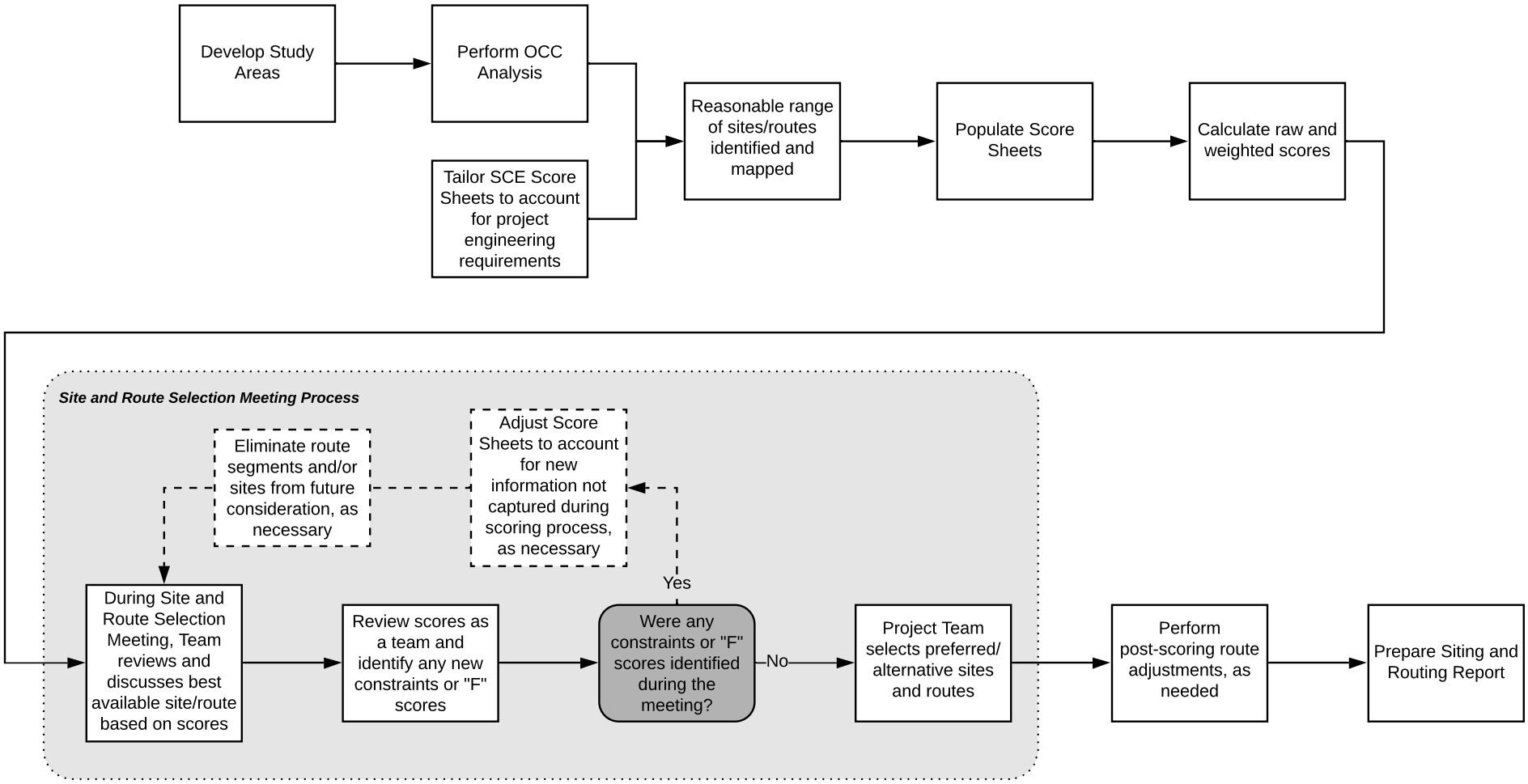
- Constraints – areas with characteristics that could make could make permitting, constructing, and/or maintaining overhead power lines or substations extremely difficult and/or costly

- Concerns – areas with characteristics that could make permitting, constructing, and/or maintaining overhead power lines or substations challenging, but were not considered infeasible or "show-stoppers"

Attachment A: OCC Analysis provides a detailed description of the methods used to collect, characterize, and visualize the OCC data; and summarizes the results of this analysis.

[3] Neutral areas were locations that represented neither an opportunity, constraint, or concern.

Figure 1: Siting and Routing Process Overview



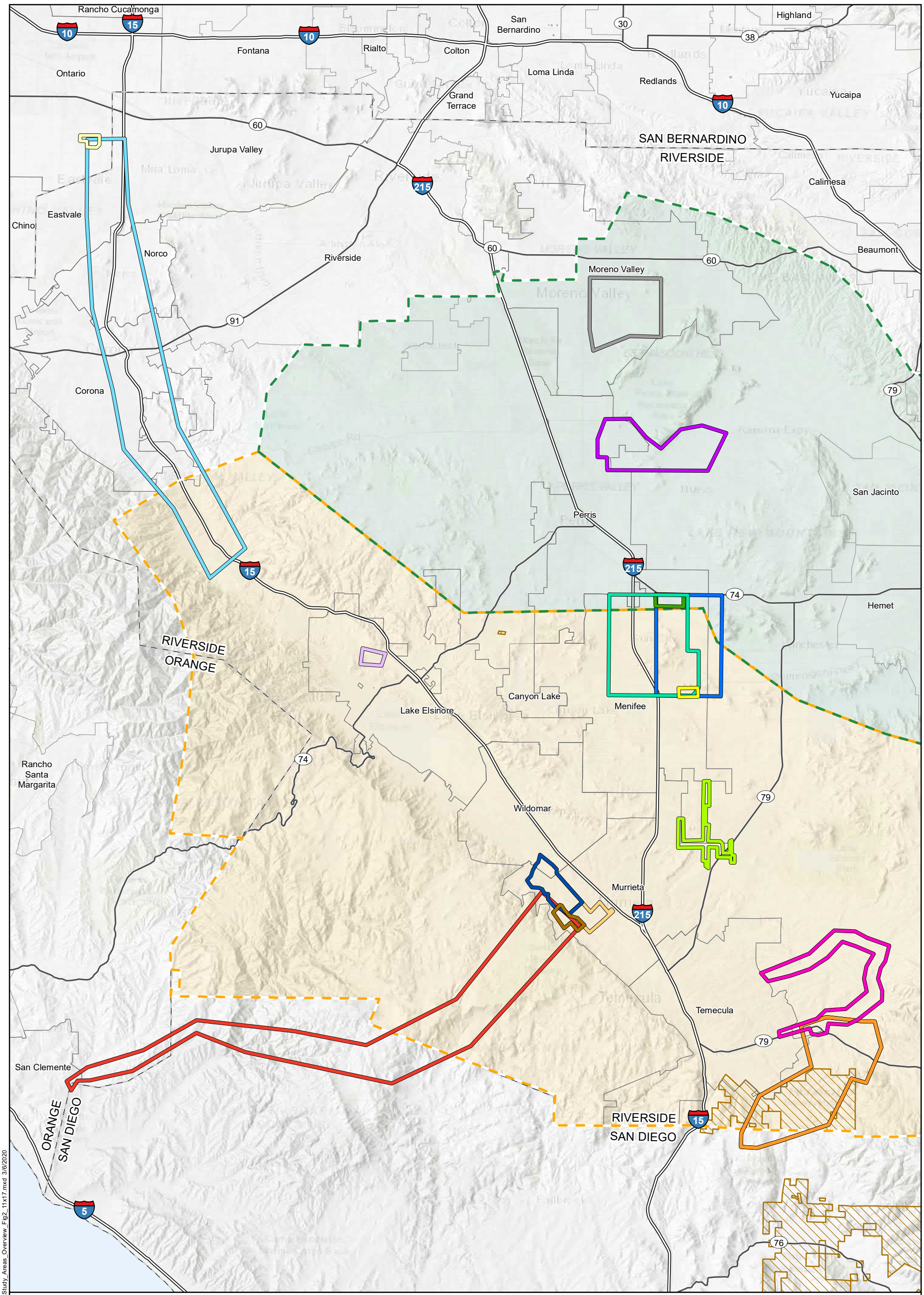


Figure 2: Study Area Location Map

Alberhill System Project

- Alessandro-Moval (E-E)
- Auld BESS (C-A)
- Bunker-Lakeview (E-D)
- IEEC (G-A)
- Mira Loma-Ivyglen (D-A)
- Mira Loma Substation (D-C)
- Pechanga BESS (B-A)
- SDG&E (A-A)
- SONGS-Viejo (F-A)
- SONGS-Viejo Substation (F-D)
- Stadler (F-C)
- Sun City-Newcomb (E-A)
- Tenaja (F-B)
- Valley North (E-C)
- Valley-Ivyglen to Fogarty (D-B)
- Valley-Sun City (E-B)
- Valley South Electrical Needs Area
- Valley North Electrical Needs Area
- County Boundary
- City Boundary
- Park/Open Space
- Bureau of Indian Affairs Land

1:233,000

0 2 4 Miles

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Table 2: Study Area Summary

Study Area Name[4]	Study Area Color Code	Study Area Type	Study Area Scope Elements	System Alternative											
				SDG&E	SCE Orange County	Menifee	Mira Loma	Valley South to Valley North	Valley South to Valley North to Vista	Centralized BESS in Valley South	Valley South to Valley North and Distributed BESS in Valley South	SDG&E and Centralized BESS in Valley South	Mira Loma and Centralized BESS in Valley South	Valley South to Valley North and Centralized BESS in Valley south and Valley North	Valley South to Valley North to Vista and Centralized BESS in Valley South and Valley North
SDG&E (A-A)	Orange	Line and Substation	• Construct a new 220/115 kV substation • Construct a new 220 kV double-circuit transmission line between SDG&E's existing Escondido-Talega 220 kV transmission line and SCE's new 220/115 kV substation • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Pechanga Substation	•								•			
Pechanga BESS (B-A)	Pink	BESS	• Construct a new 115 kV BESS							•			•	•	•
Auld BESS (C-A)	Lime Green	BESS	• Construct a new 115 kV BESS							•		•	•		
Mira Loma-Ivyglen (D-A)	Light Blue	Line	• Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation				•						•		
Valley-Ivyglen to Fogarty (D-B)	Light Purple	Line	• Construct a new 115 kV single-circuit subtransmission line segment to tap SCE's future Valley-Ivyglen 115 kV subtransmission line to SCE's existing 115 kV Fogarty Substation				•						•		
Mira Loma Substation (D-C)	Light Yellow	Substation	• Construct a new 220/115 kV substation				•						•		
Sun City-Newcomb (E-A)	Yellow	Line	• Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines			•		•	•					•	•

[4] The two letter Study Area abbreviation has been included in this table for clarity. These abbreviations were used as prefixes for the subsequently developed route segments and potential substation sites.

Study Area Name[4]	Study Area Color Code	Study Area Type	Study Area Scope Elements	System Alternative											
				SDG&E	SCE Orange County	Menifee	Mira Loma	Valley South to Valley North	Valley South to Valley North to Vista	Centralized BESS in Valley South	Valley South to Valley North and Distributed BESS in Valley South	SDG&E and Centralized BESS in Valley South	Mira Loma and Centralized BESS in Valley South	Valley South to Valley North and Centralized BESS in Valley south and Valley North	Valley South to Valley North to Vista and Centralized BESS in Valley South and Valley North
Valley-Sun City (E-B)	Blue	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and SCE's existing 115 kV Sun City Substation			•		•	•		•			•	•
Valley North (E-C)	Green	Line	• Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation					•	•					•	•
Bunker-Lakeview (E-D)	Purple	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Bunker and Lakeview Substations						•						•
Alessandro-Moval (E-E)	Grey	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Alessandro and Moval Substations						•						•
SONGS-Viejo (F-A)	Red	Line	• Construct a new 220 kV double-circuit transmission line between SCE's existing San Onofre-Viejo 220 kV transmission line and SCE's new 220/115 kV substation		•										
Tenaja (F-B)	Navy Blue	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Tenaja Substation		•										
Stadler (F-C)	Light Orange	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Stadler Substation		•										
SONGS-Viejo Substation (F-D)	Brown	Substation	• Construct a new 220/115 kV substation		•										
IEEC (G-A)	Teal	Line	• Construct a new 115 kV single-circuit subtransmission line between a new 500/115 kV substation and SCE's existing 115 kV Sun City Substation			•									

3.2 SCORE SHEET DEVELOPMENT

SCE has developed and maintained a comprehensive set of standard score sheets used for the siting and routing of its facilities. These score sheets identify scoring factors, separated by category, and provide the criteria for assigning a numerical score (between 1 and 5) for each scoring factor. These sheets also assign a relative weight to each factor (ranging from 0.25 to 5), allowing select factors to have more influence in a route or site's overall score. If a route segment or site did not meet project objectives for an individual scoring factor, an "F" score was provided, eliminating the site from further consideration.

ASP-specific engineering data were reviewed and used to modify the applicable criteria within each score sheet (e.g., minimum parcel sizes and dimensions to accommodate substations, minimum right-of-way [ROW] widths to accommodate potential overhead transmission/subtransmission line configurations). The score sheets, which include the criteria for assigning scores to each factor, for both siting and routing processes are included as Attachment B: Score Sheets.

3.3 INITIAL SITE AND ROUTE IDENTIFICATION PROCESS

Utilizing the results of the OCC Analysis and final score sheets, Insignia Environmental (Insignia) developed an initial set of potential substation sites and transmission/subtransmission routes as described in the subsections that follow. Table 3: Site, Route Segment, and End-to-End Route Summary identifies the number of initial sites and route segments that were identified for each study area.

3.3.0 Initial Substation Site Identification

Insignia began the site selection process by removing all parcels listed as a constraint under the Civil Engineering – Site Size & Shape OCC factor.[5] These locations do not have adequate dimensions or total site area to allow the construction of the required substation. In addition, the topography of each remaining site was reviewed. Sites with steep slopes that would reduce the total available size and dimensions of the site below the minimum requirements were also eliminated from future consideration. With a list of feasible sites, Insignia focused the initial selection process on sites that minimized constraints and concerns with a particular focus on maximizing potential opportunities. The substation site selection process was conducted in parallel with the route segment selection process described in Section 3.3.1 Initial Route Segment Identification. During this iterative process, sites that were suitable for a new substation but could not be reached with feasible routes were eliminated from future consideration. All substation sites that were carried forward were provided with unique identifiers.[6]

[5] For transmission substations, parcels or groups of adjacent parcels greater than 15 acres were considered an opportunity. For BESS sites, parcels or groups of adjacent parcels greater than 9 acres were considered opportunities.

[6] Unique substation site identifiers were constructed by assigning a two-digit name to each site (e.g., 01), then prepending the associated Study Area's identifier (e.g., A-A-01).

Table 3: Site, Route Segment, and End-to-End Route Summary

Study Area Name	Study Area Type	Initial Substation Sites Identified	Initial Route Segments Identified	End-to-End Routes Evaluated
SDG&E (A-A)	Line and Substation	7	63	394
Pechanga BESS (B-A)	BESS	11	N/A	N/A
Auld BESS (C-A)	BESS	9	N/A	N/A
Mira Loma-Ivyglen (D-A)	Line	N/A	66	986
Valley-Ivyglen to Fogarty (D-B)	Line	N/A	6	4
Mira Loma Substation (D-C)	Substation	4	N/A	N/A
Sun City-Newcomb (E-A)	Line	N/A	4	2
Valley-Sun City (E-B)	Line	N/A	29	17
Valley North (E-C)	Line	N/A	8	4
Bunker-Lakeview (E-D)	Line	N/A	78	146
Alessandro-Moval (E-E)	Line	N/A	25	39
SONGS-Viejo (F-A)	Line	N/A	47	997
Tenaja (F-B)	Line	N/A	10	9
Stadler (F-C)	Line	N/A	20	12
SONGS-Viejo Substation (F-D)	Substation	3	N/A	N/A
IEEC (G-A)	Line	N/A	22	24
Total	**--**	**34**	**378**	**2,634**

Note: The quantities provided includes all initial sites, route segments, and end-to-end routes, as well as any additional sites, route segments, or end-to-end routes that were identified during the July 2019 site and route selection meetings.

3.3.1 Initial Route Segment Identification

Insignia began the route segment identification process by reviewing the OCC data and required scope elements within each study area. Insignia created individual route segments within the study area that could be connected to create end-to-end routes. Efforts were made to avoid areas with one or more constraints identified in the OCC Analysis; however, in some instances, constraints could not be avoided. Efforts were also made to reduce the overall length of the end-to-end routes, collocate new segments within existing or expanded SCE ROWs, and reduce the number of parcels affected. Route segments were split at all intersections with other segments and given unique identifiers[7] to eliminate overlap between segments and to allow unique end-to-end routes to be constructed during the scoring process. All route segments were given unique identifiers. The route segment development was conducted in parallel with the substation site selection process described in Section 3.3.0 Initial Substation Site Identification to ensure that routes would connect to potential substation sites where applicable.

3.4 SCORING

As described in Section 3.2 Score Sheet, separate score sheets for siting and routing were developed using SCE's standard score sheets and ASP-specific engineering data. Each scoring factor was categorized to indicate the scoring method as follows:

- SCE: Scoring factors that SCE Subject Matter Experts (SMEs) would score qualitatively
- Insignia: Scoring factors that Insignia staff would score qualitatively
- GIS: Scoring factors that Insignia staff would score quantitatively using Geographic Information System (GIS) data

Table 4: Scoring Factor Method Summary summarizes the type of scoring employed for each score sheet. A more detailed discussion of the scoring process is provided in the subsections that follow.

Table 4: Scoring Factor Method Summary

Score Sheet	Scoring Factor Method			Total
	GIS	SCE SME	Insignia	
Siting	N/A	28	38	66
Routing	14	26	17	57

Note: The GIS scoring method was not required in the substation site scoring process.

[7] Unique route segment identifiers were constructed by assigning a two-letter name to each segment (e.g., AA), then prepending the associated Study Area's identifier (e.g., A-A-AA).

3.4.0 Raw Scores

Site Scoring

All scoring for potential substation sites was performed by SCE SMEs or Insignia staff in a qualitative manner. Existing GIS data, aerial photography, and professional judgement were used to evaluate each site against the scoring criteria qualitatively. An integer value between 1 and 5 was provided for each site in each factor, with lower scores representing sites that were less constrained over a higher score. If a site did not meet project objectives for an individual scoring factor, an "F" score was provided, eliminating the site from further consideration.[8] The following equation describes the method used to calculate the raw site score:

$$raw\ site\ score = \sum_{i=1}^{n} factor\ score_i$$

In this equation, *n* is total number of scoring factors associated with substation sites.

Route Segment Scoring

Similar to the site scoring process, all route segment scoring assigned to SCE SMEs or Insignia staff was performed qualitatively. Existing GIS data, aerial photography, and professional judgement were used to assign an integer score between 1 and 5 for each segment in each factor. Scoring determined by GIS began by categorizing the available GIS data using the corresponding criteria descriptions (i.e., 1 through 5). The length of each segment within each criteria area was calculated, and then a weighted-average score for each segment was calculated for each factor as described in the following equation:

$$GIS\ factor\ score = \sum_{i=1}^{n} critera\ score_i \times \frac{segment\ lenth\ in\ criteria\ area_i}{total\ segment\ length}$$

In this equation, *n* is the total number of criteria crossed by the route segment. Lower scores represented segments that were less constrained than those with a higher score. If a segment was determined to be incompatible with a scoring factor, then an "F" score was provided, eliminating the route segment from further consideration.[9] For each segment, the factor scores were summed to create a raw segment score as described in the following equation:

$$raw\ segment\ score = \sum_{i=1}^{n} factor\ score_i$$

In this equation, *n* is total number of scoring factors associated with route segments.

[8] "F" scores were substituted with a value of 1,000 to facilitate the score calculation process.
[9] "F" scores were substituted with a value of 1,000 to facilitate the score calculation process.

End-to-End Route Scoring

Following the route segment scoring process, multiple route segments were combined to develop individual end-to-end routes. Each end-to-end route was given a unique three-digit identifier. The total length of each end-to-end route was then calculated, and raw segment scores and segment lengths were used to develop a raw route score as described in the equation that follows:

$$raw\ route\ score = \sum_{i=1}^{n} raw\ segment\ score_i \times \frac{segment\ lenth_i}{total\ route\ length}$$

In this equation, *n* is total number of route segments included in the end-to-end route.

3.4.1 Weighted Scores

As described in Section 3.2 Score Sheet Development, relative weights for each scoring factor were developed by SCE and were included in its standard score sheets. Weighted scores were developed by multiplying the individual factor scores for each site or segment by their associated weights prior to summation. The following equation describes the method used to calculate the weighted site scores:

$$weighted\ site\ score = \sum_{i=1}^{n} factor\ score_i \times factor\ weight_i$$

In this equation, *n* is total number of scoring factors associated with substation sites. The following equation describes the method used to calculate the weighted route segment scores:

$$weighted\ segment\ score = \sum_{i=1}^{n} factor\ score_i \times factor\ weight_i$$

In this equation, *n* is total number of scoring factors associated with route segments. The following equation describes the method used to calculate the weighted route scores:

$$weighted\ route\ score = \sum_{i=1}^{n} weighted\ segment\ score_i \times \frac{segment\ lenth_i}{total\ route\ length}$$

In this equation, *n* is total number of route segments included in the end-to-end route.

3.5 SITE AND ROUTE SELECTION MEETINGS

Following the scoring process, the substation sites and end-to-end routes were ranked by raw and weighted scores. These rankings were reviewed with the entire team during site and route selection meetings on July 1, 2, and 19, 2019. The team utilized the following steps to evaluate the routes:

1. The best-scoring routes were identified and displayed to the team.

2. SMEs from SCE reviewed the scores associated with the route and conducted an additional qualitative review to determine whether any constraints or "F" scores were not included in the score sheets existed.

    a. If necessary, score sheets were adjusted in real time to account for this new information (e.g., planned residential development within proposed substation sites, existing double-circuit lines, etc.).

    b. If the results of the discussion were significant enough to disqualify an individual route segment, all end-to-end routes utilizing the segment were disqualified from future consideration.

3. If, following any subsequent input, the route being discussed remained the best-scoring route, it was elevated as the preferred route. If not, the team restarted the process with the current best-scoring route.

This process was repeated to select the preferred and alternative routes within each study area. A similar qualitative process was conducted for the substation sites. Because the siting of the substation and transmission/subtransmission line routing were co-dependent for the SDG&E and SCE Orange County System Alternatives, the qualitative review processes for the substation sites and routes were conducted in parallel to arrive at the preferred and alternative sites and routes.

3.6 POST-SCORING ROUTE ADJUSTMENTS

During the site and route selection meetings, the team identified additional route segments and sites for consideration and made modifications to existing route segments. In instances where the adjustments were minor or the new segments were short and developed to account for additional activities required to complete various system alternatives, no additional scoring was required. In addition, post-scoring route adjustments included double-circuiting existing overhead lines. Any new route segments that were developed to create new end-to-end routes were scored and reviewed in a subsequent discussion. These results were considered in the route and site selection processes.

4 – RESULTS

4.0 SITES AND ROUTE SEGMENTS

Attachment C: Initial Sites and Route Segments depicts the sites and route segments that were identified as described in Section 3.3 Initial Site and Route Identification Process and Section 3.6 Post-Scoring Route Adjustments.

4.1 SCORING

The subsections that follow describe the resulting scores from the siting and routing process.

4.1.0 Sites and Route Segments

Attachment D: Completed Score Sheets contains the final score sheets that were developed during the routing and scoring process. Both raw and weighted scores have been included for all study areas. These score sheets include any adjustments made during the site and route selection meetings conduced in July 2019 as described in Section 3.5 Site and Route Selection Meetings. These sheets also include any applicable modifications and additions to the sites and routes as described in Section 3.6 Post-Scoring Route Adjustments.

4.1.1 End-to-End Routes

As described in Section 3.4 Scoring, individual route segments were connected to generate unique, end-to-end routes. Attachment E: End-to-End Route Scores lists the end-to-end routes that were identified within each study area, including the route segments that comprise each end-to-end route, the raw and weighted scores, and the route's relative ranking. Table 3: Site, Route Segment, and End-to-End Route Summary identifies the number of end-to-end routes that were evaluated within each study area.

4.2 STUDY AREA SITE AND ROUTE SELECTIONS

The subsections that follow summarize the discussion and decisions that were made during the meetings described in Section 3.5 Site and Route Selection Meetings and the resulting post-scoring modifications described in Section 3.6 Post-Scoring Route Adjustments to arrive at the preferred and alternative sites and routes for each study area. Table 5: Results Summary Table lists the resulting preferred and alternative selections within each study area. As described previously, the qualitative review processes for the substation sites and routes were conducted in parallel for the SDG&E and SCE Orange County System Alternatives because these scope elements were co-dependent.

As described in Section 3.5 Site and Route Selection Meetings, individual route segments were eliminated from future consideration during the selection process. These decisions also caused individual route segments to lose their value (i.e., they no longer connected to viable segments). These decisions are depicted graphically in Attachment F: Route Segments Eliminated from Consideration.

The preferred and alternative selections, with post-scoring adjustments included, have been combined with scope elements that were not routed and sited on System Alternative maps. These maps have been included as Attachment G: System Alternative Map Package.

Table 5: Results Summary Table

Study Area Name	Preferred	Alternative
SDG&E (A-A)	Site A-A-04 Route 171	Site A-A-01 Route 33
Pechanga BESS (B-A)	Site B-A-10	Site B-A-11
Auld BESS (C-A)	Site C-A-04	Site C-A-07
Mira Loma-Ivyglen (D-A)	Route 881	Route 796
Valley-Ivyglen to Fogarty (D-B)	Route 4	Route 3
Mira Loma Substation (D-C)	Site D-C-02A	Site D-C-02B
Sun City-Newcomb (E-A)	Route 1	Route 2
Valley-Sun City (E-B)	Route 9	Route 17
Valley North (E-C)	Route 3	Route 1
Bunker-Lakeview (E-D)	Route 143	Route 144
Alessandro-Moval (E-E)	Route 9	Route 8
SONGS-Viejo (F-A)	Route 542	Route 535
Tenaja (F-B)	Route 6	Route 5
Stadler (F-C)	Route 1	Route 2
SONGS-Viejo Substation (F-D)	Site F-D-05	Site F-D-04
IEEC (G-A)	Route 8	Route 16

Note: The final selections are depicted in Attachment G: System Alternative Map Package. The individual route segments that compose the final route selections are included in Attachment E: End-to-End Route Scores.

4.2.0 SDG&E (A-A)

Substation Site Discussion

The following notes summarize the discussion topics associated with the substation sites in this study area.

- Site A-A-01 received the best score; however, there are some topographical issues that may increase site development costs. This site would likely require construction of a new access road. In addition, this site is located adjacent to orchards, which could be impacted by construction and the ongoing operation and maintenance (O&M) of the lines that need to be brought into the site. This site is also located adjacent to existing agricultural uses, including vineyards that could be affected by dust.

- Site A-A-02 fails the ASP objectives due to the lack of line-of-sight for telecommunications. As a result, this site was eliminated from future consideration.

- Site A-A-03 is considered a feasible site; however, it would require significant site development efforts to prepare it for use (e.g., grading).

- Site A-A-04 is surrounded by residential uses and equestrian facilities. In addition, the team preferred Site A-A-04 when compared to A-A-03 due to site shape and development costs; therefore, Site A-A-03 was eliminated from future consideration.

- Sites A-A-05 and A-A-06 were eliminated from future consideration due to topographical issues that would require significant grading prior to development. As a result, all end-to-end routes that utilize these sites were also eliminated.

- Site A-A-07 is located adjacent to existing agricultural uses, which could pose a problem from O&M (e.g., additional dust impacting fruit yields) and could involve aesthetic issues; however, the best-performing routes tend to use site A-A-07.

- The team discussed the potential for installing the substation adjacent to Pechanga Substation; however, a substation in this location would significantly increase the length of the 220 kV line required and the protection requirements associated with using a SDG&E line as a source.

Substation Site Selections

The following substation sites were selected:

- Preferred Site: Site A-A-04
  - Of all the sites on the east side of the study area, Site A-A-04 was the preferred site.
  - Site A-A-02 failed due to telecommunications issues and was eliminated from future consideration.
  - Site A-A-03 required more site development than Site A-A-04.
  - Sites A-A-05 and A-A-06 would require too much site development due to topography and were eliminated from future consideration.

- Alternative Site: Site A-A-01
    - Of the sites on the west side of the study area, Site A-A-01 was the preferred site.
    - Site A-A-01 is not developed, while Site A-A-07 is currently being used for agricultural purposes.
    - Routing lines to and from Site A-A-07 would cross through more residential areas.

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- The Pechanga Reservation would likely be opposed to the ASP and the permitting process could take years to complete.

- Highway 70 is in the California Department of Transportation's (Caltrans') ROW; this is a concern for segments AF, AG, AH, and AI.

- The team is concerned about the feasibility of installing a double-circuit 230 kV line along segment BC due to the existing development and narrow roads along this segment.

- There are no existing subtransmission lines in this study area.

- The team suggested that the number and/or severity of hard angles should be reduced to the extent feasible to reduce costs and challenges during construction.

- Access would be an issue for many segments due to the terrain and remote nature of the study area.

- The wine industry would pose significant challenges:

    - Insulator washing would require regular access and could harm vines.

    - Dust created during construction and O&M could harm vines.

    - Lines through vineyards would provide additional perching opportunities for birds, encouraging avian species to increase visits to vineyards, which could potentially lead to crop loss or a loss of fruit yield.

- Route 269 (AA, AH, AI, AK, BB, BC, BD, BG, BH, BI, BJ, BP, BU, BV, BW, BZ, CA) was the best-scoring route:

    - Segment AK was the worst-scoring route segment due to existing terrain's slope, new access requirements, and wildfire threat/severity along this route.
    - No existing ROW is available along the northern portion of the Pechanga Reservation.
    - Segments BD, BH, and BG are located adjacent to existing residential uses.

- Routes 57 (AA, AK, AL, BE, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BZ, CA) and 33 (AB, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BN, BO, BP, CA) were identified as the best route options for Site A-A-01. Segments BH and BG would require more angle structures and would be placed closer to residences when compared to Segment BF. Route 33 avoids Segments BH and BG while retaining the rest of the segments used by Route 57; therefore, Route 33 was selected as the preferred option for Site A-A-01.

- Routes 171 (AA, AD, AF, AG, AH, AI, AJ, BP, BZ, CA, CF, CG) and 251 (AA, AH, AI, AK, BB, BC, BD, BF, BI, BJ, BP, BU, BV, BW, BZ, CA) were identified as the best route options for Site A-A-04. Route 171 takes the most direct path through the Pechanga Reservation and utilizes Highway 79 to create a direct path with fewer angles. As a result, Route 171 was selected as the preferred option for Site A-A-04.

Route Selections

The following routes were selected to connect to the preferred and alternative substation sites:

- Preferred Route (Site A-A-04): Route 171 (AA, AD, AF, AG, AH, AI, AJ, BP, BZ, CA, CF, CG)
  - Route 171 is the best-scoring route and provides the most direct path to Site A-A-04.
- Alternative Route (Site A-A-01): Route 33 (AB, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BN, BO, BP, CA)
  - Route 33 provides the most direct route to Site A-A-01 while avoiding residences near Segments BD and BG.

4.2.1 Pechanga BESS (B-A)

Substation Site Discussion

The following notes summarize the discussion topics associated with the substation sites in this study area.

- The team preferred substation sites of approximately 9 acres in size.

- Sites B-A-01 and B-A-02 are owned by the same landowner (who owns six to seven adjacent parcels).

- Sites B-A-01, B-A-04, B-A-05, B-A-07, and B-A-09 were all identified as being oversized and were eliminated from future consideration due to acquisition costs.

- Site B-A-02 is also oversized and located further from Pechanga Substation than Sites B-A-01, B-A-10, and B-A-11. As a result, Site B-A-02 was eliminated from future consideration.

- Site B-A-03 would require a longer interconnection (approximately 0.3 mile) than the other potential sites and was eliminated from future consideration.

- Site B-A-06 was scored as the second-best site; however, the team eliminated it from future consideration due to its proximity to the new roundabout, location along the agricultural trail, and proximity to existing resorts. This proximity would cause aesthetic conflicts for the existing uses in the area.

- Site B-A-08 is located adjacent to the interconnecting line; however, it is bisected by an existing hydrological feature that could limit the usable area of the parcel. In addition, this site is located adjacent to St. Jeanne De Lestonnac School. As a result, it was eliminated from future consideration.

- Site B-A-10 and B-A-11 are located adjacent to the interconnecting line.

- Site B-A-10 is located adjacent to and east of Pechanga Substation and may provide additional value for parking or expansion of Pechanga Substation. This site is oversized at approximately 16.8 acres, but the team decided not to subdivide it if acquired due to this additional potential value.

- Site B-A-11 is located close to a curve along Highway 79, which could cause issues with ingress and egress. This site may also require soil import during site preparation.

- While oversized, the team preferred Site B-A-10 to B-A-11 due to its proximity to the existing Pechanga Substation.

Substation Site Selections

The following substation sites were selected:

- Preferred Site: Site B-A-10
  - Site B-A-10 scored as the third-best site, behind B-A-11 and B-A-06.
  - As described previously, Site B-A-06 was eliminated from future consideration due to potential aesthetic impacts.
  - Site B-A-10's proximity to Pechanga Substation was viewed as an opportunity.
- Alternative Site: Site B-A-11
  - Site B-A-11 was the best-scoring site.
  - Selection of Site B-A-11 would "bookend" the existing landowner between two SCE facilities; therefore, Site B-A-10 was selected as the preferred site.

4.2.2 Auld BESS (C-A)

Substation Site Discussion

The following notes summarize the discussion topics associated with the substation sites in this study area.

- The team preferred substation sites of approximately 6 to 9 acres in size.

- Sites C-A-01, C-A-05, and C-A-08 were all oversized and eliminated from future consideration due to acquisition costs.

- Site C-A-02 contained boulders, which could require blasting or other specialized construction methods. These methods could lead to extended construction times, increased costs, and increased environmental impacts (e.g., additional dust, noise, construction duration). In addition, there is a ridge that bisects the parcel, which would require additional site preparation to resolve. As a result, Site C-A-02 was eliminated from future consideration.

- Site C-A-03 has topographical issues that would reduce the usable size of the parcel and/or require extensive grading prior to site development. As a result, it was eliminated from future consideration.

- Sites C-A-04 and C-A-09 are part of a specific plan area and identified as residential uses. These sites have not been parceled out yet. They are owned by the Riverside County Regional Conservation Authority.

- Site C-A-04 is preferred to Site C-A-09 from a topographical perspective.

- Site C-A-06 has topographical issues that would cause additional site preparation. It is also oversized, with the potential for liquefaction; therefore, it was eliminated from future consideration.

- Site C-A-07 is comprised of four adjacent parcels that have the required interconnecting line. The acquisition of two or more of these parcels would provide adequate space for the substation and the surrounding land uses were determined to be compatible.

- Site C-A-09 is slightly oversized; however, the interconnecting line is located adjacent to this parcel. This site would need a new road that may need to be shared with other local landowners. This site would also require significant grading prior to use.

Substation Site Selections

The following substation sites were selected:

- Preferred Site: Site C-A-04
    - Site C-A-04 scored as the second-best site behind C-A-02.
    - As described previously, Site C-A-02 was eliminated from future consideration.
    - The team assumed that only a portion of the parcel would need to be acquired, reducing potential acquisition costs.
- Alternative Site: Site C-A-07
    - Site C-A-07 scored as the third-best site behind C-A-02 and C-A-04.
    - As described previously, Site C-A-02 was eliminated from future consideration and Site C-A-04 was selected as the preferred site.

4.2.3 Mira Loma-Ivyglen (D-A)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- Future expansion of the bridge along Hamner Road is expected.
- Segments AE and AF pass soccer fields, a park, and a planned hotel development and other commercial uses.
- The team agreed that Segment AK would not be feasible due to the City of Corona's opposition to any development in this area. As a result, it was eliminated from future consideration.
- The team reviewed the route segments and recognized that all routes must pass through Segment CN, BF, or CG. The team elected to find the best route that would utilize each of these three segments.
    - Segment BF
        - There are only two route segments that cross the Santa Ana River; they are Segments AF and AT. The team elected to identify the best routes that utilized Segment BF and each of these crossings.
        - Route 881 (AA, AB, AC, AD, AE, AF, AU, AV, AW, BF, BH, BI, BX, BZ, CF, CI, CJ, CM) was the best-scoring route utilizing Segments BF and AF.
        - Route 200 (AA, AL, AO, AQ, AR, AT, BF, BH, BI, BX, BZ, CF, CI, CJ, CM) was the best-scoring route utilizing Segments BF and AT.
        - Route 200 scored in the bottom 20 percent of all routes, while Route 881 scored in the top 20 percent.
        - Segment AT passes through more residential uses, while Segments AE, AF, and AV pass through more commercial and industrial uses.
        - Route 881 was selected as the best route that utilizes Segment BF.
        - The team noted some concerns about Segment AW being too narrow (i.e., between one and two lanes) along 1st Street.

- Segment CG
    - Route 803 (AA, AD, AF, AG, AL, AM, AN, AQ, AS, BI, BY, CA, CG, CH, CO) was the best-scoring route utilizing Segment CG; however, it included many right angles in the vicinity of Segments AM, AD, AN, and AS.
    - Route 804 (AA, AB, AC, AD, AE, AF, AG, BI, BY, CA, CG, CH, CO) avoids these right angles while having a similar score. This route approaches Ivyglen Substation through residential uses along Segments BY, CA, and CO.
    - Route 796 (AA, AB, AC, AD, AE, AF, AG, BG, BH, BI, CG) is similar to Route 804; however, it approaches Ivyglen Substation along Segment BG, avoiding Temescal Canyon Road. This route is approximately 1 mile shorter than Route 804. The team also identified opportunities to straighten portions of this route, reducing its length and the number of angle structures.
    - The team preferred crossing Interstate (I-) 15 at Temescal Canyon Road rather than Dos Lagos Drive due to congestion and constructability issues; as a result, Route 796 was selected as the best route that utilizes Segment CG.
- Segment CN
    - Segment CN would require crossing Cleveland National Forest.
    - Route 895 (AA, AB, AC, AD, AE, AF, AU, AV, AW, BI, BX, CA, CI, CJ, CL, CM, CN, CO) was the best scoring route utilizing Segment CN; however, Segment CJ passes multiple schools along East Ontario Avenue. The team was also concerned about the high levels of traffic along East Ontario Avenue.
    - Route 902 (AA, AB, AC, AD, AE, AF, AU, AV, AW, BI, CA, CI, CK, CN, CO) was the best-scoring route that avoids Segment CJ by utilizing Segment CI. This route passes fewer schools, would require fewer angle structures to construct, and does not require crossing I-15. As a result, it was identified as being preferable to Route 895.

- Routes 881 (AA, AB, AC, AD, AE, AF, AU, AV, AW, BF, BH, BI, BX, BZ, CF, CI, CJ, CM), 796 (AA, AB, AC, AD, AE, AF, AG, BG, BH, BI, CG), and 902 (AA, AB, AC, AD, AE, AF, AU, AV, AW, BI, CA, CI, CK, CN, CO) were compared to identify the preferred and alternative routes. While Route 902 would not require crossing I-15, the team elected to avoid the hilly terrain and permitting concerns associated with crossing Cleveland National Forest. As a result, Segment CN was eliminated from future consideration.

Route Selections

The following routes were selected:

- Preferred Route: Route 881 (AA, AB, AC, AD, AE, AF, AU, AV, AW, BF, BH, BI, BX, BZ, CF, CI, CJ, CM)
  - Route 881 was the best-scoring route utilizing Segment BF. It crossed more commercial and industrial uses and was shorter than other route options.
- Alternative Route: Route 796 (AA, AB, AC, AD, AE, AF, AG, BG, BH, BI, CG)
  - Route 796 was the best-scoring route that avoided multiple angle points and the residential development in the southern portion of the study area. This route also had the preferred I-15 crossing at Temescal Canyon Road instead of at Dos Lagos Drive.

4.2.4 Valley-Ivyglen to Fogarty (D-B)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- Segments AE and AD would require crossing Nichols Road, multiple right-degree angles, and crossing an existing overhead subtransmission line. As a result, segments AE and AD were eliminated from future consideration.

- Segments AA and AC would be parallel to existing overhead lines.

Route Selections

The following routes were selected:

- Preferred Route: Route 4 (AA, AC, AF)
  - Of the remaining routes, Route 4 was preferred, as it is entirely parallel to an existing subtransmission line that leads to Fogarty Substation.
- Alternative Route: Route 3 (AB, AC, AF)
  - Route 3 would require crossing an existing subtransmission line and would place a line on either side of a single landowner's property. As a result, it was not preferred to Route 4.

4.2.5 Mira Loma Substation (D-C)

Substation Site Discussion

The following notes summarize the discussion topics associated with the substation sites in this study area.

- Sites D-C-01 through D-C-04 are all located in a specific plan area planned for future development.
    - Site D-C-01 has tentative track maps developed; approximately 90 residential units are planned for this site. Because the development at this site is the furthest along in the planning process, it was eliminated from future consideration.
    - Site D-C-02 is planned for mixed-use development and this parcel spans Edison Avenue. The team decided to split this site into Site D-C-02A (north of Edison Avenue) and Site D-C-02B (south of Edison Avenue); however, no additional scoring was performed. This site would require minimal site preparation and already has an SCE ROW/easement on it.
    - Site D-C-03 is planned for a park; therefore, it was eliminated from future consideration.
    - Site D-C-04 is planned for residential use and is very large (approximately 80 acres). As a result, it was eliminated from future consideration.
- Heavy development is anticipated within this entire study area.
- All sites would require crossing under one or more existing transmission corridors.
- The team reviewed the parcel adjacent to and east of Site D-C-02; however, it was rejected for future consideration as it did not meet the ASP's size and shape requirements.

Substation Site Selections

The following substation sites were selected:

- Preferred Site: Site D-C-02A
    - Site D-C-02A contains an existing SCE ROW/easement and would require minimum site preparation.
    - Site D-C-02A provides a larger available footprint for the substation when compared to Site D-C-02B.
- Alternative Site: Site D-C-02B
    - Site D-C-02B contains an existing SCE ROW/easement.
    - Site D-C-02A provides a larger available footprint for the substation when compared to Site D-C-02A.

4.2.6 Sun City-Newcomb (E-A)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- Segment AA already has two existing overhead lines along it, which may require this to be an underground segment.
- Segment AB is of concern due to its proximity to Domenigoni Parkway:
  - This is in Caltrans' ROW and it would be difficult to permit an overhead line along this feature.
  - High vehicle speeds in this area may lead to car/pole interface issues.
  - The team considered this segment as a potential underground segment.
- Post-scoring adjustments were made to Segment AD to extend it west along Newport Road.

Route Selections

The following routes were selected:

- Preferred Route: Route 1 (AA, AC, AD)
  - This route would avoid Domenigoni Parkway and shares a ROW with existing SCE subtransmission lines.
- Alternative Route: Route 2 (AB, AD)
  - Route 2 was selected as the alternative route as it would require installing a line parallel to Domenigoni Parkway.

4.2.7 Valley-Sun City (E-B)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- The team agreed that this entire study area would likely require an entirely underground line due to congestion and community concerns. As a result, the shortest routes were considered.

  - Segment AL has an existing double-circuit line and planned road improvements, so undergrounding is anticipated along this segment. The team expects competition for underground ROW due to planned development between Rouse Road and McCall Boulevard.

  - Segment AV has no aboveground facilities; however, underground facilities are expected here due to residential development.

- The team identified Segments AB, AC, AD, and BD as requiring underground construction due to a planned future project.
- Segments AI, AJ, AK, AU, and AT all contain existing double-circuit lines, so undergrounding may be required for these segments.
- A perpendicular crossing of existing underground facilities would be required along Segments AB and AA.
- Segment AL would require crossing an existing 115 kV line.

Route Selections

The following routes were selected:

- Preferred Route: Route 9 (AA, AE, AL, AV, BB)
  - This is the shortest and most direct route.
  - This route could conflict with the preferred route (i.e., Route 1) in the Sun City-Newcomb Study Area (i.e., Study Area E-A).
- Alternative Route: Route 17 (AA, AB, AC, AI, AS, AT, AU)
  - Route 17 was selected as the alternative route as it avoids future residential development along Segment AL while providing the next-shortest route to Sun City Substation.

4.2.8 Valley North (E-C)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- Significant congestion exists in the vicinity of SCE's existing Valley Substation.
- Segments AG and AH suffer from congestion and are in close proximity to equipment in Valley Substation.
- The City of Menifee would likely be opposed to any new facilities.
- All routes would likely be completely or partially underground due to congestion and other overhead facilities in the area.
- Segments AG and AH were eliminated from future consideration due to existing congestion and their proximity to Valley Substation. As a result, all routes utilizing these segments were also eliminated from future consideration.
- Eliminating Segment AG also removed all value of Segment AF, which was eliminated from future consideration.

- Of the remaining routes, Route 3 was the shortest option, followed by Route 1.

Route Selections

The following routes were selected:

- Preferred Route: Route 3 (AB, AC, AD, AE)
  - Route 3 was the shortest remaining route.
- Alternative Route: Route 1 (AA, AB, AC)
  - Route 1 was the second-shortest remaining route.

4.2.9 Bunker-Lakeview (E-D)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- Segments BD and BE were scored lower due to access issues. While the land is flat, no roads exist in this area.

- Segments CY, CW, AH, AI, AJ, AK, BI, BJ, BL, BN, BO, BQ, and BR contain existing single-circuit overhead lines. These lines could be converted to a double-circuit configuration and were viewed as an opportunity.

- Segment BH used to have a single-circuit line along it, but aerial photos confirmed that this line segment has been removed. The team was unsure whether SCE still has rights in this area.

- Segments CH and CI may be located in Stephens' kangaroo rat (*Dipodomys stephensi*) habitat.

- Segments CF, AE, and BA are located adjacent to schools; however, Segment BA could be offset to avoid the nearest school.

- The potential for future residential development exists in the eastern portion of the study area.

- Segment AE may have some permitting issues due to its proximity to Ramona Expressway and may lead to car/pole interface issues.

- The top 16 routes all exit Bunker Substation along Segment AA.

- Route 7 (AA, AB, AC, AD, AE, AF, AG, BH, BI, BJ, BL, BN, BO, BQ, BR) was the top-ranked route. The main source of concerns along this route included community opposition, the difficulty in obtaining existing line outages, and removal/replacement concerns.

- Segments AA, AB, AC, and AD already contain double-circuit lines along them; therefore, any routes utilizing these segments were eliminated from future consideration.

- Segments BA, CH, and CI were the only remaining segments that connected the western and eastern portions of the study area. Of the three, Segment BA passes Sierra Vista Elementary School and does not provide a direct connection to the previously identified existing single-circuit overhead 115 kV lines. As a result, Segments CH and CI were identified as preferred segments when compared to Segment BA, and all routes that utilized Segment BA were eliminated from future consideration.

- Segment CF passes Orange Vista High School; therefore, this segment and all routes utilizing it were eliminated from future consideration. Due to this decision, all routes that utilized Segment CI would be longer than those utilizing Segment CH, and these routes were eliminated from future consideration.

Route Selections

The following routes were selected:

- Preferred Route: Route 143 (AP, AT, AU, BI, BJ, BL, BN, BO, BQ, BR, BS, BU, BX, CE, CH, CR, CT, CV, CW)

    - Route 143 is the shortest and most direct route that would utilize Segment CH.
    - Route 143 avoids congestion from other utilities between Segments AA and AD.
    - Route 143 takes advantage of existing single-circuit lines between Segment CW and Lakeview Substation.
    - Route 143 avoids the school along Segment CF.

- Alternative Route: Route 144 (AH, AI, AJ, AK, AP, AT, AU, BH, BS, BU, BX, CE, CH, CR, CT, CV, CW)

    - Route 144 is similar to Route 143; however, it enters Lakeview Substation along Segments AH, AI, AJ, and AK.

    - Route 144 would require the construction of a new line along Segment BH, connecting Segments CW and AH. Segment BH used to have a single-circuit overhead line along it.

4.2.10 Alessandro-Moval (E-E)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- Opposition from the local community is expected in this study area.

- Expect Segments AA and AC to be placed underground due to existing facilities in the area and general congestion.

- The team preferred Segment AB over Segment AC for the following reasons:

    - Segment AC has adjacent flood control and a double-circuit line along it. This may require the line to be placed on the east side of the road; however, the team was not certain of any competing underground facilities in this area.

    - Segment AB would require new rights and would pass an existing school.

    - Due to the existing utilities and other features along Segment AC, it was eliminated from future consideration; this leaves Segment AB as the only feasible segment from Alessandro Substation. While this segment passes Visa Del Lago High School, it only passes near the high school's parking lot at the intersections of John F. Kennedy Drive and Lasselle Street.

- The team anticipated that a tubular steel pole (TSP) would be required at the intersection of Segments AT and AV.

- The team preferred Segment AV to Segment AU. Placing a line along Segment AU would "box in" existing residential development in the area, placing power line facilities along multiple boundaries of the development.

- The expansion of Moval Substation to include the additional line was considered feasible.

- Due to the proximity of Segments AI and AH to Riverside County Regional Medical Center, all routes using these two segments were eliminated from future consideration, leaving Segment AJ as the only segment connecting the western and eastern portions of the study area. Segment AL was also eliminated due to its proximity to this medical facility.

- Due to Segment AE's proximity to Hendrick Ranch Elementary School, all routes utilizing this segment were eliminated from future consideration, leaving Segments AG and AF as the only segments connecting Alessandro Substation to Segment AJ.

- When compared to Segment AU, Segments AT and AV were preferred due to the presence of existing overhead utilities and potential availability of franchise rights. These segments would also avoid placing utility lines on all sides of an existing residential development. As a result, Route 9 (AA, AB, AF, AG, AJ, AM, AQ, AT, AV, AW) was preferred to Route 8 (AA, AB, AF, AG, AJ, AM, AQ, AU, AW).

Route Selections

The following routes were selected:

- Preferred Route: Route 9 (AA, AB, AF, AG, AJ, AM, AQ, AT, AV, AW)
    - This route passes a school but avoids Riverside County Regional Medical Center.

  - A double-circuit line along Moreno Beach Drive toward Moval Substation would be required for this route.
  - A TSP would likely be necessary at the corner of Alesandro Boulevard and Moreno Beach Drive at the intersection of Segments AT and AV.
  - The team preferred this route due to aesthetic reasons and the availability of franchise.
- Alternative Route: Route 8 (AA, AB, AF, AG, AJ, AM, AQ, AU, AW)
  - This route is similar to Route 9; however, it utilizes Segment AU rather than Segments AT and AV.

4.2.11 SONGS-Viejo (F-A)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- All routes in this study area require crossing the Cleveland National Forest and the Santa Rosa Plateau Ecological Reserve. As a result, the team focused on selecting the shortest and most efficient routes through this study area.

- Route 535 (AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT) was the best-scoring route. This route parallels an existing SDG&E line and parallels existing roads in the Santa Rosa Plateau Ecological Reserve.

- Route 542 (AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT) scored similarly to Route 535; however, it utilizes Segments BG and BH. This route is straighter than Route 535, but would require the construction of additional new access roads.

Route Selections

The following routes were selected:

- Preferred Route: Route 542 (AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT)
  - Route 535 was the best-scoring route in the study area; however, Route 542 was preferred due to it being a straighter route through the ecological reserve.
- Alternative Route: Route 535 (AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT)
  - Route 535 was the best-scoring route; however, it was not preferred due to the multiple angle structures that would be required.

4.2.12 Tenaja (F-B)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- The team ruled out combining the Stadler and Tenaja lines along Segment AS. Additional separation between these circuits is desired.
- Segments AC and AE pass Murrieta Valley High School and Thompson Middle School.
- Route 5 (AA, AC, AF) was the best-scoring route; however, it passes Murrieta Valley High School. The team assumed that lines would need to be underground near the high school.
- Route 6 (AA, AB) was the best-scoring route that remained; it provided the straightest route.
- Route 2 (AG, AH, AJ) was the next-best-scoring route; however, it is located close to a private airstrip. For this reason, Segment AG was eliminated from further consideration.
- Post-scoring adjustments were made within this study area as follows:
    - The preferred and alternative routes were extended to connect them to the preferred and alternative substation sites.
    - The initial route segments were developed with the understanding that the new line would tap into the Stadler-Tenaja 115 kV Subtransmission Line. It was determined after the scoring process that a new, separate 115 kV circuit would have to be added between the new substation and Tenaja Substation. As a result:
        - Route 6 (AA, AB) was assumed to connect to Tenaja Substation by double-circuiting the existing Stadler-Tenaja 115 kV Subtransmission Line starting near the intersection of Lemon Street and Adams Avenue.
        - Route 5 (AA, AC, AF) was assumed to connect to Tenaja Substation by double-circuiting the existing Stadler-Tenaja 115 kV Subtransmission Line starting near the intersection of Washington Avenue and Nutmeg Street.

Route Selections

The following routes were selected:

- Preferred Route: Route 6 (AA, AB)
    - Route 6 provided the shortest and most direct route and was selected as the preferred route.

- Alternative Route: Route 5 (AA, AC, AF)
  - Undergrounding was seen as a viable solution to allow the line to pass in close proximity to Murrieta Valley High School; therefore, Route 5 was selected as the alternative.

4.2.13 Stadler (F-C)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- Segments AP, AN, and AM would pass through the edge of the Santa Rosa Plateau Ecological Reserve. The team decided that the Santa Rosa Plateau Ecological Reserve should not eliminate route segments as the boundary of the reserve and the routing of segments is not precise at this time.

- The team ruled out combining the Stadler and Tenaja lines along Segment AS. Additional separation between these circuits is desired.

- Segment AC passes Murrieta Elementary School and was eliminated from future consideration.

- Route 2 (AA, AB, AH, AJ, AL, AO, AP, AQ, AT) was the best-scoring route, but it required many 90-degree angles.

- Route 1 (AA, AB, AH, AM, AN, AP, AT) scored similar to Route 2, and it eliminates some of the 90-degree angles.

- Post-scoring adjustments were made within this study area as follows:

  - The preferred and alternative routes were extended to connect them to the preferred and alternative substation sites.

  - The initial route segments were developed with the understanding that the new line would tap into the Stadler-Tenaja 115 kV Subtransmission Line. It was determined after the scoring process that a new, separate 115 kV circuit would have to be added between the new substation and Stadler Substation. As a result, Route 1 and Route 5 were assumed to connect to Stadler Substation by double-circuiting the existing Stadler-Tenaja 115 kV Subtransmission Line starting near the intersection of Jefferson Avenue and Ivy Street.

Route Selections

The following routes were selected:

- Preferred Route: Route 1 (AA, AB, AH, AM, AN, AP, AT)
  - Route 1 was one of the best-scoring routes; it reduced the need for angle structures and avoided schools and parks to the extent feasible.
- Alternative Route: Route 2 (AA, AB, AH, AJ, AL, AO, AP, AQ, AT)
  - Route 2 was the best-scoring route; however, it required more 90-degree angles than Route 1.

4.2.14 SONGS-Viejo Substation (F-D)

Substation Site Discussion

The following notes summarize the discussion topics associated with the substation sites in this study area.

- Substations within this study area may not need to meet SCE's "A-Station" specifications because the facility would be located on the fringe of SCE's service territory.

- Sites F-D-01 and F-D-02 were purchased in 2007 and are included in a specific plan for future residential development; however, they have not been developed.

- Site F-D-01 is too narrow and has been removed from future consideration.

- Site F-D-03 is outside of the specific plan boundary but does not have preferred dimensions for development; as a result, it was eliminated from future consideration.

- Site F-D-04 is located outside of the specific plan boundary and would require less road construction to develop primary access to the site when compared to F-D-05; however, it would require a lengthier 220 kV line. This site is also located adjacent to existing residential development.

- Site F-D-05 is located within the boundary of a specific plan. It would require a shorter 220 kV line, but it would also require longer 115 kV lines to complete the requirements of the system alternative. This site is located the furthest from existing residential development.

- All sites would require the 220 kV line between SCE's existing San Onofre-Viejo 220 kV transmission line and the new substation to pass through the Santa Rosa Plateau Ecological Reserve.

Substation Site Selections

The following substation sites were selected:

- Preferred Site: Site F-D-05
  - Site F-D-05 offered the shortest 220 kV line, which was preferred by transmission planning.
  - Site F-D-05 is the furthest from existing residential development, reducing the potential for aesthetic and noise impacts.
- Alternative Site: Site F-D-04
  - Site F-D-04 required a longer 220 kV line when compared to Site F-D-05; however, it would require shorter 115 kV lines and a shorter access road.
  - Site F-D-04 is adjacent to existing residential development, increasing the potential for aesthetic and noise impacts when compared to Site F-D-05.

4.2.15 IEEC (G-A)

Route Segment Discussion

The following notes summarize the discussion topics associated with the route segments in this study area. The route segments that compose each end-to-end route are provided in Attachment E: End-to-End Route Scores.

- All routes in this study area funnel toward Menifee Road to avoid residential development on the west side of the study area; therefore, the team focused on selecting the entry point to Menifee Road.

- Because Segment AN was associated with the worst-scoring routes, it was eliminated from further consideration.

- Route 10 (AD, AF, AG, AH, AI, AO, AP, AQ, AR, AS) was the best-scoring route; however, it had multiple angle points and was not an efficient route. Route 4 (AD, AE, AI, AL, AM, AP, AQ, AR, AS) straightened Route 10 by utilizing Segment AE. Route 8 (AD, AF, AH, AL, AM, AP, AQ, AR, AS) reduced the severity of the angles in Route 4 by utilizing Segment AH. As a result, Route 8 was selected as the best route option that utilizes Segment AP along Menifee Road.

- Route 16 (AA, AC, AR, AS) was the best-scoring route that utilizes Segment AC. Segment AC would bisect many parcels owned by the same landowner. The team agreed that some adjustments could be made to this segment to reduce this effect.

Route Selections

The following routes were selected:

- Preferred Route: Route 8 (AD, AF, AH, AL, AM, AP, AQ, AR, AS)
    - Route 8 was selected as the best route that utilized Segment AP and reduced the severity of hard angles. It was preferred to Route 16 because of potential biological resource concerns and rough terrain associated with Segment AC.
- Alternative Route: Route 16 (AA, AC, AR, AS)
    - Route 16 was the best-scoring route utilizing Segment AC; however, it had additional potential biological resource concerns and rough terrain when compared to Route 8.

4.3 STUDY AREA SITE AND ROUTE DESCRIPTIONS

The subsections that follow describe the preferred site and route selections for each scope element associated with each System Alternative, with post-scoring adjustments included. Non-sited/-routed elements have been included for completeness. These preferred selections, along with the alternate selections, are depicted in Attachment G: System Alternative Map Package.

4.3.0 SDG&E

This system alternative would include the following components:

- Construct a new 220/115 kV substation (approximately 15-acre footprint)
- Construct a new 220 kV double-circuit transmission line between SDG&E's existing Escondido-Talega 220 kV transmission line and SCE's new 220/115 kV substation (approximately 7.2 miles)
- Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Pechanga Substation (approximately 2.0 miles)
- Demolish SCE's existing 115 kV switchrack at Pechanga Substation and reconstruct it on an adjacent parcel (approximately 3.2-acre footprint)
- Double-circuit SCE's existing Pauba-Pechanga 115 kV subtransmission line (approximately 7.5 miles)
- Double-circuit a segment of SCE's existing Auld-Moraga #2 115 kV subtransmission line (approximately 0.3 mile)

This system alternative would require the construction of approximately 9.2 miles of new 220 kV transmission and 115 kV subtransmission lines and the modification of approximately 7.8 miles of existing 115 kV subtransmission line. This system alternative totals approximately

17 miles. A detailed description of each of these components is provided in the subsections that follow.

New 220/115 kV Substation

SDG&E would involve the construction of a new, approximately 15-acre, 220/115 kV substation on a privately owned, approximately 56.4-acre, vacant parcel. The parcel is located north of Highway 79, between the intersections with Los Caballos Road and Pauba Road, in Riverside County. The parcel is trapezoidal in shape and is bounded by residences and equestrian facilities to the north, east, and west; and Highway 79 and vacant land to the south. SCE may establish vehicular access to the site from Los Corralitos Road or Highway 79.

New 220 kV Double-Circuit Transmission Line

A new 220 kV double-circuit transmission line would be constructed, connecting the new 220/115 kV substation to SDG&E's existing Escondido-Talega 220 kV transmission line. This new 220 kV transmission line would begin at SDG&E's existing 220 kV Escondido-Talega 220 kV transmission line approximately 0.6 mile northeast of the intersection of Rainbow Heights Road and Anderson Road in the community of Rainbow in San Diego County. The line would leave the interconnection with SDG&E's existing Escondido-Talega 220 kV transmission line on new structures extending to the northeast for approximately 0.8 mile. At this point, the new line would enter Riverside County and the Pechanga Reservation for approximately 4.0 miles. The line would continue in a generally northeast direction for approximately 1.0 mile before exiting the Pechanga Reservation[10] and continuing until intersecting Highway 79. At the intersection with Highway 79, the line would extend northwest and parallel to Highway 79 for approximately 1.0 mile until reaching the new 220/115 kV substation. This segment of the system alternative would be approximately 7.2 miles in length.

New 115 kV Double-Circuit Subtransmission Line

A new 115 kV double-circuit subtransmission line would be constructed, connecting the new 220/115 kV substation to SCE's existing 115 kV Pechanga Substation. The line would depart the new 220/115 kV substation to the northwest on new structures for approximately 1.5 miles while traveling parallel to Highway 79. Near the intersection of Highway 79 and Anza Road, the line would transition to an underground configuration and continue along Highway 79 for approximately 0.5 mile until reaching SCE's existing 115 kV Pechanga Substation. This segment of the system alternative would be approximately 2.0 miles in length.

Demolish and Reconstruct an Existing 115 kV Switchrack

SCE currently operates the existing 115 kV Pechanga Substation, located on an approximately 3.2-acre, SCE-owned parcel approximately 0.2 mile northeast of the intersection of Highway 79 and Horizon View Street. This site is bounded by vacant land to the east and west and residential uses to the north and south. SCE would demolish this existing 115 kV switchrack and reconstruct it on an approximately 16.9-acre, privately owned directly east of the existing substation. The new 115 kV switchrack would occupy approximately 3.2 acres within the parcel.

[10] Approximately 0.5 mile of this segment of the line would be located outside of the Pechanga Reservation.

Double-Circuit Existing 115 kV Subtransmission Lines

Pauba-Pechanga

SCE currently operates an existing 115 kV single-circuit subtransmission line between SCE's existing 115 kV Pauba and Pechanga Substations in Riverside County. This existing line would be converted to a double-circuit configuration, adding a new 115 kV circuit between SCE's existing 115 kV Pauba and Pechanga Substations. The existing line departs SCE's existing 115 kV Pechanga Substation and extends east along Highway 79 until reaching Anza Road. At the intersection of Highway 79 and Anza Road, the line extends northeast along Anza Road until reaching De Portola Road. At this intersection, the line extends generally northeast along De Portola Road until intersecting Monte de Oro Road, then the line extends west along Monte de Oro Road until reaching Rancho California Road. At this point, the line extends south along Rancho California Road and terminates at SCE's existing 115 kV Pauba Substation. This segment of the system alternative is approximately 7.5 miles in length.

Auld-Moraga #2

SCE currently operates an existing 115 kV single-circuit subtransmission line between SCE's existing 115 kV Auld Substation in the City of Murrieta and SCE's existing 115 kV Moraga Substation in the City of Temecula. An approximately 0.3-mile segment of this line within the City of Temecula would be converted from a single-circuit to double-circuit configuration. This segment would begin near the intersection of Rancho California Road and Calle Aragon. The existing line then extends south before turning west and intersecting Margarita Road, approximately 0.2 mile northwest of Rancho Vista Road.

4.3.1 SCE Orange County

This system alternative would include the following components:

- Construct a new 220/115 kV substation (approximately 15-acre footprint)
- Construct a new 220 kV double-circuit transmission line between SCE's existing San Onofre-Viejo 220 kV transmission line and SCE's new 220/115 kV substation (approximately 22.6 miles)
- Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Tenaja Substation (approximately 5.0 miles)
- Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Stadler Substation (approximately 2.6 miles)

In total, this system alternative would require the construction of approximately 30.2 miles of new 220 kV transmission and 115 kV subtransmission lines. A detailed description of each of these components is provided in the subsections that follow.

New 220/115 kV Substation

The SCE Orange County system alternative would involve the construction of a new, approximately 15-acre, 220/115 kV substation on a privately owned, approximately 67.3-acre, vacant parcel. The parcel is located southeast of Tenaja Road in the City of Murrieta. The parcel is generally trapezoidal in shape and surrounded by hilly, undeveloped land to the south and generally flat, undeveloped land to the north. SCE may establish vehicular access to this site from Tenaja Road, which is currently an unpaved road.

New 220 kV Double-Circuit Transmission Line

A new 220 kV double-circuit transmission line would be constructed, connecting the new 220/115 kV substation to SCE's existing San Onofre-Viejo 220 kV transmission line. This new 220 kV transmission line would begin at the existing San Onofre-Viejo 220 kV transmission line approximately 0.2 mile southwest of the intersection of East Avenida Pico and Camino la Pedriza in the City of San Clemente in Orange County. The line would leave the interconnection with the San Onofre-Viejo 220 kV transmission line on new structures to the east for approximately 3.2 miles. At this point, the new line would enter San Diego County, generally paralleling Talega Road and SDG&E's existing Escondido-Talega 220 kV transmission line for approximately 3.1 miles,[11] reaching the intersection of Talega Road and Indian Potrero Truck Trail. The line would then extend southeast, briefly crossing Cleveland National Forest, then extending east generally parallel to SDG&E's existing Escondido-Talega 220 kV transmission line for approximately 2.2 miles. The line would continue east, crossing Cleveland National Forest for approximately 5.5 miles, then turn to the northeast for approximately 1.9 miles before entering Riverside County. At this point, the line would extend generally northeast until reaching the new 220/115 kV substation site. Approximately 4.7 miles of this portion of the route would cross the Santa Rosa Plateau Ecological Preserve. This segment of the system alternative would total approximately 22.6 miles.

New 115 kV Single-Circuit Subtransmission Lines

New Substation to Tenaja Substation

A new 115 kV single-circuit subtransmission line would be constructed, connecting the new 220/115 kV substation to SCE's existing 115 kV Tenaja Substation. The line would begin at the proposed new substation site in the City of Murrieta and extend generally north on new structures until intersecting Tenaja Road. At this point, the line would extend northeast along Tenaja Road, Vineyard Parkway, and Lemon Street until intersecting SCE's existing Stadler-Tenaja 115 kV subtransmission line at Adams Avenue. At this point, the new 115 kV subtransmission line and Stadler-Tenaja 115 kV subtransmission line would be co-located on a single set of structures until reaching SCE's existing 115 kV Tenaja Substation. The existing line travels generally northwest along Adams Avenue, southwest on Nutmeg Street, and then continues in a northwest direction along Washington Avenue. At the end of Washington Avenue, the route enters the City of Wildomar and continues northwest along Palomar Street until reaching Clinton Keith Road. At the intersection with Clinton Keith Road, the route travels south

[11] Approximately 0.4 mile of this portion of the line would cross back into Orange County.

until terminating at SCE's existing 115 kV Tenaja Substation. This segment of the system alternative would be approximately 5.0 miles in length.

New Substation to Stadler Substation

A new 115 kV single-circuit subtransmission line would be constructed, connecting the new 220/115 kV substation site to SCE's existing 115 kV Stadler Substation. The line would begin at the proposed new substation site in the City of Murrieta and extend northeast for approximately 0.1 mile on new structures. At this point, the line would extend southeast, crossing the Santa Rosa Plateau Ecological Preserve for approximately 0.6 mile. The line would extend northeast, leaving the Santa Rosa Plateau Ecological Preserve, and paralleling Ivy Street until the intersection with Jefferson Avenue. At this intersection, the new 115 kV subtransmission line would be co-located on a single set of structures with SCE's existing Stadler-Tenaja 115 kV subtransmission line for approximately 0.2 mile along Los Alamos Road until terminating at SCE's existing 115 kV Stadler Substation. This segment of the system alternative would be approximately 2.6 miles in length.

4.3.2 Menifee

This system alternative would include the following components:

- Construct a new 500/115 kV substation (approximately 15-acre footprint)
- Construct a new 500 kV double-circuit transmission line to loop SCE's existing Serrano-Valley 500 kV transmission line into the new 500/115 kV substation (0.1 mile)
- Construct a new 115 kV single-circuit subtransmission line between the new 500/115 kV substation and SCE's existing 115 kV Sun City Substation (approximately 4.6 miles)
- Construct a new 115 kV single-circuit subtransmission line segment to re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to the new 500/115 kV substation (approximately 0.1 mile)
- Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines (approximately 0.7 mile)
- Reconductor SCE's existing, single-circuit Auld-Sun City 115 kV subtransmission line (approximately 7.7 miles)

This system alternative would require the construction of approximately 5.5 miles of new 500 kV transmission and 115 kV subtransmission lines and the modification of approximately 7.7 miles of existing 115 kV subtransmission line. This system alternative totals approximately 13.2 miles. A detailed description of each of these components is provided in the subsections that follow.

New 500/115 kV Substation

The Menifee system alternative would involve the construction of a new, approximately 15-acre, 500/115 kV substation on six privately owned vacant parcels, totaling approximately 23.7 acres. The parcels are located south of Matthews Road, north of McLaughlin Road, west of Palomar Road, and east of San Jacinto Road in the City of Menifee. The parcels are also located directly east of the Inland Empire Energy Center (IEEC). When combined, the parcels form a trapezoid shape and are surrounded by industrial uses and vacant lands to the north and east, SCE's existing transmission line corridor to the south, and the IEEC to the west. SCE may establish vehicular access to this site from Matthews Road, Palomar Road, and/or San Jacinto Road.

New 500 kV Double-Circuit transmission Line

A new overhead 500 kV double-circuit transmission line segment would be constructed to loop SCE's existing Serrano-Valley 500 kV transmission line into the new 500/115 kV substation in the City of Menifee. This route would begin within SCE's existing transmission corridor along McLaughlin Road and approximately 0.1 mile west of the intersection of McLaughlin Road and Palomar Road before extending north until reaching the new 500/115 kV substation. This segment of the system alternative would be approximately 0.1 mile in length.

New 115 kV Single-Circuit Subtransmission Lines

New Substation to Sun City Substation

A new 115 kV single-circuit subtransmission line would be constructed, connecting the new 500/115 kV substation to SCE's existing 115 kV Sun City Substation in the City of Menifee. The line would exit the new 500/115 kV substation's southeast corner and extend south along Palomar Road, crossing under SCE's existing transmission line corridor for approximately 0.3 mile. At this point, the route would extend generally southeast until reaching Rouse Road. The line would extend east along Rouse Road until the intersection with Menifee Road, then the line would transition to an underground configuration and extend south along Menifee Road for approximately 3.0 miles until reaching SCE's existing Auld-Sun City 115 kV subtransmission line, approximately 0.1 mile north of the intersection of Menifee Road and Newport Road. At this point, the route would extend east for approximately 0.5 mile, parallel to the Auld-Sun City 115 kV subtransmission line, until terminating at SCE's existing 115 kV Sun City Substation. This segment of the system alternative would be approximately 4.6 miles in length.

Valley-Newcomb to New Substation

A new underground 115 kV subtransmission line segment would be constructed to re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to the new 500/115 kV substation in the City of Menifee. This route would begin within SCE's existing transmission corridor along McLaughlin Road, which is approximately 0.1 mile west of the intersection of McLaughlin Road and Palomar Road, and extend north until reaching the new 500/115 kV substation. This segment of the system alternative would be approximately 0.1 mile in length.

Tap and Reconfigure Valley-Newcomb-Skylark to Sun City Substation

A new underground 115 kV subtransmission line segment would be constructed to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's

existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines. This new segment would begin at the southeast corner of SCE's existing 115 kV Sun City Substation and would extend west, parallel to SCE's existing Auld-Sun City 115 kV subtransmission line, until reaching Menifee Road. The line would then extend south along Menifee Road until intersecting Newport Road. At this point, the line would extend west along Newport Road and parallel to SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line for approximately 350 feet until reaching an existing subtransmission pole. The tap would be completed in the vicinity of this structure. This segment of the system alternative would be approximately 0.7 mile in length.

Reconductor Existing 115 kV Subtransmission Line

SCE's existing Auld-Sun City 115 kV subtransmission line would be reconductored between SCE's existing 115 kV Auld and Sun City Substations. This component would begin at SCE's existing 115 kV Auld Substation in the City of Murrieta near the intersection of Liberty Road and Los Alamos Road. The existing line exits the substation to the west and continues along unpaved access roads for approximately 1.0 mile until reaching the intersection of Clinton Keith Road and Menifee Road. At this point, the line extends north for approximately 3.0 miles along Menifee Road and unpaved access roads until reaching Scott Road. At this intersection, the line enters the City of Menifee and continues north along Menifee Road, Bell Mountain Road, and unpaved access roads for approximately 3.2 miles. Approximately 0.1 mile north of the intersection of Newport Road and Menifee Road, the line extends approximately 0.5 mile east until terminating at SCE's existing 115 kV Sun City Substation. This segment of the system alternative would be approximately 7.7 miles in length.

4.3.3 Mira Loma

This system alternative would include the following components:

- Construct a new 220/115 kV substation (approximately 15-acre footprint)
- Construct a new 220 kV double-circuit transmission line segment to loop SCE's existing Chino-Mira Loma 220 kV transmission line into SCE's new 220/115 kV substation (approximately 130 feet)
- Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation (approximately 21.6 miles)
- Construct a new 115 kV single-circuit subtransmission line segment to tap SCE's future Valley-Ivyglen 115 kV subtransmission line to SCE's existing 115 kV Fogarty Substation (approximately 0.6 mile)

In total, this system alternative would require the construction of approximately 22.2 miles of new 220 kV transmission and 115 kV subtransmission lines. A detailed description of each of these components is provided in the subsections that follow.

New 220/115 kV Substation

The Mira Loma system alternative would involve the construction of a new, approximately 15-acre, 220/115 kV substation on a privately owned, approximately 27-acre, vacant parcel. The parcel is located north of Ontario Ranch Road, east of Haven Avenue, and west of Hamner Avenue in the City of Ontario. The parcel is rectangular in shape and is bounded by vacant land to the north, SCE's existing 220 kV Mira Loma Substation and vacant land to the east, vacant land to the south, and vacant land and industrial uses to the west. The vacant parcel has a residential land use designation, and an existing SCE transmission corridor crosses the southeast portion of the site. Vehicular access would likely be established from Ontario Ranch Road.

New 220 kV Double-Circuit Transmission Line

A new 220 kV double-circuit transmission line segment would be constructed between the existing Chino-Mira Loma 220 kV transmission line and SCE's new 220/115 kV substation. This approximately 130-foot segment would begin within SCE's existing transmission corridor and approximately 2,000 feet east of Haven Avenue, and would extend south until reaching SCE's new 220/115 kV substation site.

New 115 kV Double-Circuit Subtransmission Line

A new 115 kV double-circuit subtransmission line would be constructed, connecting SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation. This line would exit the new 220/115 kV substation site from the southerly portion of the property and travel east in an underground configuration along Ontario Ranch Road for approximately 0.2 mile. The line would pass under SCE's existing transmission line corridor and then transition to an overhead configuration, continuing on new structures along Ontario Ranch Road for approximately 0.5 mile until intersecting Hamner Road. The line would then extend south along Hamner Road and parallel to SCE's existing Mira Loma-Corona 66 kV subtransmission line for approximately 6.8 miles. Within this approximately 6.8-mile portion of the route, the line would exit the City of Ontario and enter the City of Eastvale at the intersection with Bellegrave Avenue. Within the City of Eastvale, the line would continue along Hamner Avenue, cross the Santa Ana River, and enter the City of Norco. Within the City of Norco, the line would continue south along Hamner Avenue until intersecting 1st Street. At this point, the line would extend west along 1st Street for approximately 0.5 mile until West Parkridge Avenue. At this intersection, the line would enter the City of Corona and continue generally south along North Lincoln Avenue for approximately 3.2 miles, paralleling the Chase-Corona-Databank 66 kV subtransmission line between Railroad Street and West Ontario Avenue. At the intersection with West Ontario Avenue, the line would extend east and continue to parallel SCE's existing Chase-Corona-Databank 66 kV subtransmission line for approximately 1.4 miles until the intersection with Magnolia Avenue. The line would continue to extend along West Ontario Avenue for approximately 0.2 mile, then parallel SCE's existing Chase-Jefferson 66 kV subtransmission line between Kellogg Avenue and Interstate (I-) 15 for approximately 1.7 miles. The line would continue along East Ontario Avenue, pass under I-15, and exit the City of Corona after approximately 0.2 mile at the intersection of East Ontario Avenue and State Street. The line would extend southeast along East Ontario Avenue within Riverside County for approximately 1.8 miles until the intersection of Cajalco Road. At this intersection, the line would extend southeast along Temescal Canyon Road, crossing the City of Corona for approximately 1.2 miles between Cajalco Road and Dos

Lagos Drive. The line would then continue within Riverside County along Temescal Canyon Road for approximately 3.9 miles, crossing under I-15 and terminating at SCE's existing 115 kV Ivyglen Substation. This segment of the system alternative would be approximately 21.6 miles in length.

New 115 kV Single-Circuit Subtransmission Line

A new 115 kV single-circuit subtransmission line segment would be constructed to tap SCE's future Valley-Ivyglen 115 kV subtransmission line into SCE's existing 115 kV Fogarty Substation. The new line segment would begin along the future Valley-Ivyglen 115 kV subtransmission line's alignment, approximately 680 feet southeast of the intersection of Pierce Street and Baker Street in the City of Lake Elsinore. The new line segment would extend generally southwest and parallel to SCE's existing Valley-Elsinore-Fogarty 115 kV subtransmission line until terminating at SCE's existing 115 kV Fogarty Substation. This segment of the system alternative would be approximately 0.6 mile in length.

4.3.4 Valley South to Valley North

This system alternative would include the following components:

- Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation (approximately 4.4 miles)
- Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation (approximately 0.8 mile)
- Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines (approximately 0.7 mile)
- Reconductor SCE's existing, single-circuit Auld-Sun City 115 kV subtransmission line (approximately 7.7 miles)

This system alternative would require the construction of approximately 5.9 miles of new 115 kV subtransmission line and the modification of approximately 7.7 miles of existing 115 kV subtransmission line. This system alternative totals approximately 13.6 miles. A detailed description of each of these components is provided in the subsections that follow.

New 115 kV Single-Circuit Subtransmission Lines

Valley Substation to Sun City Substation

A new underground 115 kV single-circuit subtransmission line would be constructed between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation in the City of Menifee. The new line would exit SCE's existing 500 kV Valley Substation near the intersection of Pinacate Road and Menifee Road. The route would extend south approximately 3.9 miles along Menifee Road until reaching SCE's existing Auld-Sun City 115 kV subtransmission line, approximately 0.1 mile north of the intersection of Menifee Road and Newport Road. At this

point, the route would extend east, parallel to the Auld-Sun City 115 kV subtransmission line for approximately 0.5 mile until reaching SCE's existing 115 kV Sun City Substation. This segment of the system alternative would be approximately 4.4 miles in length.

Tap and Re-Terminate Valley-Newcomb to Valley Substation

A new underground 115 kV single-circuit subtransmission line segment would be constructed between SCE's existing Valley-Newcomb 115 kV subtransmission line and SCE's existing 500 kV Valley Substation in the City of Menifee. This line segment would begin near the intersection of SCE's existing Valley-Newcomb 115 kV subtransmission line and Palomar Road. The line would extend north under SCE's existing transmission corridor and along Palomar Road until intersecting Pinacate Road. The line would then extend east along Pinacate Road until terminating at SCE's existing 500 kV Valley Substation. This segment of the system alternative would be approximately 0.8 mile in length.

Tap and Reconfigure Valley-Newcomb-Skylark to Sun City Substation

A new underground 115 kV subtransmission line segment would be constructed to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines. This new segment would begin at the southeast corner of SCE's existing 115 kV Sun City Substation and would extend west, parallel to SCE's existing Auld-Sun City 115 kV subtransmission line, until reaching Menifee Road. The line would then extend south along Menifee Road until intersecting Newport Road. At this point, the line would extend west along Newport Road and parallel to SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line for approximately 350 feet to an existing subtransmission pole. The tap would be completed in the vicinity of this structure. This segment of the system alternative would be approximately 0.7 mile in length.

Reconductor Existing 115 kV Subtransmission Line

SCE's existing Auld-Sun City 115 kV subtransmission line would be reconductored between SCE's existing 115 kV Auld and Sun City Substations. This component would begin at SCE's existing 115 kV Auld Substation in the City of Murrieta near the intersection of Liberty Road and Los Alamos Road. The existing line exits the substation to the west and continues along unpaved access roads for approximately 1.0 mile until reaching the intersection of Clinton Keith Road and Menifee Road. At this point, the line extends north for approximately 3.0 miles along Menifee Road and unpaved access roads until reaching Scott Road. At this intersection, the line enters the City of Menifee and continues north along Menifee Road, Bell Mountain Road, and unpaved access roads for approximately 3.2 miles. Approximately 0.1 mile north of the intersection of Newport Road and Menifee Road, the line extends approximately 0.5 mile east until terminating at SCE's existing 115 kV Sun City Substation. This segment of the system alternative would be approximately 7.7 miles in length.

4.3.5 Valley South to Valley North to Vista

This system alternative would include the following components:

- Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation (approximately 4.4 miles)
- Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation (approximately 0.8 mile)
- Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines (approximately 0.7 mile)
- Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Bunker and Lakeview Substations (approximately 6.0 miles)
- Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Alessandro and Moval Substations (approximately 4.0 miles)
- Reconductor SCE's existing, single-circuit Auld-Sun City 115 kV subtransmission line (approximately 7.7 miles)
- Double-circuit a segment of SCE's existing 115 kV Moreno-Moval-Vista subtransmission line (approximately 0.1 mile)

This system alternative would require the construction of approximately 15.9 miles of new 115 kV subtransmission line and the modification of approximately 7.8 miles of existing 115 kV subtransmission line. This system alternative totals approximately 23.7 miles. A detailed description of each of these components is provided in the subsections that follow.

New 115 kV Single-Circuit Subtransmission Lines

Valley Substation to Sun City Substation

A new underground 115 kV single-circuit subtransmission line would be constructed between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation in the City of Menifee. The new line would exit SCE's existing 500 kV Valley Substation near the intersection of Pinacate Road and Menifee Road. The route would extend south for approximately 3.9 miles along Menifee Road until reaching SCE's existing Auld-Sun City 115 kV subtransmission line, which is approximately 0.1 mile north of the intersection of Menifee Road and Newport Road. At this point, the route would extend east and parallel to the Auld-Sun City 115 kV subtransmission line for approximately 0.5 mile until reaching SCE's existing 115 kV Sun City Substation. This segment of the system alternative would be approximately 4.4 miles in length.

Tap and Re-Terminate Valley-Newcomb to Valley Substation

A new underground 115 kV single-circuit subtransmission line segment would be constructed between SCE's existing Valley-Newcomb 115 kV subtransmission line and 500 kV Valley Substation in the City of Menifee. This line segment would begin near the intersection of SCE's existing Valley-Newcomb 115 kV subtransmission line and Palomar Road. The line would then extend north, under SCE's existing transmission corridor, and along Palomar Road until intersecting Pinacate Road. The line would then extend east along Pinacate Road until terminating at SCE's existing 500 kV Valley Substation. This segment of the system alternative would be approximately 0.8 mile in length.

Tap and Reconfigure Valley-Newcomb-Skylark to Sun City Substation

A new underground 115 kV subtransmission line segment would be constructed to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines. This new segment would begin at the southeast corner of SCE's existing 115 kV Sun City Substation and would extend west and parallel to SCE's existing Auld-Sun City 115 kV subtransmission line until reaching Menifee Road. The line would then extend south along Menifee Road until intersecting Newport Road. At this point, the line would extend west along Newport Road and parallel to SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line for approximately 350 feet to an existing subtransmission pole. The tap would be completed in the vicinity of this structure. This segment of the system alternative would be approximately 0.7 mile in length.

Bunker Substation to Lakeview Substation

A new 115 kV single-circuit subtransmission line would be constructed between SCE's existing 115 kV Bunker Substation in the City of Perris and SCE's existing 115 kV Lakeview Substation in Riverside County. From SCE's existing 115 kV Bunker Substation, the line would extend south on Wilson Avenue on new structures for approximately 0.4 mile until the intersection with Placentia Avenue. At this intersection, the line would extend east on Placentia Avenue for approximately 0.4 mile, then turn south for approximately 0.3 mile and travel parallel to a dry creek bed until the intersection with Water Avenue. At the intersection with Water Avenue, the line would leave the City of Perris, extending east for approximately 0.8 mile until the intersection with Bradley Road. The line would then continue east across vacant and agricultural lands for approximately 2.1 miles until intersecting SCE's existing Valley-Lakeview 115 kV subtransmission line. The new 115 kV subtransmission line would be co-located with the existing Valley-Lakeview 115 kV subtransmission line for approximately 2.0 miles, extending north until terminating at SCE's existing 115 kV Lakeview Substation. The current route extends north, southeast along 11th Street, and northeast along an unpaved access road before arriving at SCE's existing 115 kV Lakeview Substation. This segment of the system alternative would be approximately 6.0 miles in length.

Alessandro Substation to Moval Substation

A new 115 kV single-circuit subtransmission line would be constructed between SCE's existing 115 kV Alessandro and Moval Substations in the City of Moreno Valley. The new line would exit SCE's existing 115 kV Alessandro Substation in an underground configuration and extend

north for approximately 350 feet along Kitching Street until intersecting John F Kennedy Drive. At this intersection, the line would transition to an overhead configuration on new structures and extend east along John F Kennedy Drive for approximately 0.5 mile until the intersection with Lasselle Street. The line would then extend north on Lasselle Street for approximately 1.0 mile until the intersection with Alessandro Boulevard, where the line would extend east for approximately 2.0 miles until intersecting Moreno Beach Drive and SCE's existing Lakeview-Moval 115 kV subtransmission line. The new 115 kV subtransmission line would be co-located with the existing Lakeview-Moval 115 kV subtransmission line for approximately 0.5 mile until terminating at SCE's existing 115 kV Moval Substation. The current route extends north along Moreno Beach Drive until reaching SCE's existing 115 kV Moval Substation, approximately 0.1 mile south of the intersection of Moreno Beach Drive and Cottonwood Avenue. This segment of the system alternative would be approximately 4.0 miles in length.

Reconductor Existing 115 kV Subtransmission Line

SCE's existing Auld-Sun City 115 kV subtransmission line would be reconductored between SCE's existing 115 kV Auld and Sun City Substations. This component would begin at SCE's existing 115 kV Auld Substation in the City of Murrieta near the intersection of Liberty Road and Los Alamos Road. The existing line exits the substation to the west and continues along unpaved access roads for approximately 1.0 mile until reaching the intersection of Clinton Keith Road and Menifee Road. At this point, the line extends north for approximately 3.0 miles along Menifee Road and unpaved access roads until reaching Scott Road. At this intersection, the line enters the City of Menifee and continues north along Menifee Road, Bell Mountain Road, and unpaved access roads for approximately 3.2 miles. Approximately 0.1 mile north of the intersection of Newport Road and Menifee Road, the line extends approximately 0.5 mile east until terminating at SCE's existing 115 kV Sun City Substation. This segment of the system alternative would be approximately 7.7 miles in length.

Double-Circuit Existing 115 kV Subtransmission Line

SCE currently operates an existing, single-circuit Moreno-Moval-Vista 115 kV subtransmission line between SCE's existing 115 kV Moreno, Moval, and Vista Substations. An approximately 0.1-mile segment of this line within the City of Moreno Valley would be converted from a single-circuit to double-circuit configuration. This segment would begin at the intersection of Ironwood Avenue and Pettit Street and extend east before turning north and entering SCE's existing 115 kV Moreno Substation.

4.3.6 Centralized BESS in Valley South

This system alternative would include the following components:

- Construct two new 115 kV BESSs (each with an approximately 9-acre footprint)
- Construct two new 115 kV subtransmission segments to loop the new 115 kV BESSs into SCE's existing 115 kV subtransmission system

A detailed description of each of these components is provided in the subsections that follow.

BESS and 115 kV Loop-Ins

Pechanga BESS and Loop-In

The approximately 9-acre, 115 kV Pechanga BESS would be constructed on an approximately 16.9-acre, privately owned parcel adjacent to SCE's existing 115 kV Pechanga Substation in the City of Temecula. The parcel is a generally rectangular shape and is bounded by equestrian facilities and residences to the north, vacant land and residences to the east, Highway 79 and residential uses to the south, and SCE's existing 115 kV Pechanga Substation and vacant land to the west. SCE would establish vehicle access to the 115 kV Pechanga BESS from Highway 79 or through SCE's existing 115 kV Pechanga Substation. In addition, the existing Pauba-Pechanga 115 kV subtransmission line, which is directly adjacent to the site, would be looped into the 115 kV Pechanga BESS.

Auld BESS and Loop-In

The approximately 9-acre, 115 kV Auld BESS would be constructed on an approximately 24.6-acre, privately owned parcel in the City of Murrieta. The parcel is rectangular in shape and bounded by Liberty Road to the west, residential uses and vacant land to the north, vacant land to the east, and Porth Road and vacant land to the south. SCE would establish vehicle access to the 115 kV Auld BESS from Liberty Road or Porth Road. In addition, the existing Auld-Moraga 115 kV subtransmission line, which is directly adjacent to the site, would be looped into the 115 kV Auld BESS.

4.3.7 Valley South to Valley North and Distributed BESS in Valley South

This system alternative would include the following components:

- Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation (approximately 4.4 miles)
- Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation (approximately 0.8 mile)
- Construct new energy storage components within the existing fence lines at three existing SCE 115 kV substations

This system alternative would require the construction of approximately 5.2 miles of new 115 kV subtransmission line. A detailed description of each of these components is provided in the subsections that follow.

New 115 kV Single-Circuit Subtransmission Lines

Valley Substation to Sun City Substation

A new underground 115 kV single-circuit subtransmission line would be constructed between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation in the City of Menifee. The new line would exit SCE's existing 500 kV Valley Substation near the intersection of Pinacate Road and Menifee Road. The route would extend approximately 3.9 miles south along Menifee Road until reaching SCE's existing Auld-Sun City 115 kV subtransmission line,

approximately 0.1 mile north of the intersection of Menifee Road and Newport Road. At this point, the route would extend east, parallel to the Auld-Sun City 115 kV subtransmission line for approximately 0.5 until reaching SCE's existing 115 kV Sun City Substation. This segment of the system alternative would be approximately 4.4 miles in length.

Tap and Re-Terminate Valley-Newcomb to Valley Substation

A new underground 115 kV single-circuit subtransmission line segment would be constructed between SCE's existing Valley-Newcomb 115 kV subtransmission line and 500 kV Valley Substation in the City of Menifee. This line segment would begin near the intersection of SCE's existing Valley-Newcomb 115 kV subtransmission line and Palomar Road. The line would then extend north under SCE's existing transmission corridor and along Palomar Road until intersecting Pinacate Road. The line would then extend east along Pinacate Road until terminating at SCE's existing 500 kV Valley Substation. This segment of the system alternative would be approximately 0.8 mile in length.

Energy Storage Components

This system alternative would require the installation of energy storage components within the existing fence line at three existing SCE 115 kV substations. A description of each of these substation locations is provided in the subsections that follow.

Auld Substation

SCE's existing 115 kV Auld Substation is located on approximately 4.1 acres of SCE-owned land southwest of the intersection of Los Alamos Road and Liberty Road in the City of Murrieta. This site is bounded by residential development to the south and west, and vacant land to the north and the east.

Elsinore Substation

SCE's existing 115 kV Elsinore Substation is located on approximately 2.1 acres of SCE-owned land south of the intersection of West Flint Street and North Spring Street in the City of Lake Elsinore. This site is bounded by vacant land to the west, commercial and residential uses to the north, residential uses to the east, and commercial uses to the south.

Moraga Substation

SCE's existing 115 kV Moraga Substation is located on approximately 4.0 acres of SCE-owned land and approximately 0.1 mile southwest of the intersection of Mira Loma Drive and Calle Violetta in the City of Temecula. This site is bounded on all sides by residential uses.

4.3.8 SDG&E and Centralized BESS in Valley South

This system alternative would include the following components:

- Construct a new 220/115 kV substation (approximately 15-acre footprint)
- Construct a new 220 kV double-circuit transmission line between SDG&E's existing Escondido-Talega 220 kV transmission line and SCE's new 220/115 kV substation (approximately 7.2 miles)

- Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Pechanga Substation (approximately 2.0 miles)
- Demolish SCE's existing 115 kV switchrack at Pechanga Substation and reconstruct it on an adjacent parcel (approximately 3.2-acre footprint)
- Double-circuit SCE's existing Pauba-Pechanga 115 kV subtransmission line (approximately 7.5 miles)
- Double-circuit a segment of SCE's existing Auld-Moraga #2 115 kV subtransmission line (approximately 0.3 mile)
- Construct one new 115 kV BESS (approximately 9-acre footprint)
- Construct one new 115 kV subtransmission segment to loop the new 115 kV BESS into SCE's existing 115 kV subtransmission system

This system alternative would require the construction of approximately 9.2 miles of new 220 kV transmission and 115 kV subtransmission lines and the modification of approximately 7.8 miles of existing 115 kV subtransmission line. This system alternative totals approximately 17 miles. A detailed description of each of these components is provided in the subsections that follow.

New 220/115 kV Substation

SDG&E and Centralized BESS in Valley South system alternative would involve the construction of a new, approximately 15-acre, 220/115 kV substation on a privately owned, approximately 56.4-acre, vacant parcel. The parcel is located north of Highway 79, between the intersections with Los Caballos Road and Pauba Road in Riverside County. The parcel is trapezoidal in shape and is bounded by residences and equestrian facilities to the north, east, and west; and Highway 79 and vacant land to the south. SCE may establish vehicular access to the site from Los Corralitos Road or Highway 79.

New 220 kV Double-Circuit Transmission Line

A new 220 kV double-circuit transmission line would be constructed, connecting the new 220/115 kV substation to SDG&E's existing Escondido-Talega 220 kV transmission line. This new 220 kV transmission line would begin at SDG&E's existing Escondido-Talega 220 kV transmission line and approximately 0.6 mile northeast of the intersection of Rainbow Heights Road and Anderson Road in the community of Rainbow in San Diego County. The line would leave the interconnection with the Escondido-Talega 220 kV transmission line on new structures and travel northeast for approximately 0.8 mile. At this point, the new line would enter Riverside County and the Pechanga Reservation for approximately 4.0 miles. The line would continue in a generally northeast direction for approximately 1.0 mile, then exit the Pechanga Reservation[12] and continue until intersecting Highway 79. At the intersection with Highway 79, the line would

[12] Approximately 0.5 mile of this segment of the line would be located outside of the Pechanga Reservation.

extend northwest and parallel to Highway 79 for approximately 1.0 mile until reaching the new 220/115 kV substation. This segment of the system alternative would be approximately 7.2 miles in length.

New 115 kV Double-Circuit Subtransmission Line

A new 115 kV double-circuit subtransmission line would be constructed, connecting the new 220/115 kV substation to SCE's existing 115 kV Pechanga Substation. The line would depart the new 220/115 kV substation and travel northwest on new structures for approximately 1.5 miles, while paralleling Highway 79. Near the intersection of Highway 79 and Anza Road, the line would transition to an underground configuration and continue along Highway 79 for approximately 0.5 mile until reaching SCE's existing 115 kV Pechanga Substation. This segment of the system alternative would be approximately 2.0 miles in length.

Demolish and Reconstruct an Existing 115 kV Switchrack

SCE currently operates the existing 115 kV Pechanga Substation, located on an approximately 3.2-acre, SCE-owned parcel approximately 0.2 mile northeast of the intersection of Highway 79 and Horizon View Street. This site is bounded by vacant land to the east and west and residential uses to the north and south. SCE would demolish this existing 115 kV switchrack and reconstruct it on an approximately 16.9-acre, privately owned directly east of the existing substation. The new 115 kV switchrack would occupy approximately 3.2 acres within the parcel.

Double-Circuit Existing 115 kV Subtransmission Lines

Pauba-Pechanga

SCE currently operates an existing, 115 kV single-circuit subtransmission line between SCE's existing 115 kV Pauba and Pechanga Substations in Riverside County. This existing line would be converted to a double-circuit configuration, adding a new 115 kV circuit between SCE's existing 115 kV Pauba and Pechanga Substations. The existing line departs SCE's existing 115 kV Pechanga Substation and extends east along Highway 79 until reaching Anza Road. At the intersection of Highway 79 and Anza Road, the line extends northeast along Anza Road until reaching De Portola Road, then the line extends generally northeast along De Portola Road until intersecting Monte de Oro Road. At this intersection, the line extends west along Monte de Oro Road until reaching Rancho California Road. At this point, the line extends south along Rancho California Road and terminates at SCE's existing 115 kV Pauba Substation. This segment of the system alternative is approximately 7.5 miles in length.

Auld-Moraga #2

SCE currently operates an existing, 115 kV single-circuit subtransmission line between SCE's existing 115 kV Auld Substation in the City of Murrieta and SCE's existing 115 kV Moraga Substation in the City of Temecula. An approximately 0.3-mile segment of this line within the City of Temecula would be converted from a single-circuit to double-circuit configuration. This segment would begin near the intersection of Rancho California Road and Calle Aragon. The existing line extends south before turning west and intersecting Margarita Road, approximately 0.2 mile northwest of Rancho Vista Road.

BESS and 115 kV Loop-In

The approximately 9-acre, 115 kV Auld BESS would be constructed on an approximately 24.6-acre, privately owned parcel in the City of Murrieta. The parcel is rectangular in shape and bounded by Liberty Road to the west, residential uses and vacant land to the north, vacant land to the east, and Porth Road and vacant land to the south. SCE would establish vehicle access to the 115 kV Auld BESS from Liberty Road or Porth Road. In addition, the existing Auld-Moraga 115 kV subtransmission line, which is directly adjacent to the site, would be looped into the 115 kV Auld BESS.

4.3.9 Mira Loma and Centralized BESS in Valley South

This system alternative would include the following components:

- Construct a new 220/115 kV substation (approximately 15-acre footprint)
- Construct a new 220 kV double-circuit transmission line segment to loop SCE's existing Chino-Mira Loma 220 kV transmission line into SCE's new 220/115 kV substation (approximately 130 feet)
- Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation (approximately 21.6 miles)
- Construct a new 115 kV single-circuit subtransmission line segment to tap SCE's future Valley-Ivyglen 115 kV subtransmission line to SCE's existing 115 kV Fogarty Substation (approximately 0.6 mile)
- Construct two new 115 kV BESSs (each with an approximately 9-acre footprint)
- Construct two new 115 kV subtransmission segments to loop the new 115 kV BESSs into SCE's existing 115 kV subtransmission system

In total, this system alternative would require the construction of approximately 22.2 miles of new 220 kV transmission and 115 kV subtransmission lines. A detailed description of each of these components is provided in the subsections that follow.

New 220/115 kV Substation

The Mira Loma and Centralized BESS in Valley South system alternative would involve the construction of a new, approximately 15-acre, 220/115 kV substation on a privately owned, approximately 27-acre, vacant parcel. The parcel is located north of Ontario Ranch Road, east of Haven Avenue, and west of Hamner Avenue in the City of Ontario. The parcel is rectangular in shape and is bounded by vacant land to the north, SCE's existing 220 kV Mira Loma Substation and vacant land to the east, vacant land to the south, and vacant land and industrial uses to the west. The vacant parcel has a residential land use designation, and an existing SCE transmission corridor crosses the southeast portion of the site. Vehicular access would likely be established from Ontario Ranch Road.

New 220 kV Double-Circuit Transmission Line

A new 220 kV double-circuit transmission line segment would be constructed between the existing Chino-Mira Loma 220 kV transmission line and SCE's new 220/115 kV substation. This approximately 130-foot segment would begin within SCE's existing transmission corridor, approximately 2,000 feet east of Haven Avenue, and extend south until reaching SCE's new 220/115 kV substation site.

New 115 kV Double-Circuit Subtransmission Line

A new 115 kV double-circuit subtransmission line would be constructed, connecting SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation. This line would exit the new 220/115 kV substation site from the southerly portion of the property and travel east in an underground configuration for approximately 0.2 mile along Ontario Ranch Road. The line would pass under SCE's existing transmission line corridor and then transition to an overhead configuration, continuing on new structures along Ontario Ranch Road for approximately 0.5 mile until intersecting Hamner Road. The line would then extend south along Hamner Road and parallel to SCE's existing Mira Loma-Corona 66 kV subtransmission line for approximately 6.8 miles. Within this approximately 6.8-mile portion of the route, the line would exit the City of Ontario and enter the City of Eastvale at the intersection with Bellegrave Avenue. Within the City of Eastvale, the line would continue along Hamner Avenue, cross the Santa Ana River, and enter the City of Norco. Within the City of Norco, the line would continue south along Hamner Avenue until intersecting 1st Street. At this point, the line would extend west along 1st Street for approximately 0.5 mile until West Parkridge Avenue. At this intersection, the line would enter the City of Corona and continue generally south along North Lincoln Avenue for approximately 3.2 miles, paralleling the Chase-Corona-Databank 66 kV subtransmission line between Railroad Street and West Ontario Avenue. At the intersection with West Ontario Avenue, the line would extend east and continue paralleling SCE's existing Chase-Corona-Databank 66 kV subtransmission line for approximately 1.4 miles until the intersection with Magnolia Avenue. The line would continue along West Ontario Avenue for approximately 0.2 mile, then it would parallel SCE's existing Chase-Jefferson 66 kV subtransmission line between Kellogg Avenue and I-15 for approximately 1.7 miles. The line would continue along East Ontario Avenue, pass under I-15, and exit the City of Corona after approximately 0.2 mile at the intersection of East Ontario Avenue and State Street. The line would extend southeast for approximately 1.8 miles along East Ontario Avenue within Riverside County until the intersection of Cajalco Road. At this intersection, the line would extend southeast along Temescal Canyon Road, crossing the City of Corona for approximately 1.2 miles between Cajalco Road and Dos Lagos Drive. The line would then continue within Riverside County along Temescal Canyon Road for approximately 3.9 miles before crossing under I-15 and terminating at SCE's existing 115 kV Ivyglen Substation. This segment of the system alternative would be approximately 21.6 miles in length.

New 115 kV Single-Circuit Subtransmission Line

A new 115 kV single-circuit subtransmission line segment would be constructed to tap SCE's future Valley-Ivyglen 115 kV subtransmission line into SCE's existing 115 kV Fogarty Substation. The new line segment would begin along the future Valley-Ivyglen 115 kV subtransmission line's alignment, approximately 680 feet southeast of the intersection of Pierce

Street and Baker Street in the City of Lake Elsinore. The new line segment would extend generally southwest and parallel to SCE's existing Valley-Elsinore-Fogarty 115 kV subtransmission line until terminating at SCE's existing 115 kV Fogarty Substation. This segment of the system alternative would be approximately 0.6 mile in length.

BESS and 115 kV Loop-Ins

Pechanga BESS and Loop-In

The approximately 9-acre, 115 kV Pechanga BESS would be constructed on an approximately 16.9-acre, privately owned parcel adjacent to SCE's existing 115 kV Pechanga Substation in the City of Temecula. The parcel is a generally rectangular shape and is bounded by equestrian facilities and residences to the north, vacant land and residences to the east, Highway 79 and residential uses to the south, and SCE's existing 115 kV Pechanga Substation and vacant land to the west. SCE would establish vehicle access to the 115 kV Pechanga BESS from Highway 79 or through SCE's existing 115 kV Pechanga Substation. In addition, the existing Pauba-Pechanga 115 kV subtransmission line is directly adjacent to the site and would be looped into the 115 kV Pechanga BESS.

Auld BESS and Loop-In

The approximately 9-acre, 115 kV Auld BESS would be constructed on an approximately 24.6-acre, privately owned parcel in the City of Murrieta. The parcel is rectangular in shape and bounded by Liberty Road to the west, residential uses and vacant land to the north, vacant land to the east, and Porth Road and vacant land to the south. SCE would establish vehicle access to the 115 kV Auld BESS from Liberty Road or Porth Road. In addition, the existing Auld-Moraga 115 kV subtransmission line is directly adjacent to the site and would be looped into the 115 kV Auld BESS.

4.3.10 Valley South to Valley North and Centralized BESS in Valley South and Valley North

This system alternative would include the following components:

- Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley and 115 kV Sun City Substations (approximately 4.4 miles)
- Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation (approximately 0.8 mile)
- Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines (approximately 0.7 mile)
- Construct two new 115 kV BESSs

- Construct one new 115 kV subtransmission segment to loop the new BESSs into SCE's existing subtransmission system

This system alternative would require the construction of approximately 5.9 miles of new 115 kV subtransmission line. A detailed description of each of these components is provided in the subsections that follow.

New 115 kV Single-Circuit Subtransmission Lines

Valley Substation to Sun City Substation

A new underground 115 kV single-circuit subtransmission line would be constructed between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation in the City of Menifee. The new line would exit Valley Substation near the intersection of Pinacate Road and Menifee Road. The route would extend south approximately 3.9 miles along Menifee Road until reaching SCE's existing Auld-Sun City 115 kV subtransmission line, approximately 0.1 mile north of the intersection of Menifee Road and Newport Road. At this point, the route would extend east, parallel to the Auld-Sun City 115 kV subtransmission line for approximately 0.5 mile until reaching SCE's existing 115 kV Sun City Substation. This segment of the system alternative would be approximately 4.4 miles in length.

Tap and Re-Terminate Valley-Newcomb to Valley Substation

A new underground 115 kV single-circuit subtransmission line segment would be constructed between SCE's existing Valley-Newcomb 115 kV subtransmission line and SCE's existing 500 kV Valley Substation in the City of Menifee. This line segment would begin near the intersection of SCE's existing Valley-Newcomb 115 kV subtransmission line and Palomar Road. The line would then extend north under SCE's existing transmission corridor and along Palomar Road until intersecting Pinacate Road. The line would then extend east along Pinacate Road until terminating at SCE's existing 500 kV Valley Substation. This segment of the system alternative would be approximately 0.8 mile in length.

Tap and Reconfigure Valley-Newcomb-Skylark to Sun City Substation

A new underground 115 kV subtransmission line segment would be constructed to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines. This new segment would begin at the southeast corner of SCE's existing 115 kV Sun City Substation and would extend west, parallel to SCE's existing Auld-Sun City 115 kV subtransmission line, until reaching Menifee Road. The line would then extend south along Menifee Road until intersecting Newport Road. At this point, the line would extend west along Newport Road and parallel to SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line for approximately 350 feet to an existing subtransmission pole. The tap would be completed in the vicinity of this structure. This segment of the system alternative would be approximately 0.7 mile in length.

BESS and 115 kV Loop-Ins

Pechanga BESS and Loop-In

The approximately 9-acre, 115 kV Pechanga BESS would be constructed on an approximately 16.9-acre, privately owned parcel adjacent to SCE's existing 115 kV Pechanga Substation in the City of Temecula. The parcel is a generally rectangular shape and is bounded by equestrian facilities and residences to the north, vacant land and residences to the east, Highway 79 and residential uses to the south, and SCE's existing 115 kV Pechanga Substation and vacant land to the west. SCE would establish vehicle access to the 115 kV Pechanga BESS from Highway 79 or through SCE's existing 115 kV Pechanga Substation. In addition, the existing Pauba-Pechanga 115 kV subtransmission line is directly adjacent to the site and would be looped into the 115 kV Pechanga BESS.

Alessandro BESS

The 115 kV Alessandro BESS would be constructed within SCE's existing 115 kV Alessandro Substation in the City of Moreno Valley. The existing substation is located on an approximately 24.2-acre parcel at the intersection of John F Kennedy Drive and Kitching Street. This site is bounded by residential development to the north, east, and south; and residential development and a school to the west.

4.3.11 Valley South to Valley North to Vista and Centralized BESS in Valley South

This system alternative would include the following components:

- Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley and 115 kV Sun City Substations (approximately 4.4 miles)
- Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation (approximately 0.8 mile)
- Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines (approximately 0.7 mile)
- Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Bunker and Lakeview Substations (approximately 6.0 miles)
- Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Alessandro and Moval Substations (approximately 4.0 miles)
- Double-circuit a segment of SCE's existing 115 kV Moreno-Moval-Vista subtransmission line (approximately 0.1 mile)
- Construct one new 115 kV BESS

- Construct one new 115 kV subtransmission segment to loop the new 115 kV BESS into SCE's existing 115 kV subtransmission system

This system alternative would require the construction of approximately 15.9 miles of new 115 kV subtransmission line and the modification of approximately 0.1 mile of existing 115 kV subtransmission line. This system alternative totals approximately 16.0 miles. A detailed description of each of these components is provided in the subsections that follow.

New 115 kV Single-Circuit Subtransmission Lines

Valley Substation to Sun City Substation

A new underground 115 kV single-circuit subtransmission line would be constructed between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation in the City of Menifee. The new line would exit SCE's existing 500 kV Valley Substation near the intersection of Pinacate Road and Menifee Road. The route would extend approximately 3.9 miles south along Menifee Road until reaching SCE's existing Auld-Sun City 115 kV subtransmission line, approximately 0.1 mile north of the intersection of Menifee Road and Newport Road. At this point, the route would extend east and parallel to the Auld-Sun City 115 kV subtransmission line for approximately 0.5 until reaching SCE's existing 115 kV Sun City Substation. This segment of the system alternative would be approximately 4.4 miles in length.

Tap and Re-Terminate Valley-Newcomb to Valley Substation

A new underground 115 kV single-circuit subtransmission line segment would be constructed between SCE's existing Valley-Newcomb 115 kV subtransmission line and 500 kV Valley Substation in the City of Menifee. This line segment would begin near the intersection of SCE's existing Valley-Newcomb 115 kV subtransmission line and Palomar Road. The line would then extend north under SCE's existing transmission corridor and along Palomar Road until intersecting Pinacate Road. The line would then extend east along Pinacate Road until terminating at SCE's existing 500 kV Valley Substation. This segment of the system alternative would be approximately 0.8 mile in length.

Tap and Reconfigure Valley-Newcomb-Skylark to Sun City Substation

A new underground 115 kV subtransmission line segment would be constructed to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines. This new segment would begin at the southeast corner of SCE's existing 115 kV Sun City Substation and would extend west and parallel to SCE's existing Auld-Sun City 115 kV subtransmission line until reaching Menifee Road. The line would then extend south along Menifee Road until intersecting Newport Road. At this point, the line would extend west for approximately 350 feet along Newport Road and parallel to SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line until terminating at an existing subtransmission pole. The tap would be completed in the vicinity of this structure. This segment of the system alternative would be approximately 0.7 mile in length.

Bunker Substation to Lakeview Substation

A new 115 kV single-circuit subtransmission line would be constructed between SCE's existing 115 kV Bunker Substation in the City of Perris and 115 kV Lakeview Substation in Riverside County. From SCE's existing 115 kV Bunker Substation, the line would extend south on Wilson Avenue on new structures for approximately 0.4 mile until the intersection with Placentia Avenue. At this intersection, the line would extend east on Placentia Avenue for approximately 0.4 mile, then turn south for approximately 0.3 mile and travel parallel to a dry creek bed until the intersection with Water Avenue. At the intersection with Water Avenue, the line would leave the City of Perris and extend east for approximately 0.8 mile until the intersection with Bradley Road. The line would then continue east across vacant and agricultural lands for approximately 2.1 miles until intersecting SCE's existing Valley-Lakeview 115 kV subtransmission line. The new 115 kV subtransmission line would be co-located with the existing Valley-Lakeview 115 kV subtransmission line for approximately 2.0 miles, then extend north until terminating at SCE's existing 115 kV Lakeview Substation. The current route extends north, southeast along 11th Street, and northeast along an unpaved access road before arriving at SCE's existing 115 kV Lakeview Substation. This segment of the system alternative would be approximately 6.0 miles in length.

Alessandro Substation to Moval Substation

A new 115 kV single-circuit subtransmission line would be constructed between SCE's existing 115 kV Alessandro and Moval Substations in the City of Moreno Valley. The new line would exit SCE's existing 115 kV Alessandro Substation in an underground configuration and extend north for approximately 350 feet along Kitching Street until intersecting John F Kennedy Drive. At this intersection, the line would transition to an overhead configuration on new structures and extend east along John F Kennedy Drive for approximately 0.5 mile until the intersection with Lasselle Street. The line would then extend north on Lasselle Street for approximately 1.0 mile until the intersection with Alessandro Boulevard, where the line would extend east for approximately 2.0 miles until intersecting Moreno Beach Drive and SCE's existing Lakeview-Moval 115 kV subtransmission line. The new 115 kV subtransmission line would be co-located with the existing Lakeview-Moval 115 kV subtransmission line for approximately 0.5 mile until terminating at SCE's existing 115 kV Moval Substation. The current route extends north along Moreno Beach Drive until reaching SCE's existing 115 kV Moval Substation, approximately 0.1 mile south of the intersection of Moreno Beach Drive and Cottonwood Avenue. This segment of the system alternative would be approximately 4.0 miles in length.

Double-Circuit Existing 115 kV Subtransmission Line

SCE currently operates an existing, single-circuit Moreno-Moval-Vista 115 kV subtransmission line between SCE's existing 115 kV Moreno, Moval, and Vista Substations. An approximately 0.1-mile segment of this line within the City of Moreno Valley would be converted from a single-circuit to double-circuit configuration. This segment would begin at the intersection of Ironwood Avenue and Pettit Street and extend east before turning north and entering SCE's existing 115 kV Moreno Substation.

BESS and 115 kV Loop-In

The approximately 9-acre, 115 kV Pechanga BESS would be constructed on an approximately 16.9-acre, privately owned parcel adjacent to SCE's existing 115 kV Pechanga Substation in the City of Temecula. The parcel is a generally rectangular shape and is bounded by equestrian facilities and residences to the north, vacant land and residences to the east, Highway 79 and residential uses to the south, and SCE's existing 115 kV Pechanga Substation and vacant land to the west. SCE would establish vehicle access to the 115 kV Pechanga BESS from Highway 79 or through SCE's existing 115 kV Pechanga Substation. In addition, the existing Pauba-Pechanga 115 kV subtransmission line is directly adjacent to the site and would be looped into the 115 kV Pechanga BESS.

ATTACHMENT A: OCC ANALYSIS

SOUTHERN CALIFORNIA EDISON

ALBERHILL SYSTEM PROJECT

OPPORTUNITIES, CONSTRAINTS, AND CONCERNS ANALYSIS

MARCH 2020

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SOUTHERN CALIFORNIA EDISON®

An *EDISON INTERNATIONAL®* Company

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Attachment D: OCC Summary Tables – Siting

1 – INTRODUCTION

In August 2018, the California Public Utilities Commission (CPUC) released its Final Decision on the Alberhill System Project (ASP), which deconsolidated the ASP from the Valley-Ivyglen 115 Kilovolt (kV) Subtransmission Line Project, held the ASP's application open for future review, and took no action on the ASP. As part of its Final Decision, the CPUC directed Southern California Edison (SCE) to develop additional analyses associated with nine specific items, one of which was to analyze additional alternatives that would meet the ASP's purpose and need.

This Opportunities, Constraints, and Concerns (OCC) Analysis is one of the first steps in analyzing the additional alternatives in response to the CPUC's request. This report documents the system alternatives that were analyzed; describes the methods used to collect, characterize, and visualize the OCC data; and describes the next steps for the overall routing process.

2 – SYSTEM ALTERNATIVES ANALYZED

This OCC Analysis was developed to support the routing and siting of components associated with the following 12 system alternatives:

- San Diego Gas & Electric Company (SDG&E);
- SCE Orange County;
- Menifee;
- Mira Loma;
- Valley South to Valley North;
- Valley South to Valley North to Vista;
- Centralized Battery Energy Storage Substation (BESS) in Valley South;
- Valley South to Valley North and Distributed BESS in Valley South;
- SDG&E and Centralized BESS in Valley South
- Mira Loma and Centralized BESS in Valley South;
- Valley South to Valley North and Centralized BESS in Valley South and Valley North; and
- Valley North, Valley South, and Vista and Centralized BESS in Valley South.

The scope for each of these alternatives is summarized in Table 1: System Alternative Scope Elements Summary. This summary has been split to identify scope elements requiring routing or siting and those that do not. The scope elements that were not routed or sited would occur at existing SCE facilities; were short, linear alignments that did not warrant further analysis; or were added to the system alternative's scope after the completion of the initial OCC Analysis.

Table 1: System Alternative Scope Elements Summary

System Alternative	Scope Elements Requiring Routing and Siting	Additional Scope Elements
SDG&E	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 220 kV double-circuit transmission line between SDG&E's existing Escondido-Talega 220 kV[1] transmission line and SCE's new 220/115 kV substation • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Pechanga Substation	• Demolish SCE's existing 115 kV switchrack at SCE's existing Pechanga Substation and reconstruct it on an adjacent parcel • Double-circuit SCE's existing Pauba-Pechanga 115 kV subtransmission line • Double-circuit a segment of SCE's existing Auld-Moraga #2 115 kV subtransmission line
SCE Orange County	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 220 kV double-circuit transmission line between SCE's existing San Onofre-Viejo 220 kV transmission line and SCE's new 220/115 kV substation • Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Tenaja Substation • Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Stadler Substation	• None

[1] SDG&E's transmission system in the vicinity of this system alternative operates at 230 kV. In this area, SCE operates its transmission system at 220 kV. To avoid confusion, all transmission lines associated with this system alternative have been categorized as 220 kV.

System Alternative	Scope Elements Requiring Routing and Siting	Additional Scope Elements
Menifee	• Construct a new 115 kV single-circuit subtransmission line between SCE's new 500/115 kV substation and SCE's existing 115 kV Sun City Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines	• Construct a new 500/115 kV substation (approximately 15-acre footprint) • Construct a new 500 kV double-circuit transmission line to loop SCE's existing Serrano-Valley 500 kV transmission line into SCE's new 500/115 kV substation • Construct a new 115 kV single-circuit subtransmission line segment to re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's new 500/115 kV substation • Reconductor SCE's existing, single-circuit Auld-Sun City 115 kV subtransmission line
Mira Loma	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap SCE's future Valley-Ivyglen 115 kV subtransmission line to SCE's existing 115 kV Fogarty Substation	• Construct a new 220 kV double-circuit transmission line segment to loop SCE's existing Chino-Mira Loma 220 kV transmission line into SCE's new 220/115 kV substation

System Alternative	Scope Elements Requiring Routing and Siting	Additional Scope Elements
Valley South to Valley North	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines	• Reconductor SCE's existing, single-circuit Auld-Sun City 115 kV subtransmission line
Valley South to Valley North to Vista	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines • Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Bunker and Lakeview Substations • Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Alessandro and Moval Substations	• Reconductor SCE's existing, single-circuit Auld-Sun City 115 kV subtransmission line • Double-circuit a segment of SCE's existing 115 kV Moreno-Moval-Vista subtransmission line

System Alternative	Scope Elements Requiring Routing and Siting	Additional Scope Elements
Centralized BESS in Valley South	• Construct two new 115 kV BESSs (each with an approximately 9-acre footprint)	• Construct two new 115 kV subtransmission segments to loop the new 115 kV BESSs into SCE's existing 115 kV subtransmission system
Distributed BESS in Valley South	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and 115 kV Sun City Substation • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation	• Construct new energy storage components within the existing fence lines at three existing SCE 115 kV substations
SDG&E and Centralized BESS in Valley South and SDG&E (Alternative Route) and Centralized BESS in Valley South	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 220 kV double-circuit transmission line between SDG&E's existing Escondido-Talega 220 kV transmission line and SCE's new 220/115 kV substation • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Pechanga Substation • Construct one new 115 kV BESS (approximately 9-acre footprint)	• Demolish SCE's existing 115 kV switchrack at Pechanga Substation and reconstruct it on an adjacent parcel • Double-circuit SCE's existing Pauba-Pechanga 115 kV subtransmission line • Double-circuit a segment of SCE's existing Auld-Moraga #2 115 kV subtransmission line • Construct one new 115 kV subtransmission segment to loop the new 115 kV BESS into SCE's existing 115 kV subtransmission system

System Alternative	Scope Elements Requiring Routing and Siting	Additional Scope Elements
Mira Loma and Centralized BESS in Valley South	• Construct a new 220/115 kV substation (approximately 15-acre footprint) • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap SCE's future Valley-Ivyglen 115 kV subtransmission line to SCE's existing 115 kV Fogarty Substation • Construct two new 115 kV BESSs (each with an approximately 9-acre footprint)	• Construct a new 220 kV double-circuit transmission line segment to loop SCE's existing Chino-Mira Loma 220 kV transmission line into SCE's new 220/115 kV substation • Construct two new 115 kV subtransmission segments to loop the new 115 kV BESSs into SCE's existing 115 kV subtransmission system
Valley South to Valley North and Centralized BESS in Valley South and Valley North	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley and 115 kV Sun City Substations • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines • Construct two new 115 kV BESSs	• Construct one new 115 kV subtransmission segment to loop the new BESSs into SCE's existing subtransmission system

System Alternative	Scope Elements Requiring Routing and Siting	Additional Scope Elements
Valley North, Valley South, and Vista and Centralized BESS in Valley South	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley and 115 kV Sun City Substations • Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation • Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines • Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Bunker and Lakeview Substations • Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Alessandro and Moval Substations • Construct one new 115 kV BESS	• Double-circuit a segment of SCE's existing 115 kV Moreno-Moval-Vista subtransmission line • Construct one new 115 kV subtransmission segment to loop the new BESSs into SCE's existing subtransmission system

3 – METHODS

The subsections that follow describe the steps taken to complete the OCC Analysis.

3.0 ESTABLISH STUDY AREAS

Work on the OCC Analysis began by reviewing the high-level scope descriptions for each system alternative and establishing one or more study areas to accommodate the required activities. Separate study areas were developed by SCE for each scope component and are depicted in Figure 1: Study Area Location Map. In some instances, study areas would require the routing of a new line and the siting of a new substation.

A description of the scope associated with each of the 16 study areas, their names, and associated system alternatives are provided in Table 2: Study Area Summary.

3.1 DEVELOP OCC FACTORS

After developing the study areas, Insignia Environmental (Insignia) reviewed SCE's standardized route and site scoring sheets that had been used on previous projects. These score sheets were then adapted for use during the OCC Analysis. This process began by identifying environmental factors that could be readily mapped. Characteristics for each factor were reviewed and separated into opportunities, constraints, and concerns categories. The resulting list of factors included the following resource areas:

- Aesthetics
- Biological
- Civil Engineering
- Community
- Cultural Resources
- Design
- Electromagnetic Fields
- Geological/Geotechnical
- Land Acquisition
- Land Use
- Wildfire

A complete list of OCC factors used in the OCC Analysis is included in Attachment A: OCC Factors. A separate set of factors were prepared for the routing and siting analysis that will be included in the next phase of the ASP. The three characteristics that were used for this analysis are described as follows:

- Opportunity – areas with characteristics that were conducive to the routing of overhead power lines or construction of a substation (areas that were "neutral" were not included as opportunities)

- Constraints – areas with characteristics that could make could make permitting, constructing, and/or maintaining overhead power lines or substations extremely difficult and/or costly

- Concerns – areas with characteristics that could make permitting, constructing, and/or maintaining overhead power lines or substations challenging, but were not considered infeasible or "show-stoppers"

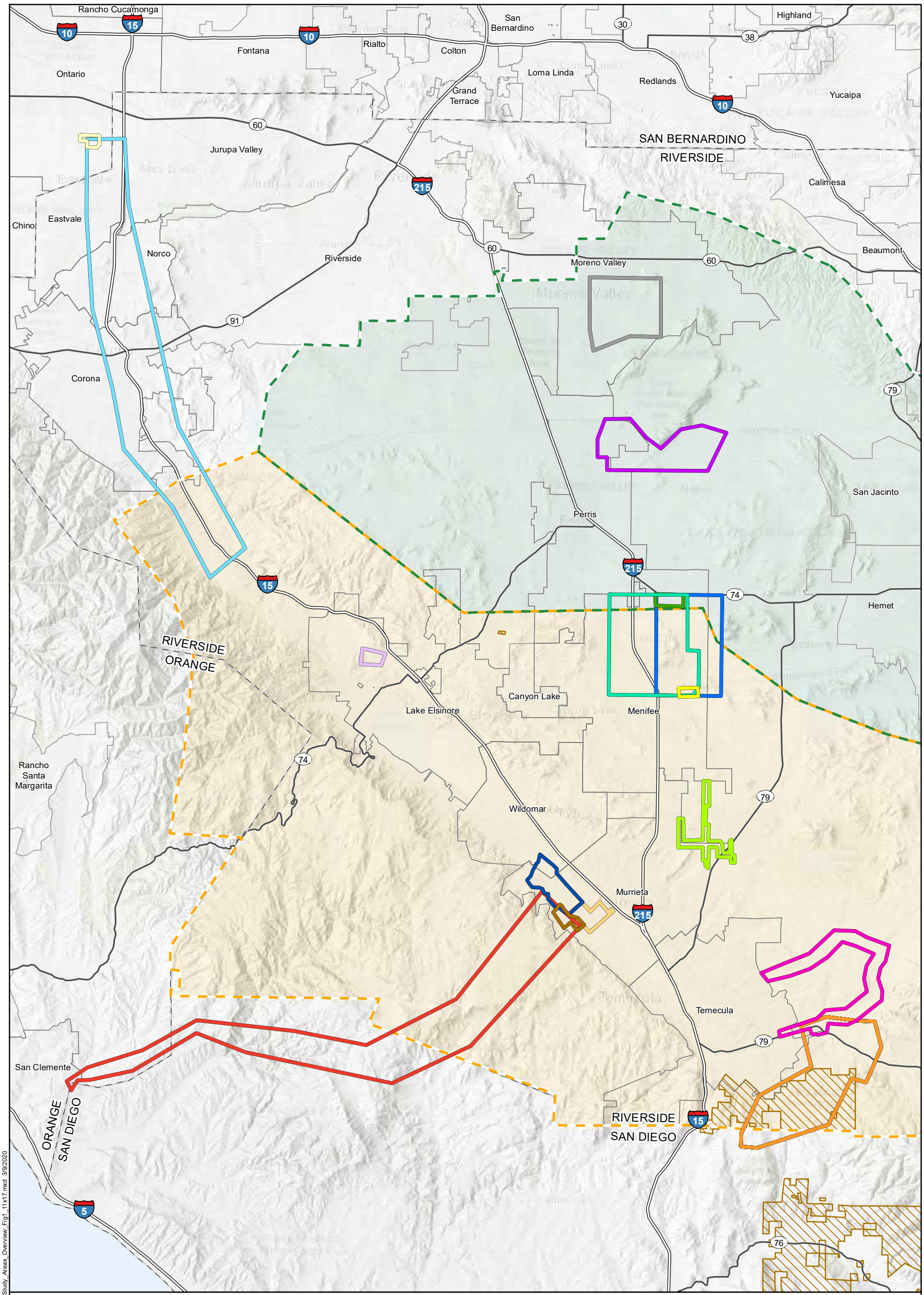

Figure 1: Study Area Location Map

Alberhill System Project

- Alessandro-Moval (E-E)
- Auld BESS (C-A)
- Bunker-Lakeview (E-D)
- IEEC (G-A)
- Mira Loma-Ivyglen (D-A)
- Mira Loma Substation (D-C)
- Pechanga BESS (B-A)
- SDG&E (A-A)
- SONGS-Viejo (F-A)
- SONGS-Viejo Substation (F-D)
- Stadler (F-C)
- Sun City-Newcomb (E-A)
- Tenaja (F-B)
- Valley North (E-C)
- Valley-Ivyglen to Fogarty (D-B)
- Valley-Sun City (E-B)
- Valley South Electrical Needs Area
- Valley North Electrical Needs Area
- County Boundary
- City Boundary
- Park/Open Space
- Bureau of Indian Affairs Land

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0 2 4 Miles

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Table 2: Study Area Summary

Study Area Name	Study Area Color Code	Study Area Type	Study Area Scope Description	System Alternative											
				SDG&E	SCE Orange County	Menifee	Mira Loma	Valley South to Valley North	Valley South to Valley North to Vista	Centralized BESS in Valley South	Valley South to Valley North and Distributed BESS in Valley South	SDG&E and Centralized BESS in Valley South	Mira Loma and Centralized BESS in Valley South	Valley South to Valley North and Centralized BESS in Valley south and Valley North	Valley South to Valley North to Vista and Centralized BESS in Valley South and Valley North
SDG&E (A-A)	Orange	Line and Substation	• Construct a new 220/115 kV substation • Construct a new 220 kV double-circuit transmission line between SDG&E's existing Escondido-Talega 220 kV transmission line and SCE's new 220/115 kV substation • Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Pechanga Substation	•								•			
Pechanga BESS (B-A)	Pink	BESS	• Construct a new 115 kV BESS							•			•	•	•
Auld BESS (C-A)	Lime Green	BESS	• Construct a new 115 kV BESS							•		•	•		
Mira Loma-Ivyglen (D-A)	Light Blue	Line	• Construct a new 115 kV double-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Ivyglen Substation				•						•		
Valley-Ivyglen to Fogarty (D-B)	Light Purple	Line	• Construct a new 115 kV single-circuit subtransmission line segment to tap SCE's future Valley-Ivyglen 115 kV subtransmission line to SCE's existing 115 kV Fogarty Substation				•						•		
Mira Loma Substation (D-C)	Light Yellow	Substation	• Construct a new 220/115 kV substation				•						•		
Sun City-Newcomb (E-A)	Yellow	Line	• Construct a new 115 kV single-circuit subtransmission line segment to tap and reconfigure SCE's existing Valley-Newcomb-Skylark 115 kV subtransmission line to SCE's existing 115 kV Sun City Substation, creating the Valley-Sun City and Valley-Skylark 115 kV subtransmission lines			•		•	•					•	•
Valley-Sun City (E-B)	Blue	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 500 kV Valley Substation and SCE's existing 115 kV Sun City Substation			•		•	•		•			•	•

Study Area Name	Study Area Color Code	Study Area Type	Study Area Scope Description	System Alternative											
				SDG&E	SCE Orange County	Menifee	Mira Loma	Valley South to Valley North	Valley South to Valley North to Vista	Centralized BESS in Valley South	Valley South to Valley North and Distributed BESS in Valley South	SDG&E and Centralized BESS in Valley South	Mira Loma and Centralized BESS in Valley South	Valley South to Valley North and Centralized BESS in Valley south and Valley North	Valley South to Valley North to Vista and Centralized BESS in Valley South and Valley North
Valley North (E-C)	Green	Line	• Construct a new 115 kV single-circuit subtransmission line segment to connect and re-terminate SCE's existing Valley-Newcomb 115 kV subtransmission line to SCE's existing 500 kV Valley Substation					•	•					•	•
Bunker-Lakeview (E-D)	Purple	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Bunker and Lakeview Substations						•						•
Alessandro-Moval (E-E)	Grey	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's existing 115 kV Alessandro and Moval Substations						•						•
SONGS-Viejo (F-A)	Red	Line	• Construct a new 220 kV double-circuit transmission line between SCE's existing San Onofre-Viejo 220 kV transmission line and SCE's new 220/115 kV substation		•										
Tenaja (F-B)	Navy Blue	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Tenaja Substation		•										
Stadler (F-C)	Light Orange	Line	• Construct a new 115 kV single-circuit subtransmission line between SCE's new 220/115 kV substation and SCE's existing 115 kV Stadler Substation		•										
SONGS-Viejo Substation (F-D)	Brown	Substation	• Construct a new 220/115 kV substation		•										
IEEC (G-A)	Teal	Line	• Construct a new 115 kV single-circuit subtransmission line between a new 500/115 kV substation and SCE's existing 115 kV Sun City Substation			•									

3.2 COLLECT AND CATEGORIZE DATA

Following the completion of the OCC factors, Geographic Information System (GIS) data were obtained from public data sources, clipped to within 1 mile of the ASP study areas, and incorporated into a file geodatabase. All data were categorized by resource area, factor, and factor type (i.e., opportunity, concern, or constraint). Data that were not available in GIS were researched and digitized to be included in the GIS dataset. Once all of the data were gathered and incorporated into the GIS dataset, the layers were assigned colors to represent their level of compatibility with the planned facilities. All data were posted to Insignia's ArcGIS Online portal in order to be shared within SCE. This online portal also allowed SCE subject matter experts to review the OCC data and provide comments electronically. These comments were incorporated into the GIS data and the final OCC data were prepared. Attachment B: OCC Results Map visualizes the OCC data, representing areas of opportunity, concern, and constraint merged together by factor type. Attachment C: OCC Summary Tables – Routing and Attachment D: OCC Summary Tables – Siting describe the types of opportunities, concerns, and constrains by study area and by resource area.

4 – NEXT STEPS

Following SCE's review of the OCC Analysis, the team will refine the OCC data and begin the routing and siting phase of the ASP. This phase will involve the following steps:

1. using the OCC data as a guide to identify potential route segments and parcels within each study area that would be scored and evaluated for potential consideration;
2. refining the OCC factor table into scoring tables to help quantitatively evaluate the route segments and parcels identified in Step 1;
3. using the scoring tables identified in Step 2 to score each segment and parcel;
4. for the routing process, combining the scores of route segments together to build end-to-end routes;
5. combining the scores of end-to-end routes with the parcel scores, if applicable, to build potential solutions to each ASP system alternative; and
6. ranking each potential solution and comparing the best potential solution across all alternatives to develop a list of recommend solutions.

ATTACHMENT A: OCC FACTORS

ATTACHMENT A: OCC FACTORS

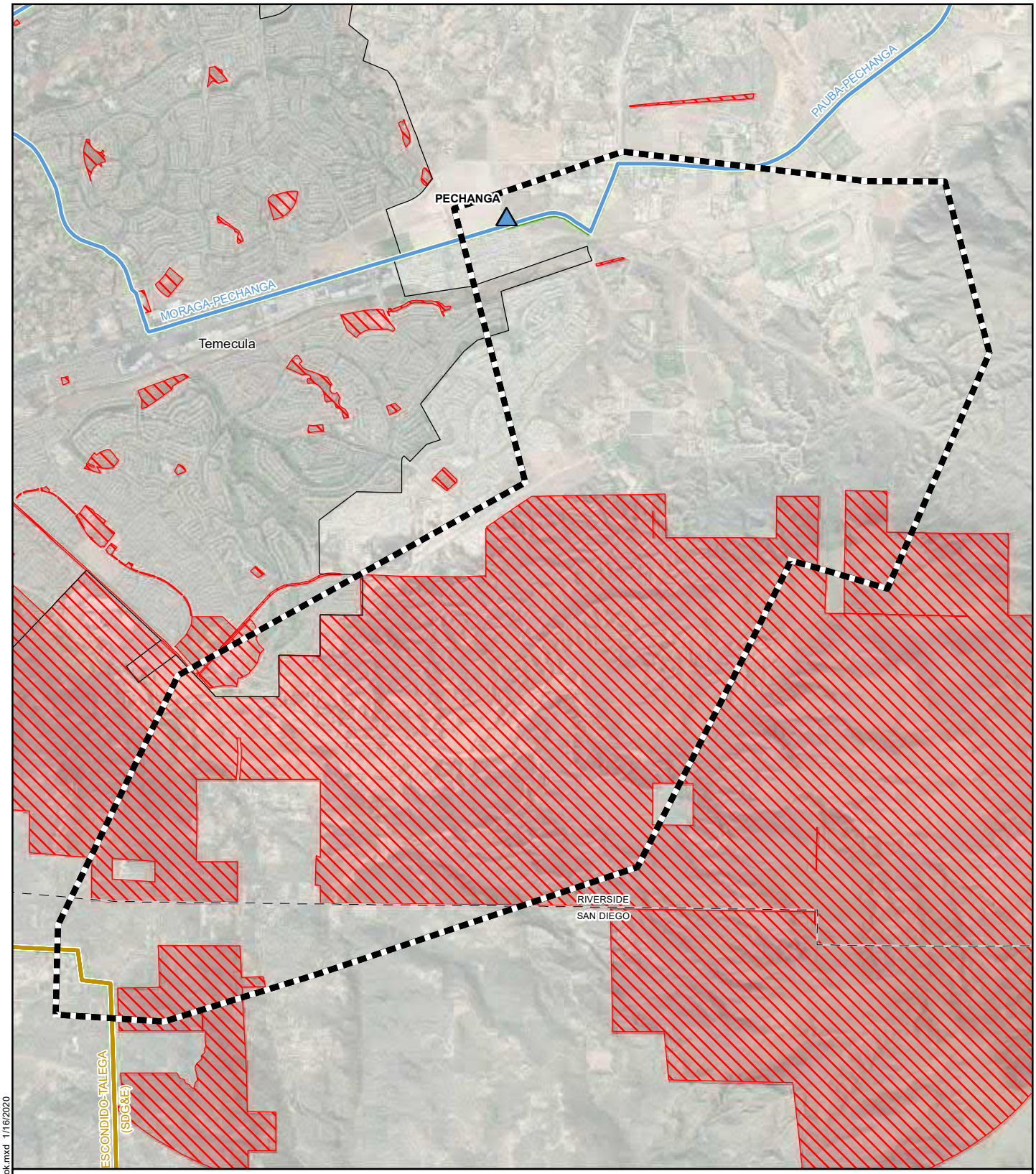
Category	Factor	Opportunity	Concern	Constraint
Routing Factors				
Aesthetics	Visual Character/Quality	Areas with heavy industrial structures, existing above-ground utilities, and/or visually-cluttered landscape.		Areas with pristine environment, with view corridors, or naturally evolving landscape character; or residential area with lots of existing or future vantage points.
	Locally Valued Places		Areas within 500 feet of an identified or eligible place, landmark or structure in California Registry of Historic Resources (CRHR) or identified in the City/County General Plans as a place of relevance.	Areas within 100 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance.
	Scenic Highways		Areas between 0.25 and 0.5 mile from a scenic or eligible scenic highway.	Areas within 0.25 mile of a Caltrans Designated Scenic Highway; and/or a highway that is proposed for listing.
Biology	Water Bodies		Areas with known potentially jurisdictional water features.	
	Special-status Species Critical Habitat		Areas within federally designated critical habitat for special-status species.	Areas within federally designated critical habitat for fully protected species
	Special-status Species		Areas with suitable habitat for special-status species	Areas with suitable habitat for fully protected species.
Community	Community Development Guidelines	Areas within designated utility corridors.		
	Planned Future Development			Areas of planned future development (posted on city/county websites) potentially eliminating potential subtransmission lines rights-of-way (ROWs).
Cultural Resources	Cultural Resource Probability		Areas with a moderate or higher probability of encountering significant archaeological/ historical resources.	Areas with a high probability of encountering significant archaeological/historical resources.
Design	Availability of ROW	Areas with existing Southern California Edison (SCE) power line ROW with sufficient properties to accommodate an additional 115 kilovolt (kV) power line	Areas with existing SCE power line ROW with the potential to accommodate an additional 115 kV power line	

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		Areas within a mapped 100-year flood plain.	
	Liquefaction Potential		Areas with very high liquefaction potential.	
	Fault Rupture Hazard Zones		Areas with documented active faults (or A-P Fault Rupture Hazard Zones).	
	Soil Contamination		Parcels with potential known soil contamination according to the Envirostor database	
Hazards	Proximity to Natural Gas Pipeline		Areas within 100 feet of underground natural gas pipelines.	Areas within 25 feet of underground natural gas pipelines.
Land Acquisition	Easement/Rights Required		Federally or State-owned areas or Native American/Bureau of Indian Affairs (BIA) where SCE has no existing rights.	Areas with existing or planned conservation easements.
Land Use	Zoning/General Plan Land Use(s)		Areas within 100 feet of public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities.	Areas containing public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities.
	Airport Land Use Plan		Areas within an Extended Approach/Departure, Primary Traffic Patterns and Runway Buffer Area, and Other Airport Environs zones.	Areas within a Runway Protection, Inner Approach/Departure, and Adjacent to Runway zones.
	Existing Residential Land Use(s) on the Site (Physical)		Areas with existing residential structures.	
Wildfire	Fire Threat		Areas within Zone 2 or 3 of the California Public Utilities Commission's (CPUC's) High Fire Threat District	
	Fire Severity		Areas within a high or very high California Department of Forestry and Fire Protection (CAL FIRE) Fire Severity Zone	
Siting Factors				
Aesthetics	Visual Character/Quality	Areas with heavy industrial structures, existing above-ground utilities, and/or visually-cluttered landscape.		Areas with pristine environment, with view corridors, or naturally evolving landscape character; or residential area with lots of existing or future vantage points.
	Locally Valued Places		Areas within 500 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance.	Areas within 100 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance.
	Scenic Highways		Areas between 0.25 and 0.5 mile from a scenic or eligible scenic highway.	Areas within 0.25 mile of a Caltrans Designated Scenic Highway; and/or a highway that is proposed for listing.

Category	Factor	Opportunity	Concern	Constraint
Biology	Water Bodies		Areas with known potentially jurisdictional water features.	
	Special-status Species Critical Habitat		Areas within federally designated critical habitat for special-status species.	Areas within federally designated critical habitat for fully protected species
	Special-status Species Habitat		Areas with suitable habitat for special-status species	Areas with suitable habitat for fully protected species.
Civil Engineering	Site Size & Shape	Areas where suitably sized parcels are available to accommodate the facility	Areas where multiple sites would be required to obtain sufficient developable space to accommodate the facility.	
	Flood Plain			Areas within a 100-year mapped flood plain.
Community	Community Development Guidelines			Areas where local development guidelines and/or community plans specifically constrain or prohibit new infrastructure or infrastructure upgrades (e.g., an underground district). Areas where formal design guidelines are in place and evident in existing development.
	Planned Future Development			Areas with future development planned (projects posted on city/county websites).
Cultural Resources	Cultural Resources		Areas with a moderate or higher probability of encountering significant archaeological/ historical resources.	Areas with a high probability of encountering significant archaeological/historical resources.
Electromagnetic Fields	Setbacks from Prioritized Land Uses			Areas within 100 feet of a school.
Geology/Geotechnical	Flooding Potential			Areas within a mapped 100-year flood plain.
	Liquefaction Potential			Areas with very high liquefaction potential.
	Fault Rupture Hazard Zones		Areas with documented active faults (or A-P Fault Rupture Hazard Zones).	
	Soil Contamination		Parcels with potential known soil contamination according to the Envirostor database	
Hazards	Proximity to Natural Gas Pipeline		Areas within 100 feet of underground natural gas pipelines.	Areas within 25 feet of underground natural gas pipelines.
Land Acquisition	Ownership	Areas owned by SCE	Areas under state or Federal ownership.	Areas under Tribal or Native American ownership.

Category	Factor	Opportunity	Concern	Constraint
Land Use	Zoning / General Plan Land Use on the Site		Areas within 100 feet of public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities.	Areas containing public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities.
	Existing Land Use(s) on the Site (Physical)			Areas containing public facilities (e.g., schools, hospitals, libraries), parks, open space areas, and recreational facilities. Residential use areas.
	Farmland / Agricultural Conservation		Areas classified as farmland or with a Williamson Act contract.	Areas with an Agricultural Conservation Easement granted under California Farmland Conservancy Program.
	Airport Land Use Plan		Areas within an Extended Approach/Departure, Primary Traffic Patterns and Runway Buffer Area, and Other Airport Environs zones.	Areas within a Runway Protection, Inner Approach/Departure, and Adjacent to Runway zones.
Wildfire	Fire Threat		Areas within Zone 2 or 3 of the CPUC's High Fire Threat District	
	Fire Severity		Areas within a high or very high CAL FIRE Fire Severity Zone	

ATTACHMENT B: OCC RESULTS MAP



Attachment B: OCC Results Map (SDG&E)

Alberhill System Project

Routing Study Result

- Area of Opportunity
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 115 kV Distribution Substation
- Existing 115 kV Line
- Existing 220 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:53,000

0 0.35 0.7 Miles

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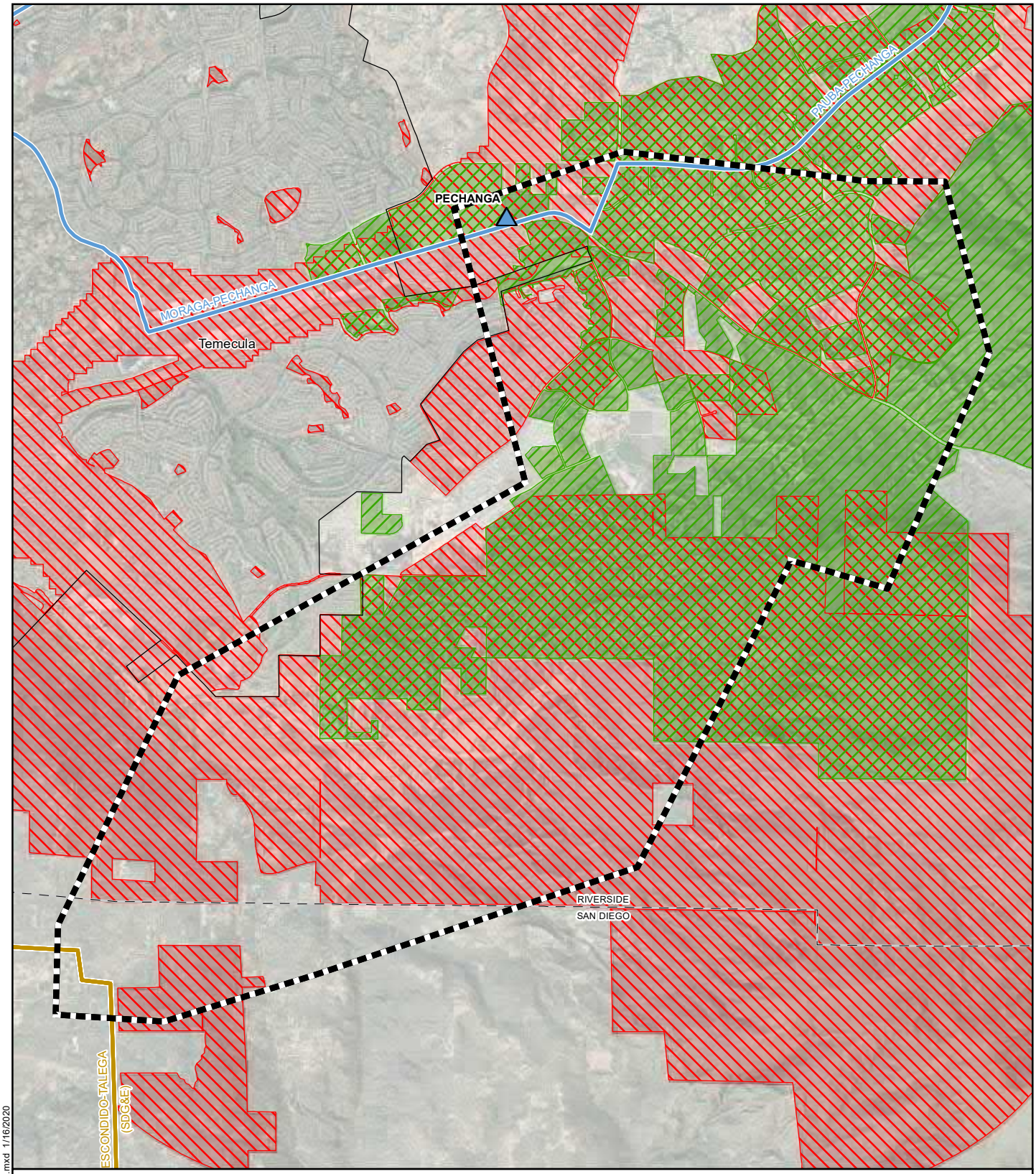

Attachment B: OCC Results Map (SDG&E)

Alberhill System Project

Siting Study Result

- Area of Opportunity
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 115 kV Distribution Substation
- Existing 115 kV Line
- Existing 220 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:53,000

0 0.35 0.7 Miles

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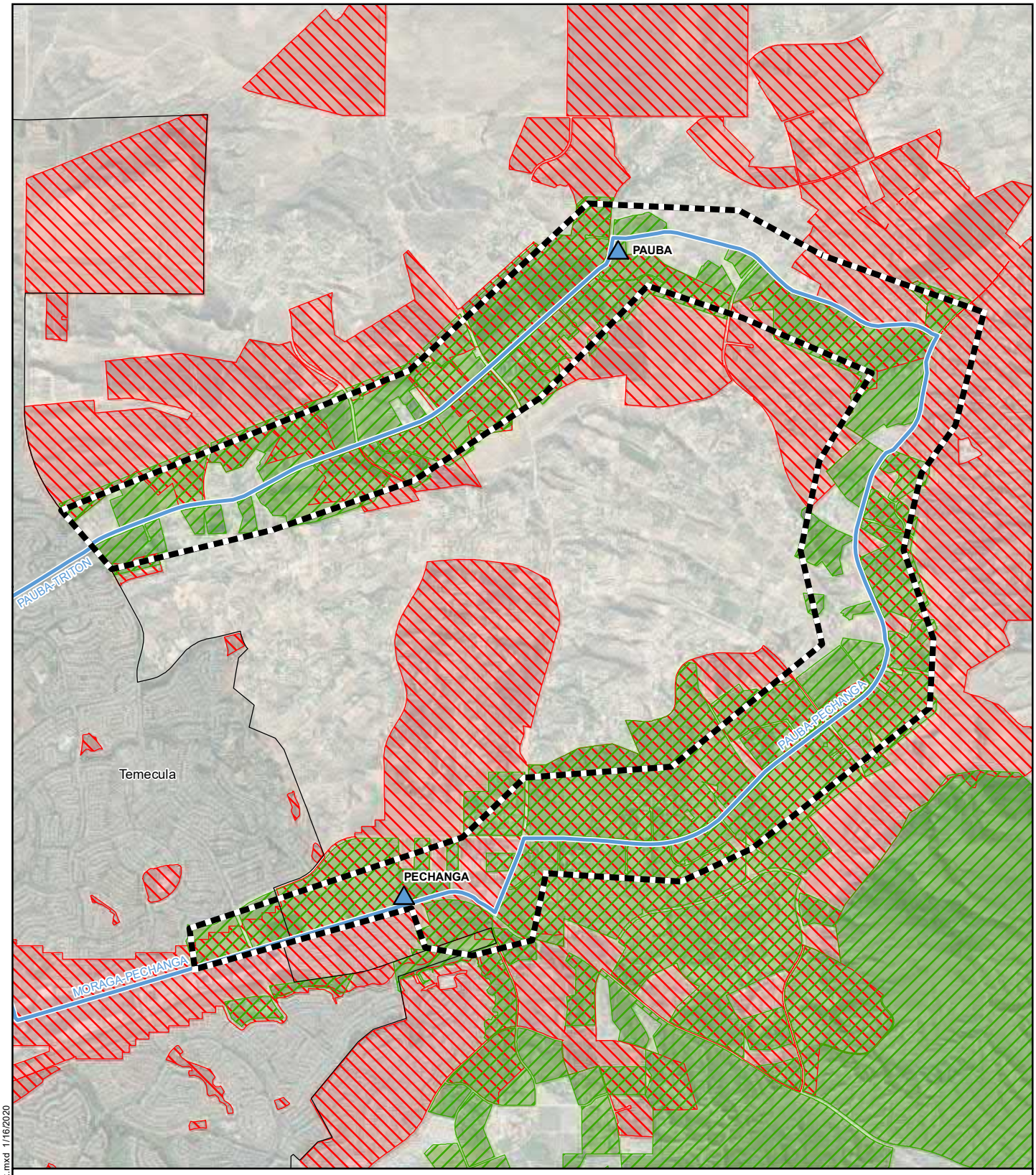

Attachment B: OCC Results Map (Pechanga BESS) **Alberhill System Project**

Siting Study Result
- Area of Opportunity
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 115 kV Distribution Substation
- Existing 115 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:49,000
0 0.35 0.7 Miles

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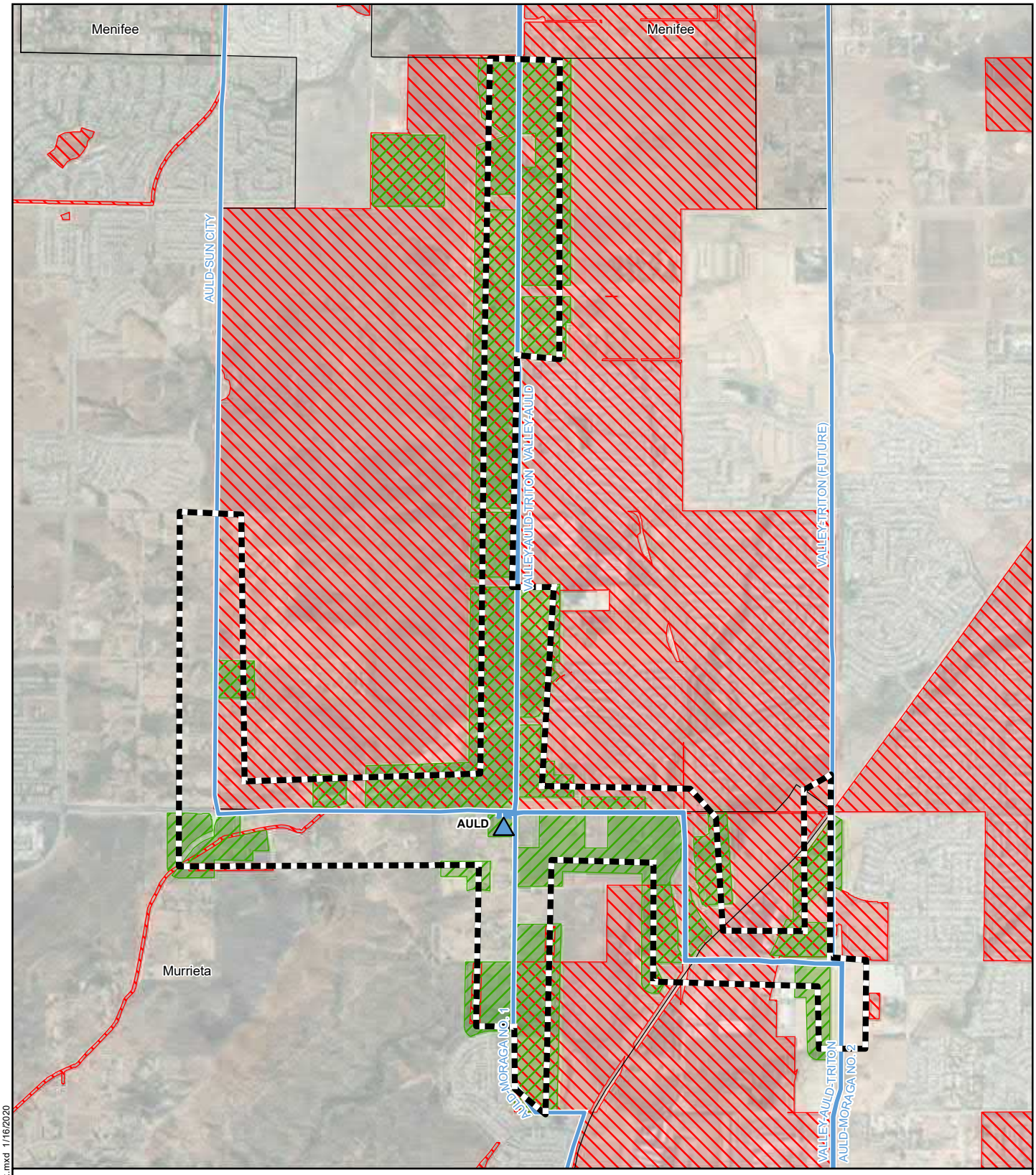

Attachment B: OCC Results Map (Auld BESS)

Alberhill System Project

Siting Study Result

- Area of Opportunity
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 115 kV Distribution Substation
- Existing 115 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:29,000

0 0.2 0.4 Miles

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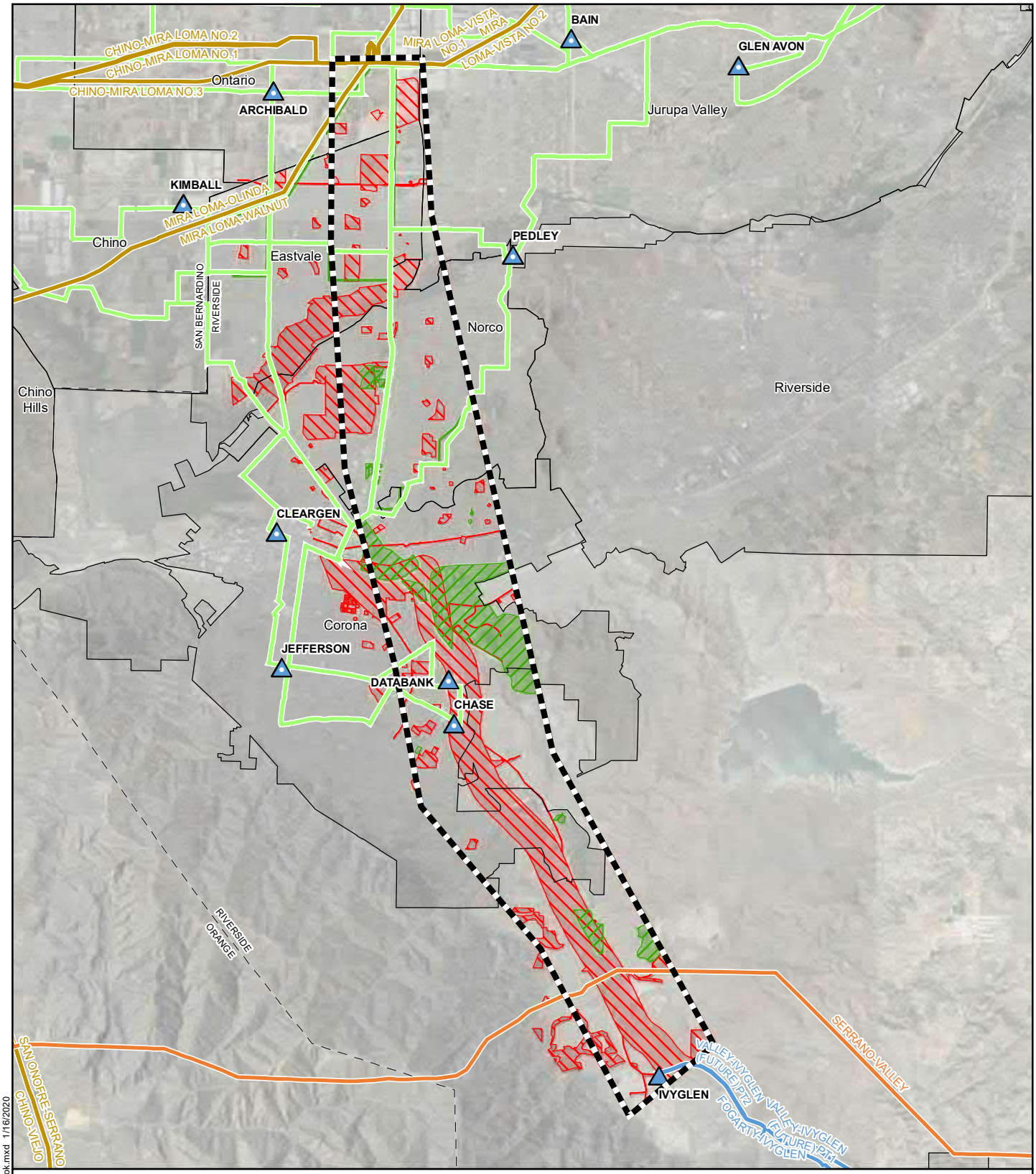

Attachment B: OCC Results Map (Mira Loma-Ivyglen)

Alberhill System Project

Routing Study Result

- Area of Opportunity
- Area of Constraint

- Study Area Boundary
- County Boundary
- City Boundary

- Existing 115 kV Distribution Substation
- Existing 66 kV Distribution Substation

- Existing 66 kV Line
- Existing 115 kV Line
- Existing 220 kV Line
- Existing 500 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:146,000

0 1 2 Miles

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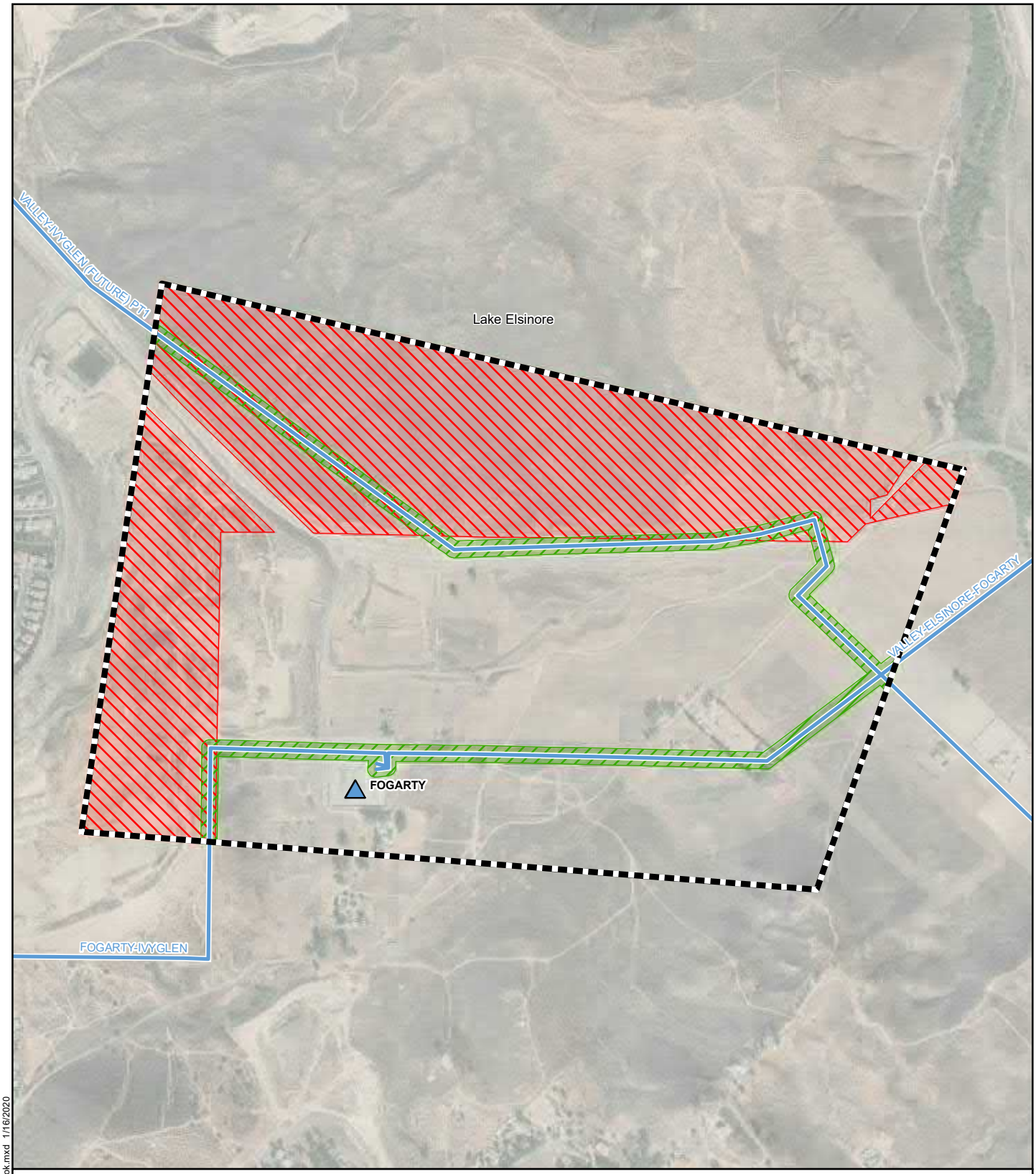

Attachment B: OCC Results Map (Valley-Ivyglen to Fogarty) **Alberhill System Project**

Routing Study Result
- Area of Opportunity
- Area of Constraint

- Study Area Boundary
- County Boundary
- City Boundary

- Existing 115 kV Distribution Substation
- Existing 115 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:10,000
0 0.07 0.14 Miles

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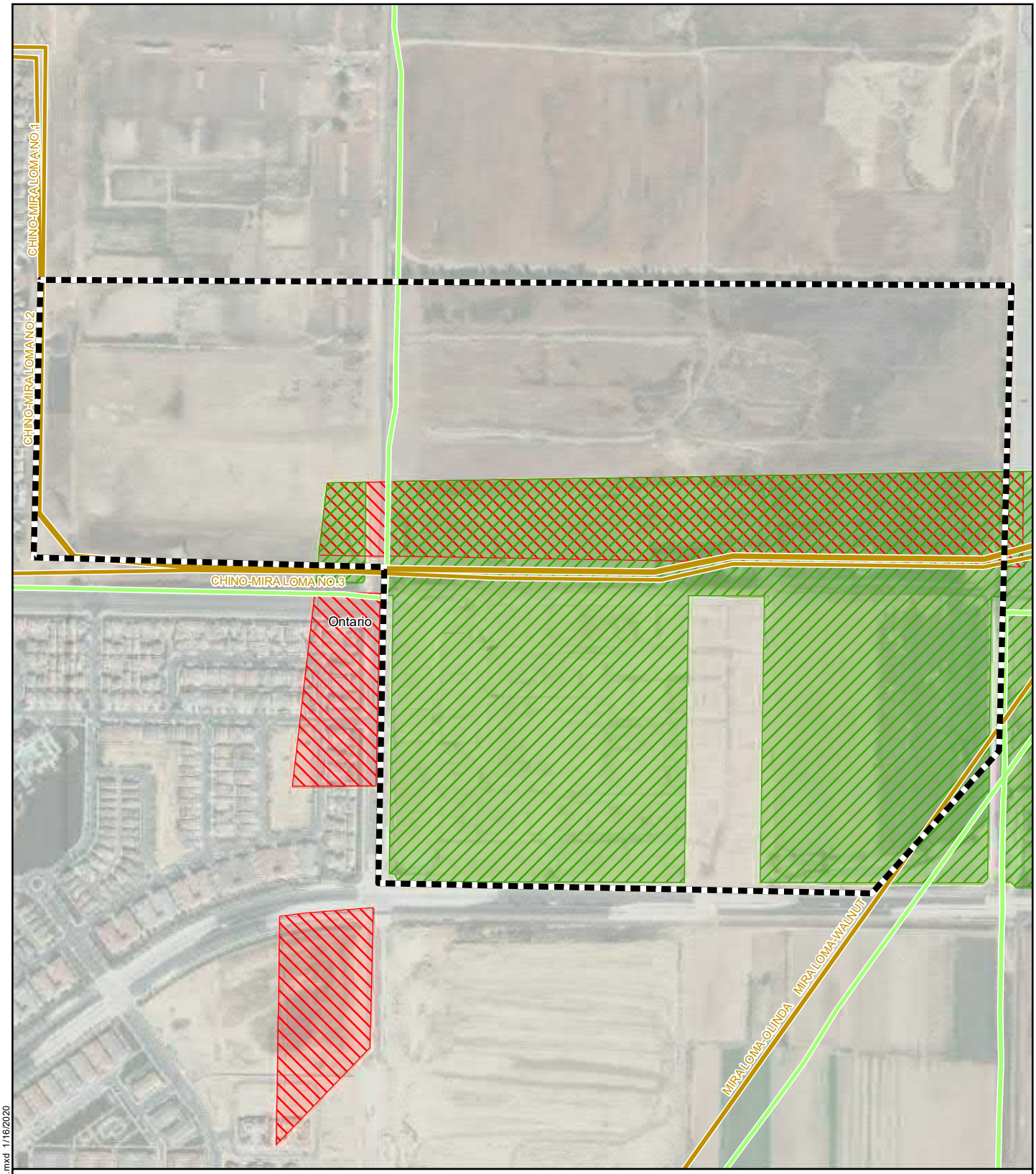

Attachment B: OCC Results Map (Mira Loma Substation) **Alberhill System Project**

Siting Study Result

- Area of Opportunity
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 66 kV Line
- Existing 220 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:7,000

0 0.05 0.1 Miles

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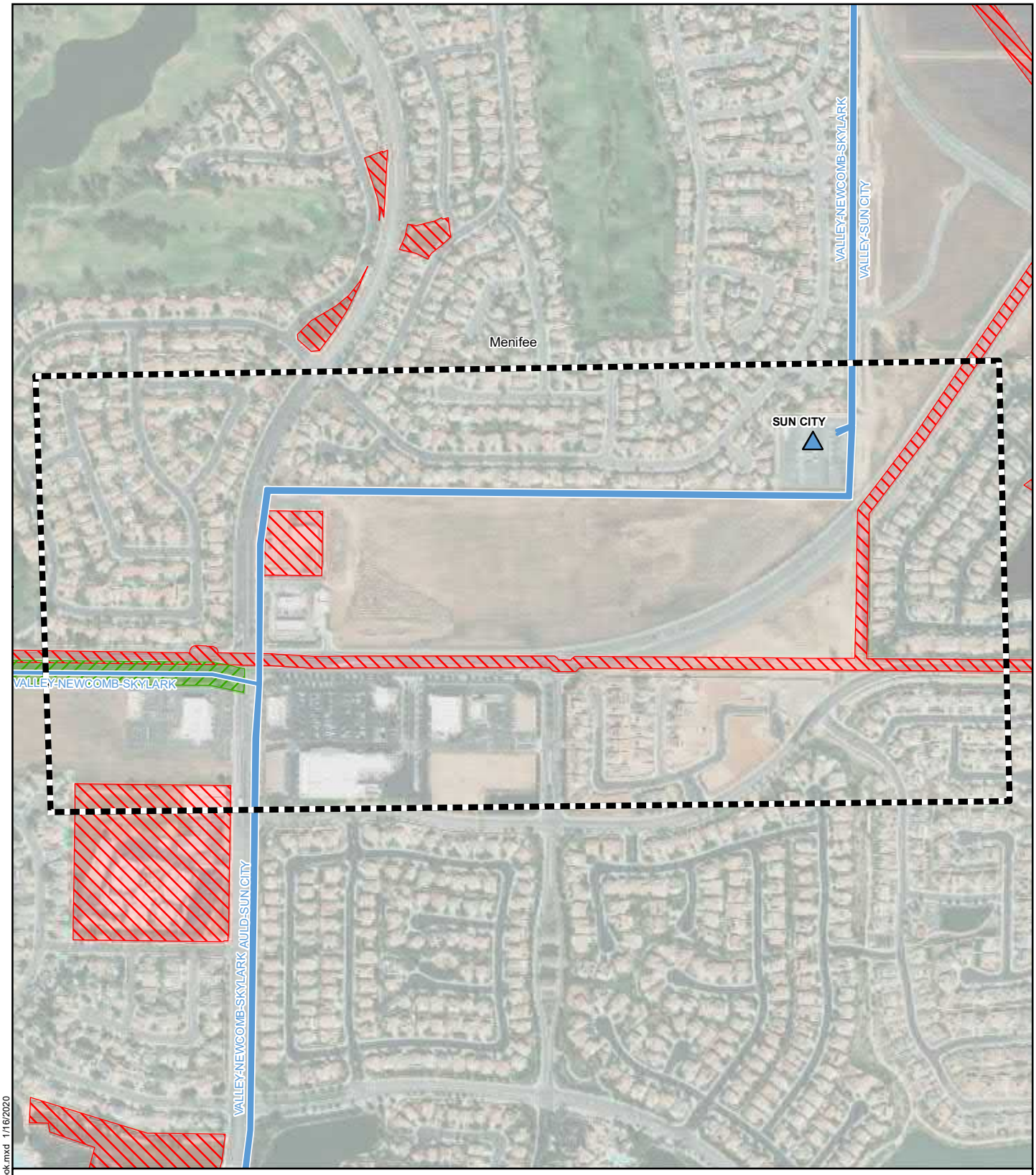

Attachment B: OCC Results Map (Sun City-Newcomb) **Alberhill System Project**

Routing Study Result
- Area of Opportunity
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 115 kV Distribution Substation
- Existing 115 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:7,000
0 0.05 0.1 Miles

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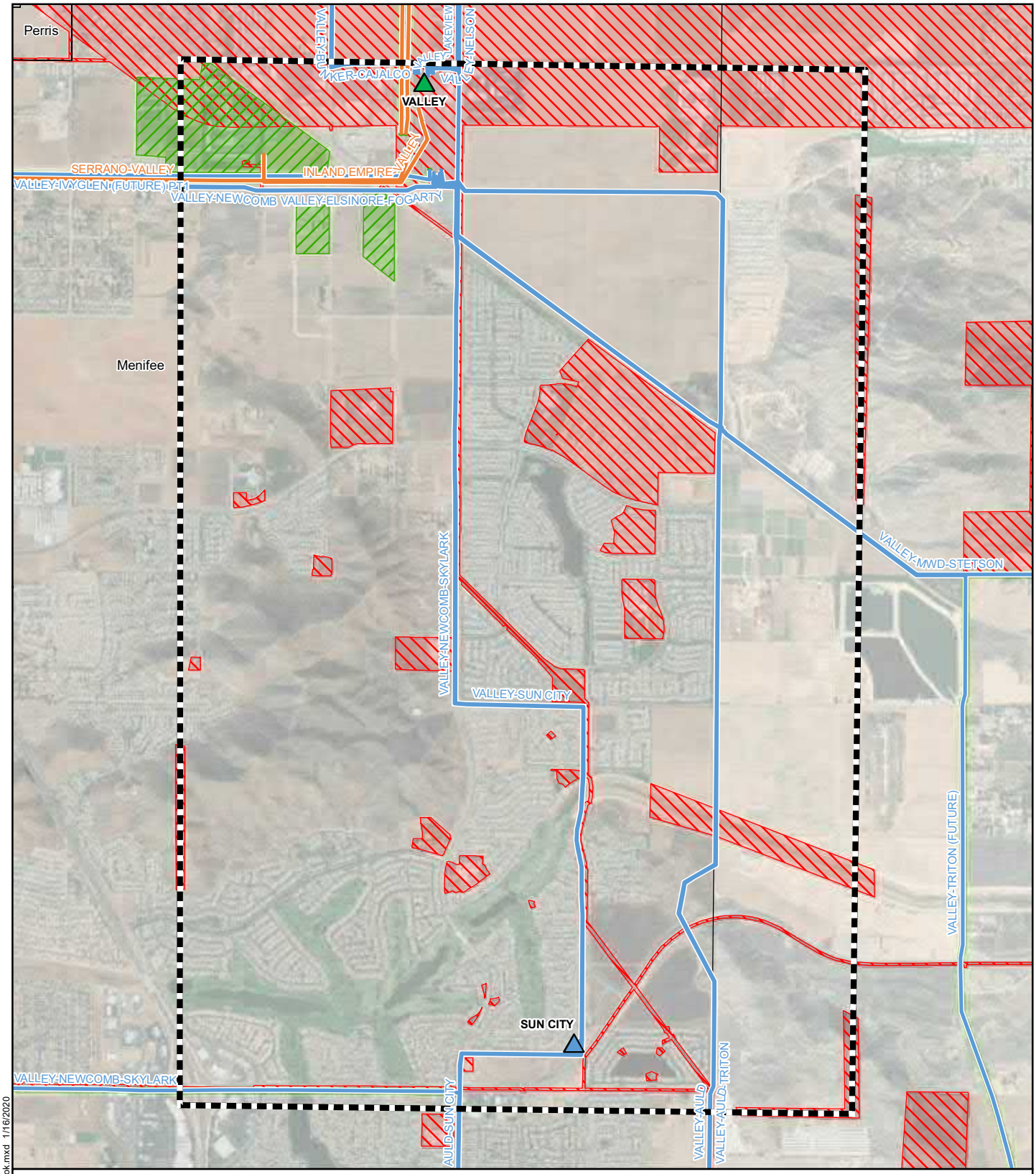

Attachment B: OCC Results Map (Valley North-Sun City)

Alberhill System Project

Routing Study Result

- Area of Opportunity
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 500 kV Transmission Substation
- Existing 115 kV Distribution Substation
- Existing 115 kV Line
- Existing 500 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:34,000

0 0.2 0.4 Miles

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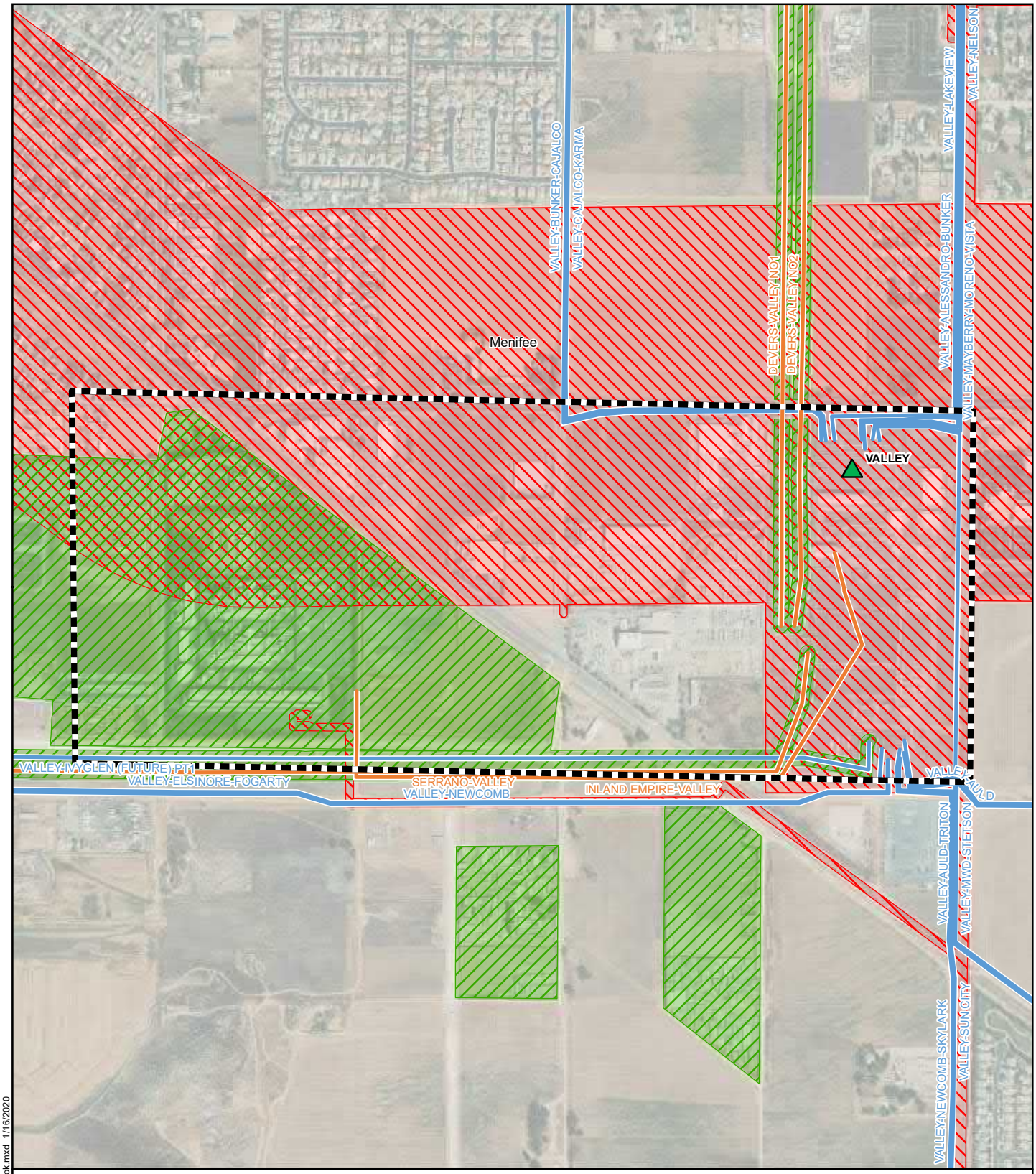

Attachment B: OCC Results Map (Newcomb-Valley North)

Alberhill System Project

Routing Study Result

- Area of Opportunity
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 500 kV Transmission Substation
- Existing 115 kV Line
- Existing 500 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:11,000

0 0.075 0.15 Miles

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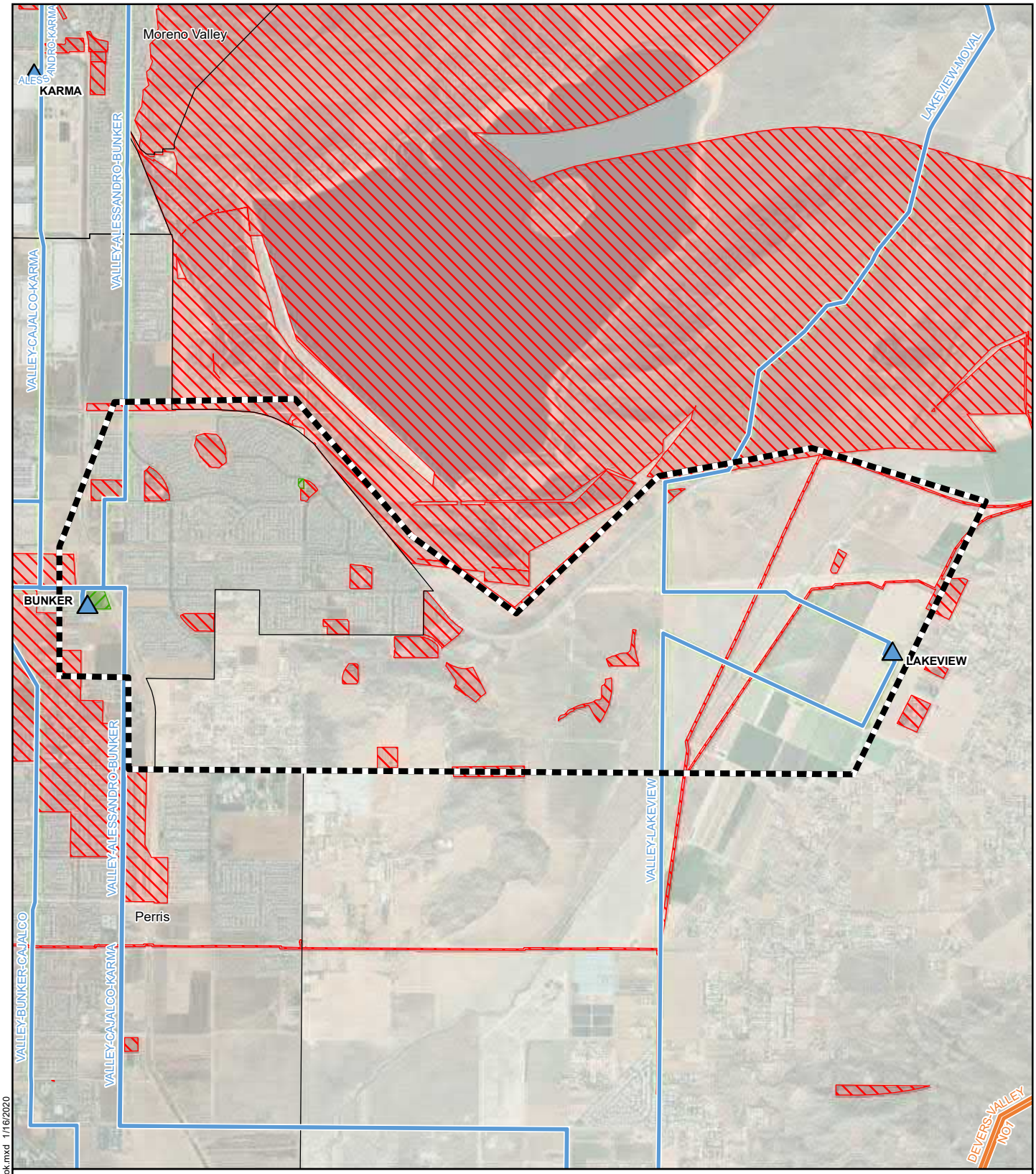

Attachment B: OCC Results Map (Bunker-Lakeview)

Alberhill System Project

Routing Study Result

- Area of Opportunity
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 115 kV Distribution Substation
- Existing 115 kV Line
- Existing 500 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:49,000

0 0.35 0.7 Miles

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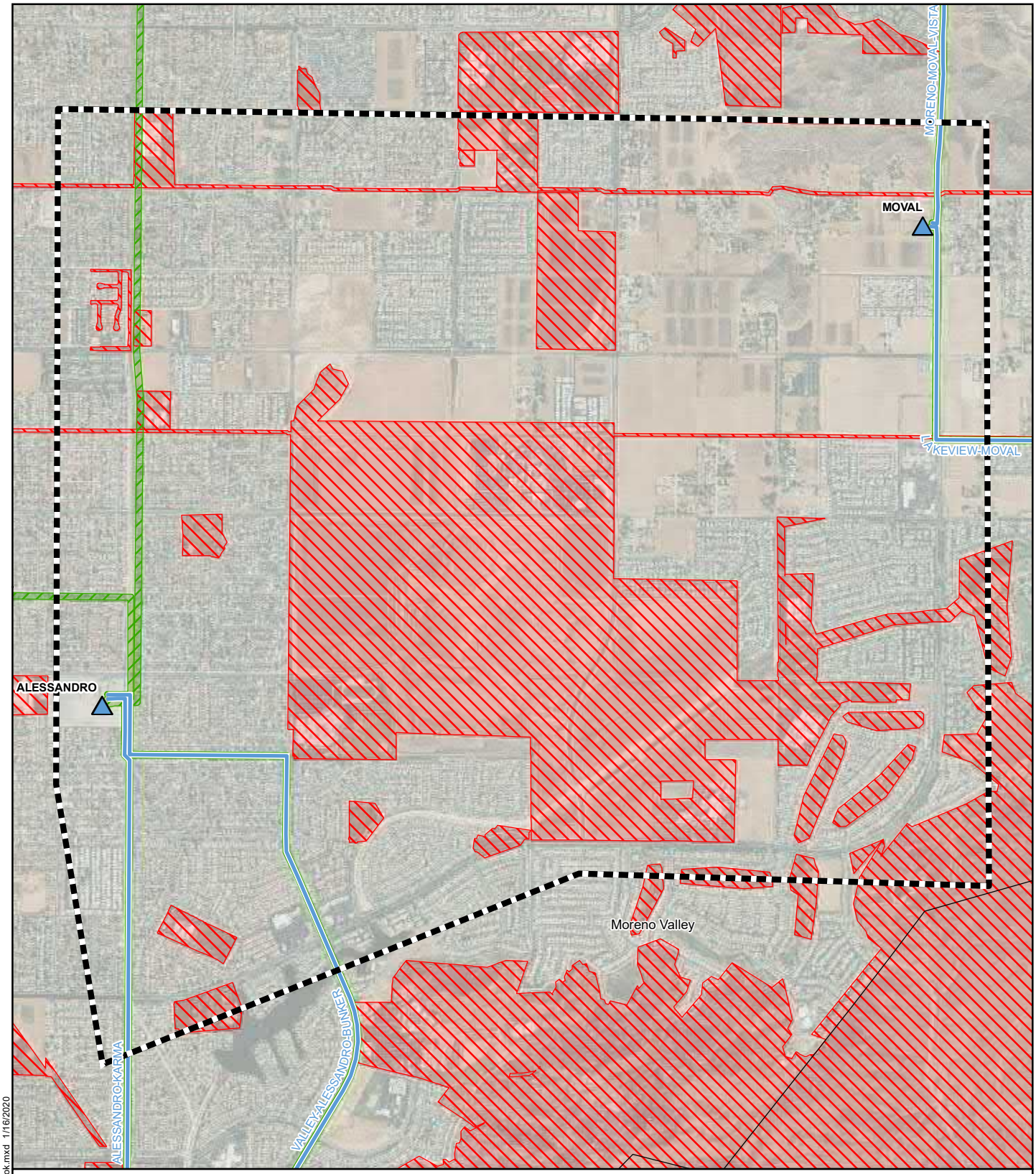

Attachment B: OCC Results Map (Alessandro-Moval) **Alberhill System Project**

Routing Study Result
- Area of Opportunity
- Area of Constraint

- Study Area Boundary
- County Boundary
- City Boundary

- Existing 115 kV Distribution Substation
- Existing 115 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:27,000
0 0.15 0.3 Miles

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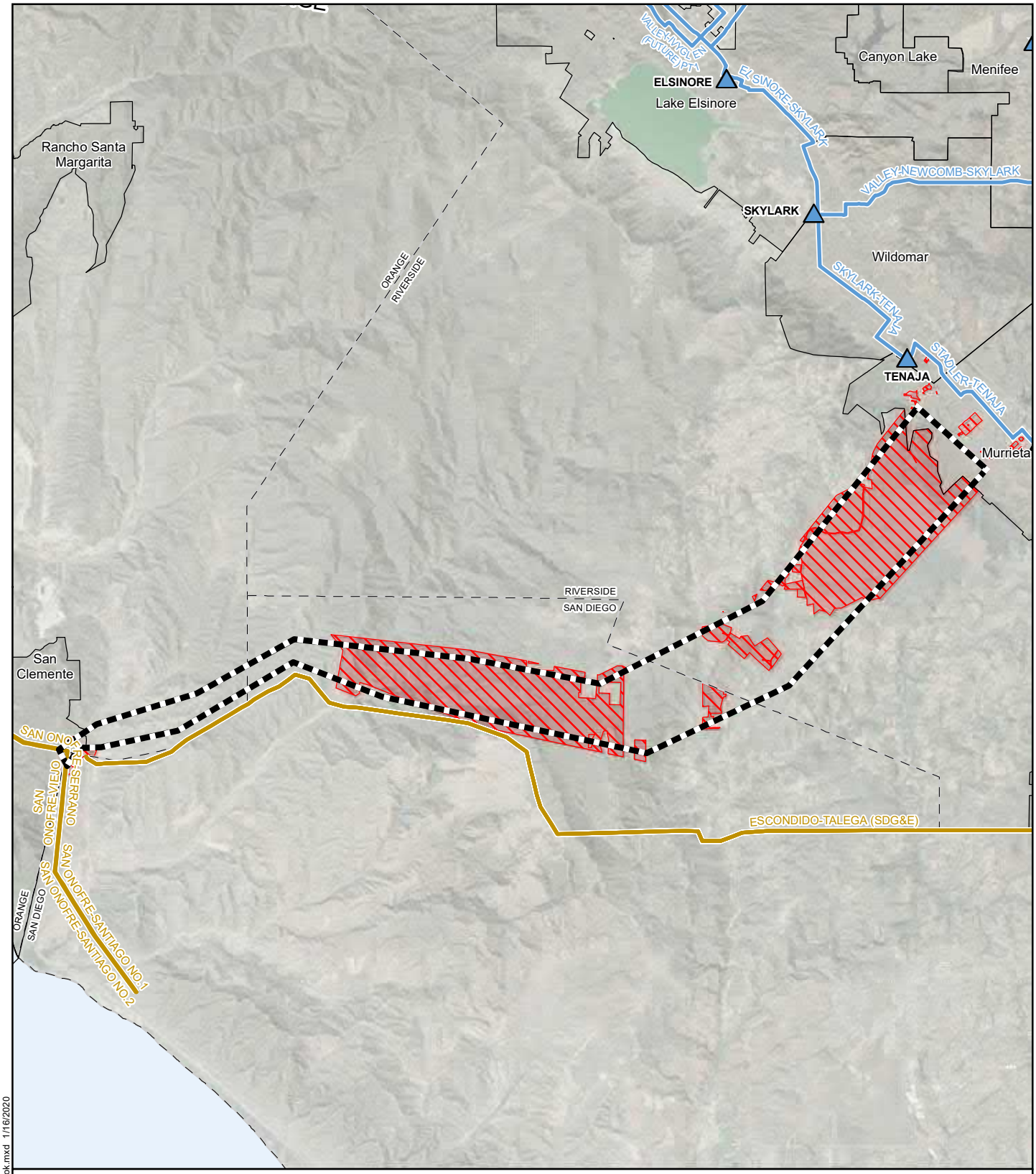

Attachment B: OCC Results Map (SONGS-Viejo) **Alberhill System Project**

Routing Study Result
- Area of Constraint
- Study Area Boundary
- County Boundary
- City Boundary
- Existing 115 kV Distribution Substation
- Existing 115 kV Line
- Existing 220 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:195,000
0 1 2 Miles

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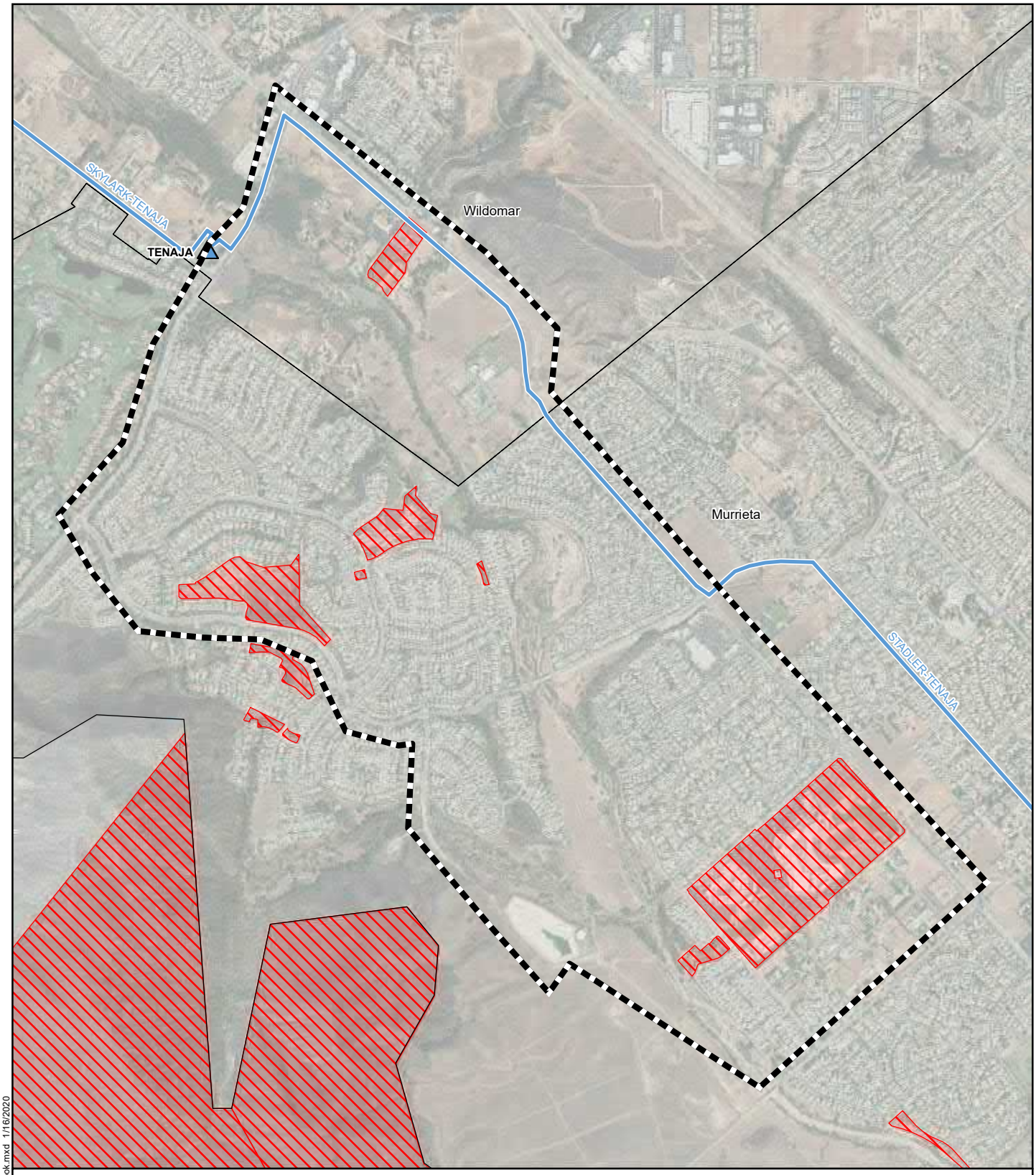

Attachment B: OCC Results Map (Tenaja)

Alberhill System Project

Routing Study Result

Area of Constraint

Study Area Boundary

County Boundary

City Boundary

Existing 115 kV Distribution Substation

Existing 115 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:21,000

0 0.15 0.3 Miles

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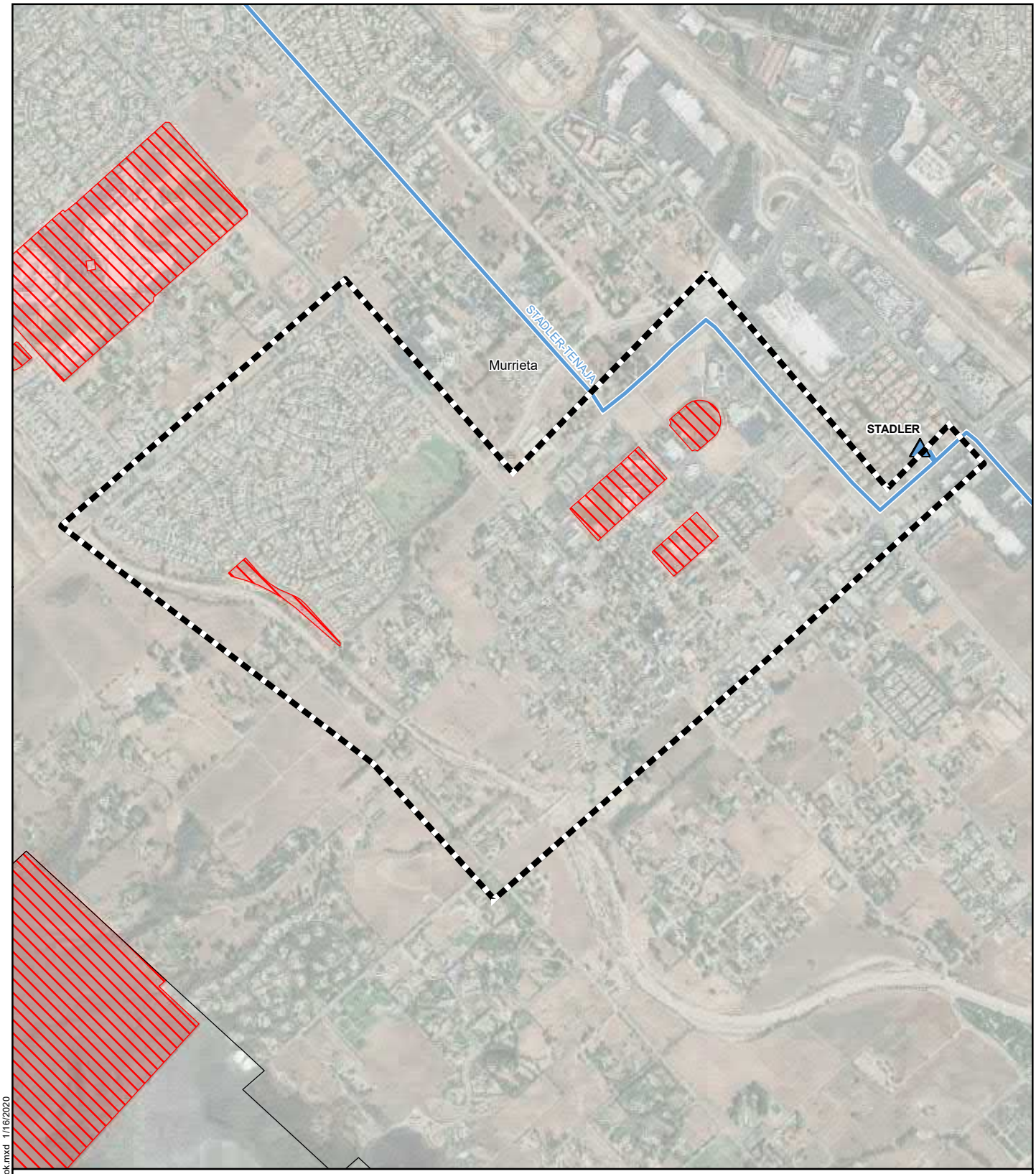

Attachment B: OCC Results Map (Stadler) **Alberhill System Project**

Routing Study Result
Area of Constraint
Study Area Boundary
County Boundary
City Boundary
Existing 115 kV Distribution Substation
Existing 115 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:17,000
0 0.1 0.2 Miles

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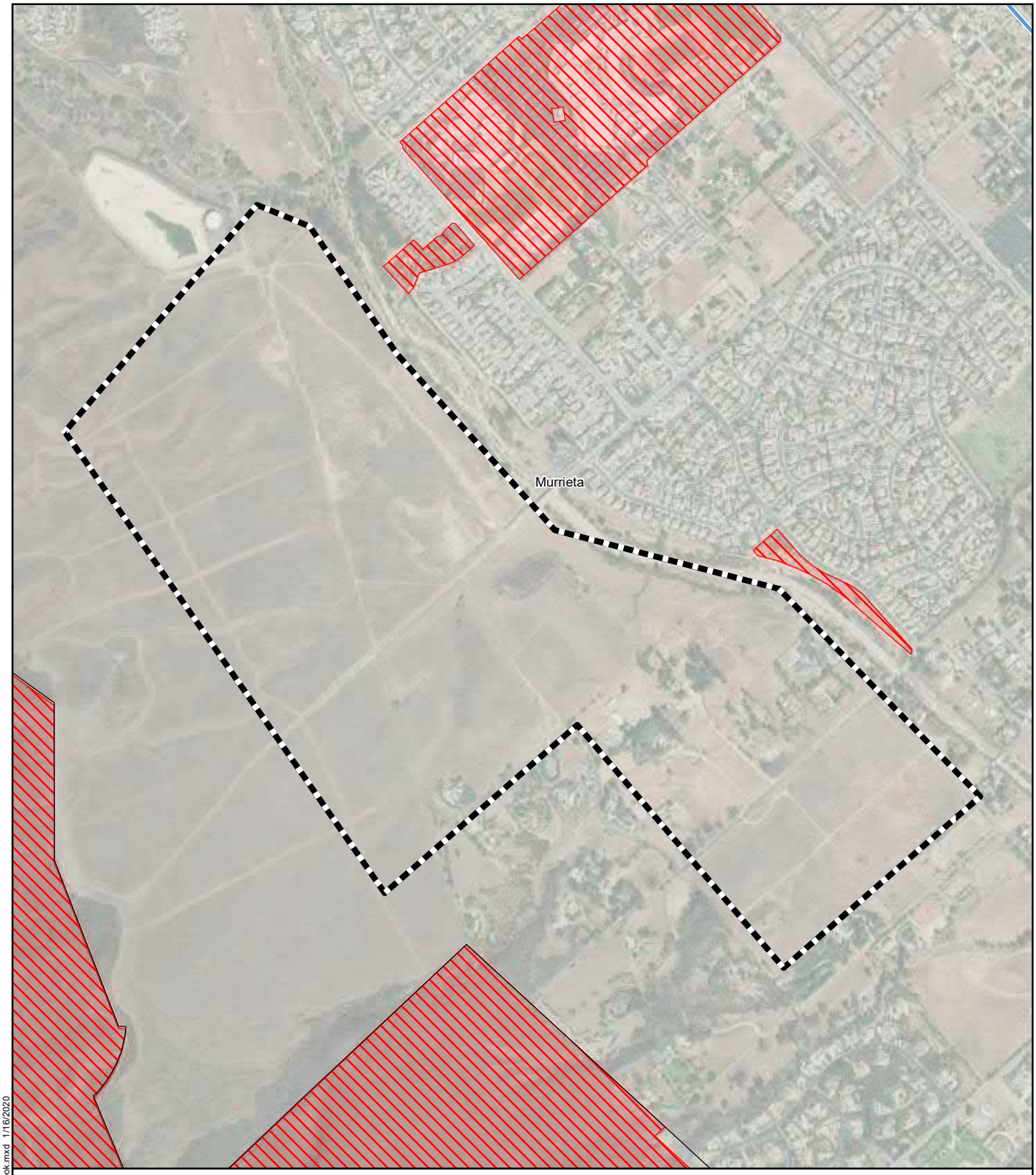

Attachment B: OCC Results Map (SONGS-Viejo Substation)

Alberhill System Project

Routing Study Result

Area of Constraint

Study Area Boundary

County Boundary

City Boundary

Existing 115 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:12,000

0 0.085 0.17 Miles

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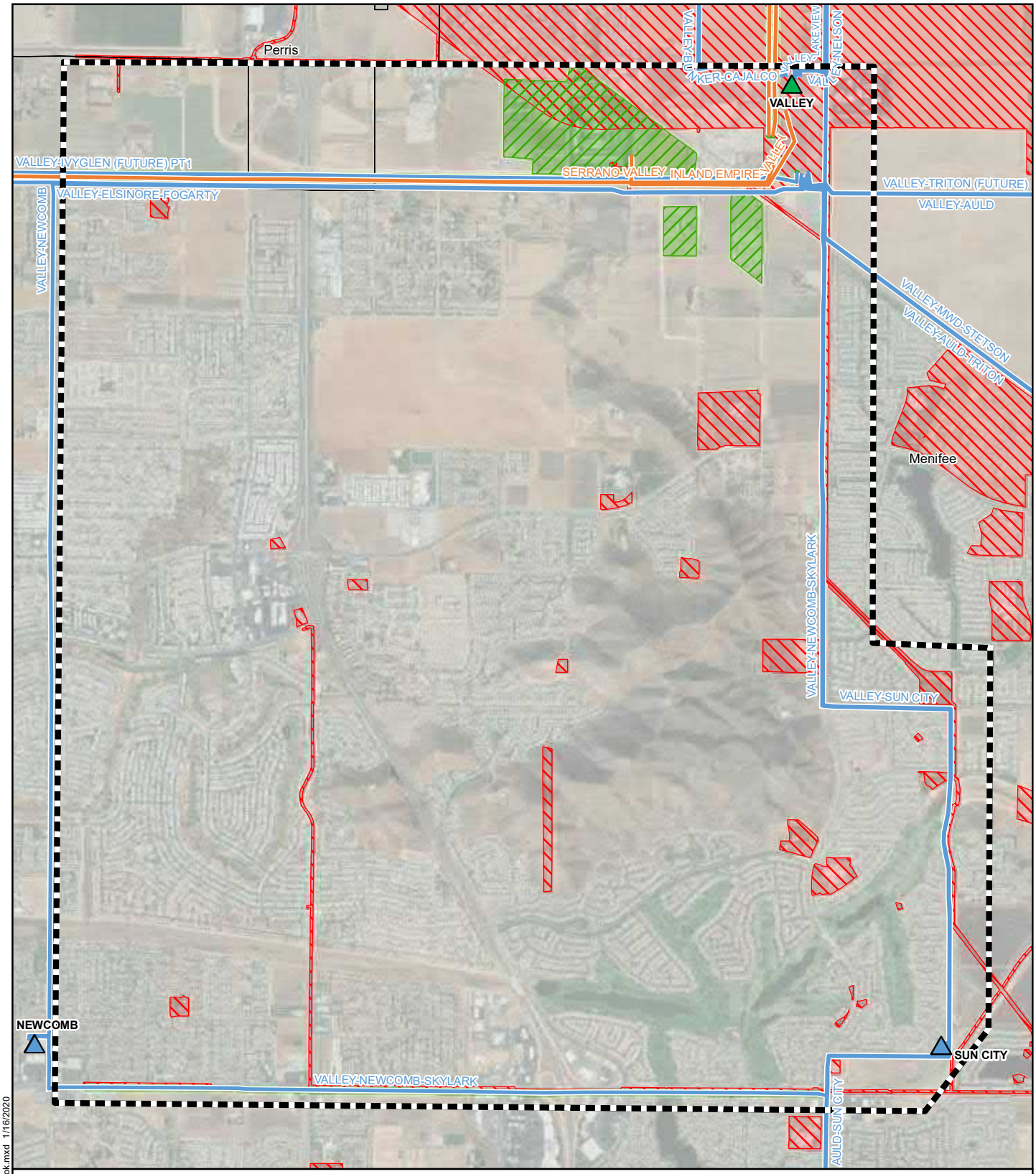

Attachment B: OCC Results Map (IEEC-Sun City)

Alberhill System Project

Routing Study Result
- Area of Opportunity
- Area of Constraint

- Study Area Boundary
- County Boundary
- City Boundary

- Existing 500 kV Transmission Substation
- Existing 115 kV Distribution Substation

- Existing 115 kV Line
- Existing 500 kV Line

Note: Areas of concern were omitted from the map. The entirety of the study area is located within one or more areas of concern.

1:34,000
0 0.2 0.4 Miles

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ATTACHMENT C: OCC SUMMARY TABLES – ROUTING

ATTACHMENT C: OCC SUMMARY TABLES – ROUTING

Table 1: Routing Opportunities, Constraints, and Concerns (OCC) Table – SDG&E – A-A

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	Southern California Edison (SCE) operates multiple existing overhead powerlines within the study area.		Undeveloped areas located within Pechanga Reservation are located in the center of the study area.
	Locally Valued Places		No identified or eligible places, landmarks or structures in California Registry of Historic Resources (CRHR) or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No scenic or eligible scenic highways were identified within 0.5 mile of the study area.	No California Department of Transportation (Caltrans) Designated Scenic Highways and/or highways proposed for listing were identified within 0.25 mile of the study area.
Biology	Water Bodies		Multiple known potentially jurisdictional water features were identified within the study area.	
	Special-status Species Critical Habitat		No federally designated critical habitat for special-status species was identified in the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		California Natural Diversity Database (CNDDB) records indicate there is potential for special-status species' habitat in the throughout the study area.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			
Cultural Resources[1]	Cultural Resource Probability			The Pechanga Reservation is located in the center of the study area. Potential for cultural resources throughout the study area.
Design	Availability of Right-of-Way (ROW)	Limited existing SCE ROWs with sufficient properties are located in the northern portion of the study area.		

[1] A detailed cultural records search was not conducted prior to preparing the OCC Analysis.

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		Multiple flood zones are located within the northern portion of the study area.	
	Liquefaction Potential		An area of very high liquefaction potential located within the northern portion of the study area.	
	Fault Rupture Hazard Zones		Multiple documented active faults (or A-P Fault Rupture Hazard Zones) were identified within the study area.	
	Soil Contamination		No parcels were identified as having potential known soil contamination according to the Envirostor database.	
Hazards	Proximity to Natural Gas Pipeline		No known underground natural gas pipelines were identified in the study area.	No known underground natural gas pipelines were identified in the study area.
Land Acquisition	Easement/Rights Required		A large portion of the center of the study area is within the Pechanga Reservation. Small portions of the eastern portion of the study area is within land managed by the Bureau of Land Management (BLM). Cleveland National Forest is located east of the study area.	No existing or planned conservation easements were identified.
Land Use	Zoning/General Plan Land Use(s)		There are multiple schools within and in the vicinity of the study area.	There are multiple schools within and in the vicinity of the study area.
	Airport Land Use Plan		There are no airport land use plan areas within the study area.	There are no airport land use plan areas within the study area.
	Existing Residential Land Use(s) on the Site (Physical)		Several areas within the study area contain existing residential development.	
Wildfire	Fire Threat		The majority of the study area is located within a California Public Utilities Commission (CPUC) Fire Threat 3 area.	
	Fire Severity		The majority of the study area is located within high or very high California Department of Forestry and Fire Protection (CAL FIRE) Fire Severity Zones.	

Table 2: Routing Opportunities, Concerns, and Constraints Table – Mira Loma-Ivyglen – D-A

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines within the study area.		Areas of potentially pristine environment were identified in the southern half of the study area. These undeveloped areas are located directly adjacent to the east and west sides of the study area south of Highway 91.
	Locally Valued Places		The Grand Boulevard Historic District in the City of Corona and the Lake Norconian Club in the City of Norco are listed on the National Register of Historic Places and are located in the center of the study area. No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	The Grand Boulevard Historic District in the City of Corona and the Lake Norconian Club in the City of Norco are listed on the National Register of Historic Places and are located in the center of the study area. No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		Interstate (I-) 15, between the approximate intersection with Highway 91 and the southern border of the study area is an eligible scenic highway. This portion of I-15 bisects the southern half of the study area.	I-15, between the approximate intersection with Highway 91 and the southern border of the study area is an eligible scenic highway. This portion of I-15 bisects the southern half of the study area.
Biology	Water Bodies		Multiple known potentially jurisdictional water features were identified within the study area; however, many of these features are located in developed areas.	
	Special-status Species Critical Habitat		Federally designated critical habitat for the least Bell's vireo, Southwestern willow flycatcher, Santa Ana sucker, and yellow-billed cuckoo is located along the Santa Ana river which crosses the northern portion of the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat in the throughout the study area; however, the majority of the study area is developed.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			Multiple commercial and residential developments are planned in the northern portion of the study area.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	Multiple existing SCE ROWs with sufficient properties are located in the northern portion of the study area.		

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		Multiple flood zones are located throughout the study area, including the Santa Ana River in the northern portion of the study area.	
	Liquefaction Potential		Areas of very high liquefaction potential are located along the Santa Ana River and within the city of Eastvale. Additional areas are located within the City of Corona.	
	Fault Rupture Hazard Zones		Multiple documented active faults (or A-P Fault Rupture Hazard Zones) which are generally oriented north to south, were identified within the southern half of the study area.	
	Soil Contamination		Multiple parcels were identified as having potential known soil contamination throughout the study area according to the Envirostor database.	
Hazards	Proximity to Natural Gas Pipeline		There are multiple known underground natural gas pipelines throughout the study area.	There are multiple known underground natural gas pipelines throughout the study area.
Land Acquisition	Easement/Rights Required		A small portion of the study area in the City of Norco is owned by the Department of Defense and the State of California. Cleveland National Forest is located adjacent to the western boundary of the study area, south of Highway 91	No existing or planned conservation easements were identified.
Land Use	Zoning/General Plan Land Use(s)		There are multiple schools, parks, and other public facilities throughout the study area.	There are multiple schools, parks, and other public facilities throughout the study area.
	Airport Land Use Plan		The northern half of the study area is located within 20,000 feet of Chino Airport and/or Ontario Airport.	The study area is not within a Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones.
	Existing Residential Land Use(s) on the Site (Physical)		Several areas within the study area contain existing residential development.	
Wildfire	Fire Threat		Undeveloped areas in the southern portion of the study area are within a CPUC Fire Threat 2 or 3 area.	
	Fire Severity		Undeveloped areas in the southern portion of the study area are within high or very high CAL FIRE Fire Severity Zones.	

Table 3: Routing Opportunities, Concerns, and Constraints Table – Valley-Ivyglen to Fogarty – D-B

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines and Fogarty Substation within the study area.		An area of potentially pristine environment was identified in the northern portion of the study area.
	Locally Valued Places		No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		I-15 in the vicinity of the study area is listed as an eligible scenic highway.	I-15 in the vicinity of the study area is listed as an eligible scenic highway.
Biology	Water Bodies		One known potentially jurisdictional water features was identified within southeastern portion of the study area.	
	Special-status Species Critical Habitat		Federally designated critical habitat for San Diego ambrosia is located in the northeastern portion of the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat in the throughout the study area.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			No areas of planned future development (posted on city/county websites) potentially eliminating potential subtransmission lines ROWs were identified.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	Multiple existing SCE ROWs with sufficient properties are located in the study area.		

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		A small portion of the northeastern corner of the study area was identified as being within a Federal Emergency Management Agency (FEMA) 100-year flood zone.	
	Liquefaction Potential		No areas of very high liquefaction potential were identified within the study area.	
	Fault Rupture Hazard Zones		One documented active faults (or A-P Fault Rupture Hazard Zones) was identified within the northeastern corner of the study area.	
	Soil Contamination		No parcels were identified as having potential known soil contamination according to the Envirostor database.	
Hazards	Proximity to Natural Gas Pipeline		No known underground natural gas pipelines were identified in the study area.	No known underground natural gas pipelines were identified in the study area.
Land Acquisition	Easement/Rights Required		No federally or State-owned areas or Native American/Bureau of Indian Affairs (BIA) where SCE has no existing rights were identified within the study area.	The Alberhill Conservation area is located in the northern portion of the study area, north of Nichols Road.
Land Use	Zoning/General Plan Land Use(s)		The Alberhill Conservation area is located in the northern portion of the study area, north of Nichols Road. No other public facilities are located within the study area.	The Alberhill Conservation area is located in the northern portion of the study area, north of Nichols Road. No other public facilities are located within the study area.
	Airport Land Use Plan		There are no airport land use plan areas within the study area.	There are no airport land use plan areas within the study area.
	Existing Residential Land Use(s) on the Site (Physical)		Limited portions of the study area contain existing residential development.	
Wildfire	Fire Threat		The entire study area is located within a CPUC Fire Threat 2 area.	
	Fire Severity		No high or very high CAL FIRE Fire Severity Zones were identified within the study area.	

Table 4: Routing Opportunities, Concerns, and Constraints Table – Sun City-Newcomb – E-A

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines within the study area.		While multiple residential developments are in this study area, scenic viewpoints are limited.
	Locally Valued Places		No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No scenic or eligible scenic highways were identified within 0.5 mile of the study area.	No Caltrans Designated Scenic Highways and/or highways proposed for listing were identified within 0.25 mile of the study area.
Biology	Water Bodies		No known potentially jurisdictional water features were identified within the study area.	
	Special-status Species Critical Habitat		No federally designated critical habitat for special-status species was identified in the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat in the study area. These areas overlap with existing residential development.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			Some areas within the study area indicate evidence of ongoing or planned residential development.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	Multiple existing SCE ROWs traverse the study area and appear to be suitable for the addition of a new 115 kV line.	All existing SCE ROWs in the study area were considered an opportunity.	
Geology	Flooding Potential		No flood zones were identified in the study area.	
	Liquefaction Potential		No areas with very high liquefaction potential were identified.	
	Fault Rupture Hazard Zones		No areas with documented active faults (or A-P Fault Rupture Hazard Zones) were identified.	
	Soil Contamination		No parcels were identified as having potential known soil contamination according to the Envirostor database.	
Hazards	Proximity to Natural Gas Pipeline		An existing natural gas pipeline traverses the study area along Domenigoni Parkway.	An existing natural gas pipeline traverses the study area along Domenigoni Parkway.

Category	Factor	Opportunity	Concern	Constraint
Land Acquisition	Easement/Rights Required		No federally or State-owned areas or Native American/BIA areas where SCE has no existing rights were identified.	No known areas with existing or planned conservation easements were identified.
Land Use	Zoning/General Plan Land Use(s)		There are multiple public facilities (e.g., schools, fire department) within the study area.	There are multiple public facilities (e.g., schools, fire department) within the study area.
	Airport Land Use Plan		The study area is within Zones C, D, and E of The Perris Valley Airport Land Use Plan.	The study area is not within a Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones.
	Existing Residential Land Use(s) on the Site (Physical)		Several areas within the study area contain existing residential development.	
Wildfire	Fire Threat		The study area is not located within a CPUC Fire Threat 2 or 3 area.	
	Fire Severity		No areas of high or very high CAL FIRE Fire Severity Zones were identified in the study area.	

Table 5: Routing Opportunities, Concerns, and Constraints Table – Valley-Sun City – E-B

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines within the study area. There are industrial uses in the northern portion of the study area.		While multiple residential developments are in this study area, scenic viewpoints are limited.
	Locally Valued Places		No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		The northern portion of the study area is within 0.5 mile of Highway 74, an eligible scenic highway.	The northern portion of the study area is within 0.25 mile of Highway 74, an eligible scenic highway.
Biology	Water Bodies		Multiple potentially jurisdictional water features were identified throughout the study area.	
	Special-status Species Critical Habitat		No federally designated critical habitat for special-status species was identified in the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat in the study area. Many of these areas overlap with existing residential development.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			Multiple areas within the study area indicate evidence of ongoing or planned residential development.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	Multiple existing SCE ROWs traverse the study area and appear to be suitable for the addition of a new 115 kV line.	All existing SCE ROWs in the study area were considered a concern due to the presence of existing double-circuit overhead lines.	

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		The northern and southern portions of the study area are located within FEMA 100-year flood zones.	
	Liquefaction Potential		Portions of the study area (southeast of the intersection of Simpson Road and Briggs Road) are within areas of very high liquefaction potential.	
	Fault Rupture Hazard Zones		One documented active faults (or A-P Fault Rupture Hazard Zones) was identified along the western end of the study area.	
	Soil Contamination		One parcel were identified as having potential known soil contamination according to the Envirostor database (north of Domenigoni Parkway near the eastern edge of the study area).	
Hazards	Proximity to Natural Gas Pipeline		Two existing natural gas pipelines cross the study area (generally parallel to Menifee Road and Domenigoni Parkway).	Two existing natural gas pipelines cross the study area (generally parallel to Menifee Road and Domenigoni Parkway).
Land Acquisition	Easement/Rights Required		No federally or State-owned areas or Native American/BIA areas where SCE has no existing rights were identified.	No known areas with existing or planned conservation easements were identified.
Land Use	Zoning/General Plan Land Use(s)		There are multiple public facilities (e.g., schools, fire department), a hospital, and parks within the study area.	There are multiple public facilities (e.g., schools, fire department), a hospital, and parks within the study area.
	Airport Land Use Plan		The study area is within Zones C, D, and E of The Perris Valley Airport Land Use Plan.	The study area is not within a Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones.
	Existing Residential Land Use(s) on the Site (Physical)		Several areas within the study area contain existing residential development.	
Wildfire	Fire Threat		Undeveloped areas of the study area are located within a CPUC Tier 2 fire threat zone.	
	Fire Severity		Undeveloped areas within the study area are located in high or very high CAL FIRE Fire Severity Zones.	

Table 6: Routing Opportunities, Concerns, and Constraints Table – Valley North – E-C

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines and Valley Substation within the study area. The study area is dominated by industrial uses.		
	Locally Valued Places		No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		The study area is within 0.5 mile of Highway 74, an eligible scenic highway.	The study area is within 0.25 mile of Highway 74, an eligible scenic highway.
Biology	Water Bodies		No potentially jurisdictional water features were identified within the study area.	
	Special-status Species Critical Habitat		No federally designated critical habitat for special-status species was identified in the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat in the study area. These areas overlap with existing industrial uses.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			There is no evidence of ongoing or planned residential development.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	Multiple existing SCE ROWs traverse the study area and appear to be suitable for the addition of a new 115 kV line.	All existing SCE ROWs in the study area were considered an opportunity.	

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		The majority of the study area is located within FEMA 100-year flood zones.	
	Liquefaction Potential		No areas of very high liquefaction potential were identified in the study area.	
	Fault Rupture Hazard Zones		No documented active faults (or A-P Fault Rupture Hazard Zones) were identified in the study area.	
	Soil Contamination		No parcels were identified as having potential known soil contamination according to the Envirostor database.	
Hazards	Proximity to Natural Gas Pipeline		Multiple existing natural gas pipelines are located along the northern, eastern, and southern borders of the study area.	Multiple existing natural gas pipelines are located along the northern, eastern, and southern borders of the study area.
Land Acquisition	Easement/Rights Required		No federally or State-owned areas or Native American/BIA areas where SCE has no existing rights were identified.	No known areas with existing or planned conservation easements were identified.
Land Use	Zoning/General Plan Land Use(s)		One school and one park are located adjacent to and north of the study area.	No public facilities (e.g., schools, fire department), a hospital, and parks within the study area.
	Airport Land Use Plan		The study area is within Zones C, D, and E of The Perris Valley Airport Land Use Plan.	The study area is not within a Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones.
	Existing Residential Land Use(s) on the Site (Physical)		The study area does not contain existing residential development.	
Wildfire	Fire Threat		A small, undeveloped portion of the study area (along the southern edge) is located within a CPUC Tier 2 fire threat zone.	
	Fire Severity		No areas of high or very high CAL FIRE Fire Severity Zones were identified in the study area.	

Table 7: Routing Opportunities, Concerns, and Constraints Table – Bunker-Lakeview – E-D

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines and Bunker and Lakeview Substations within the study area.		The center and eastern portions of the study area contained undeveloped and areas of potentially pristine environment.
	Locally Valued Places		No identified or eligible places, landmarks or structures in California Registry of Historic Resources (CRHR) or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in California Registry of Historic Resources (CRHR) or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No scenic or eligible scenic highways were identified within 0.5 mile of the study area.	No Caltrans Designated Scenic Highways and/or highways proposed for listing were identified within 0.25 mile of the study area.
Biology	Water Bodies		Multiple potentially jurisdictional water features were identified within the study area.	
	Special-status Species Critical Habitat		No federally designated critical habitat for special-status species was identified in the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat in the study area.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			There is no evidence of ongoing or planned residential development.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	Multiple existing SCE ROWs are located along the western edge and eastern portion of the study area and appear to be suitable for the addition of a new 115 kV line.	All existing SCE ROWs in the study area were considered an opportunity.	

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		The eastern and western portions of the study area are located within FEMA 100-year flood zones.	
	Liquefaction Potential		No areas of very high liquefaction potential were identified in the study area.	
	Fault Rupture Hazard Zones		No documented active faults (or A-P Fault Rupture Hazard Zones) were identified in the study area.	
	Soil Contamination		Three areas were identified as having potential known soil contamination according to the Envirostor database, an undeveloped parcel in the southwest portion of the study area and two areas of residential development in the center of the study area.	
Hazards	Proximity to Natural Gas Pipeline		Two existing natural gas pipelines are located in the eastern portion of the study area.	Two existing natural gas pipelines are located in the eastern portion of the study area.
Land Acquisition	Easement/Rights Required		The San Jacinto Wildlife Area is located along the northern boundary of the study area.	No known areas with existing or planned conservation easements were identified.
Land Use	Zoning/General Plan Land Use(s)		Multiple schools and parks are located in the western portion of the study area.	Multiple schools and parks are located in the western portion of the study area.
	Airport Land Use Plan		The study area is within Zones A, B, C, D, E, and M of the Perris Valley Airport Land Use Plan.	The study area is not within a Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones.
	Existing Residential Land Use(s) on the Site (Physical)		The western portion of the study area contains existing residential development.	
Wildfire	Fire Threat		The majority of undeveloped areas in the eastern and southern portions of the study area are located within a CPUC Tier 2 fire threat zone.	
	Fire Severity		Two undeveloped areas within the center of the study area are located in areas of high or very high CAL FIRE Fire Severity Zones.	

Table 8: Routing Opportunities, Concerns, and Constraints Table – Alesandro to Moval – E-E

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines within the study area.		While multiple residential developments are in this study area, scenic viewpoints are limited.
	Locally Valued Places		No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No scenic or eligible scenic highways were identified within 0.5 mile of the study area.	No Caltrans Designated Scenic Highways and/or highways proposed for listing were identified within 0.25 mile of the study area.
Biology	Water Bodies		No known potentially jurisdictional water features were identified within the study area.	
	Special-status Species Critical Habitat		No federally designated critical habitat for special-status species was identified in the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat in the northeast and southwest portions of the study area. Many of these areas overlap with existing residential development.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			The expansion of an existing medical facility is planned in the southeast portion of the study area. Some areas within the study area indicate evidence of ongoing or planned residential development.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	Multiple existing SCE ROWs traverse the western and eastern edges of the study area and appear to be suitable for the addition of a new 115 kV line.	All existing SCE ROWs in the study area were considered an opportunity.	

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		Multiple flood zones are located within the study area. Portions of these flood zones align with existing drainage features. Larger flood zone areas are located along the southern and eastern borders of the study area.	
	Liquefaction Potential		No areas with very high liquefaction potential were identified.	
	Fault Rupture Hazard Zones		No areas with documented active faults (or A-P Fault Rupture Hazard Zones) were identified.	
	Soil Contamination		One parcel, near the intersection of Nason Street and Cottonwood Avenue, was identified as having potential known soil contamination according to the Envirostor database.	
Hazards	Proximity to Natural Gas Pipeline		Two existing natural gas pipelines cross the study area generally parallel to Cottonwood Avenue and Broadiaea Avenue.	Two existing natural gas pipelines cross the study area generally parallel to Cottonwood Avenue and Broadiaea Avenue.
Land Acquisition	Easement/Rights Required		A large portion of the center of the study area is owned by the state. Portions of this area are developed and contain Riverside University Health System Medical Center.	No known areas with existing or planned conservation easements were identified.
Land Use	Zoning/General Plan Land Use(s)		There are multiple public facilities (e.g., schools, hospitals), parks, and recreation facilities within the study area.	There are multiple public facilities (e.g., schools, hospitals), parks, and recreation facilities within the study area.
	Airport Land Use Plan		The western portion of the study area is located within 20,000 feet of March Air Force Base runways.	The study area is not within a Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones.
	Existing Residential Land Use(s) on the Site (Physical)		Several areas within the study area contain existing residential development.	
Wildfire	Fire Threat		A small portion of the southeast corner of the study area is located within a CPUC Fire Threat 2 area.	
	Fire Severity		No areas of high or very high CAL FIRE Fire Severity Zones were identified in the study area.	

Table 9: Routing Opportunities, Concerns, and Constraints Table – SONGS-Viejo – F-A

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE and SDG&E operate multiple existing overhead transmission lines in the southern portion of the study area.		The entirety of the study area contains pristine environment with scenic views.
	Locally Valued Places		No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No scenic or eligible scenic highways were identified within 0.5 mile of the study area.	No Caltrans Designated Scenic Highways and/or highways proposed for listing were identified within 0.25 mile of the study area.
Biology	Water Bodies		There are multiple known potentially jurisdictional water features located throughout the study area.	
	Special-status Species Critical Habitat		Federally designated critical habitat for spreading navarretia was identified in the northeastern portion of the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat throughout the study area.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			There is a planned residential development in the northeastern corner of the study area.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	No existing SCE ROWs that appear to be suitable for the addition of a new line were identified.		

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		A limited portion of the northeastern portion of the study area were identified as being located within a flood zone.	
	Liquefaction Potential		No areas with very high liquefaction potential were identified.	
	Fault Rupture Hazard Zones		Four documented active faults (or A-P Fault Rupture Hazard Zones) were identified in the northeastern portion of the study area.	
	Soil Contamination		No parcels were identified as having potential known soil contamination according to the Envirostor database.	
Hazards	Proximity to Natural Gas Pipeline		No existing natural gas pipelines were identified within the study area.	No existing natural gas pipelines were identified within the study area.
Land Acquisition	Easement/Rights Required		A large portion of the center of the study area is within Cleveland National Forest.	The northeastern portion of the study area is located within the Santa Rosa Plateau Ecological Reserve.
Land Use	Zoning/General Plan Land Use(s)		The center of the study area crosses Cleveland National Forest and the northern portion of the study area crosses the Santa Rosa Plateau Ecological Reserve. There are no other public facilities, parks, or recreation facilities in the study area.	The center of the study area crosses Cleveland National Forest and the northern portion of the study area crosses the Santa Rosa Plateau Ecological Reserve. There are no other public facilities, parks, or recreation facilities in the study area.
	Airport Land Use Plan		The study area is not within an airport land use compatibility plan area.	The study area is not within a Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones.
	Existing Residential Land Use(s) on the Site (Physical)		The study area contains limited residential development in the western and southern portions.	
Wildfire	Fire Threat		The entire study area is located within a CPUC Fire Threat 2 or 3 area.	
	Fire Severity		The western and eastern portions of the study area are located in high or very high CAL FIRE Fire Severity Zones.	

Table 10: Routing Opportunities, Concerns, and Constraints Table – Tenaja – F-B

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines within the study area.		While multiple residential developments are in this study area, scenic viewpoints are limited.
	Locally Valued Places		No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No scenic or eligible scenic highways were identified within 0.5 mile of the study area.	No Caltrans Designated Scenic Highways and/or highways proposed for listing were identified within 0.25 mile of the study area.
Biology	Water Bodies		No known potentially jurisdictional water features were identified within the study area; however, a review of aerial photography indicates the potential for jurisdictional water features through the center of the study area.	
	Special-status Species Critical Habitat		No federally designated critical habitat for special-status species was identified in the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat throughout the study area. Many of these areas overlap with existing residential development.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			No areas of planned future development (posted on city/county websites) potentially eliminating potential subtransmission lines ROWs were identified within the study area.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	An existing SCE ROWs traverses the northern and western edges of the study area and appear to be suitable for the addition of a new 115 kV line.	All existing SCE ROWs in the study area were considered an opportunity.	

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		Multiple flood zones are located within the study area. These flood zones align with existing drainage features.	
	Liquefaction Potential		No areas with very high liquefaction potential were identified.	
	Fault Rupture Hazard Zones		No areas with documented active faults (or A-P Fault Rupture Hazard Zones) were identified.	
	Soil Contamination		No parcels were identified as having potential known soil contamination according to the Envirostor database.	
Hazards	Proximity to Natural Gas Pipeline		No existing natural gas pipelines were identified within the study area.	No existing natural gas pipelines were identified within the study area.
Land Acquisition	Easement/Rights Required		No federally or State-owned areas or Native American/BIA where SCE has no existing rights were identified within the study area.	No known areas with existing or planned conservation easements were identified within the study area.
Land Use	Zoning/General Plan Land Use(s)		There are multiple public facilities (e.g., schools, hospitals), parks, and recreation facilities within the study area.	There are multiple public facilities (e.g., schools, hospitals), parks, and recreation facilities within the study area.
	Airport Land Use Plan		No Extended Approach/Departure, Primary Traffic Patterns and Runway Buffer Areas, and Other Airport Environs zones were identified within the study area.	No Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones were identified within the study area.
	Existing Residential Land Use(s) on the Site (Physical)		Several areas within the study area contain existing residential development.	
Wildfire	Fire Threat		A small portion of the northern edge of the study area and the southern portion of the study area are located within a CPUC Fire Threat 2 or 3 area.	
	Fire Severity		No areas of high or very high CAL FIRE Fire Severity Zones were identified in the study area.	

Table 11: Routing Opportunities, Concerns, and Constraints Table – Stadler– F-C

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines within the study area.		While multiple residential developments are in this study area, scenic viewpoints are limited.
	Locally Valued Places		No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No scenic or eligible scenic highways were identified within 0.5 mile of the study area.	No Caltrans Designated Scenic Highways and/or highways proposed for listing were identified within 0.25 mile of the study area.
Biology	Water Bodies		No known potentially jurisdictional water features were identified within the study area; however, a review of aerial photography indicates the potential for jurisdictional water features through the center of the study area.	
	Special-status Species Critical Habitat		No federally designated critical habitat for special-status species was identified in the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat throughout the study area. Many of these areas overlap with existing residential development.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			No areas of planned future development (posted on city/county websites) potentially eliminating potential subtransmission lines ROWs were identified within the study area.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	An existing SCE ROWs traverses the northern edge of the study area and appears to be suitable for the addition of a new 115 kV line.	All existing SCE ROWs in the study area were considered an opportunity.	

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		Multiple flood zones are located within the study area. Portions of these flood zones align with existing drainage features.	
	Liquefaction Potential		No areas with very high liquefaction potential were identified.	
	Fault Rupture Hazard Zones		Multiple documented active faults (or A-P Fault Rupture Hazard Zones) were identified within the center and northern portions of the study area.	
	Soil Contamination		One parcel, near the intersection of Plum Avenue and Ivy Street, was identified as having potential known soil contamination according to the Envirostor database.	
Hazards	Proximity to Natural Gas Pipeline		No existing natural gas pipelines were identified within the study area.	No existing natural gas pipelines were identified within the study area.
Land Acquisition	Easement/Rights Required		No federally or State-owned areas or Native American/BIA where SCE has no existing rights were identified within the study area.	No known areas with existing or planned conservation easements were identified within the study area.
Land Use	Zoning/General Plan Land Use(s)		There are multiple public facilities (e.g., schools, hospitals), parks, and recreation facilities within the study area.	There are multiple public facilities (e.g., schools, hospitals), parks, and recreation facilities within the study area.
	Airport Land Use Plan		No Extended Approach/Departure, Primary Traffic Patterns and Runway Buffer Areas, and Other Airport Environs zones were identified within the study area.	No Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones were identified within the study area.
	Existing Residential Land Use(s) on the Site (Physical)		Several areas within the study area contain existing residential development.	
Wildfire	Fire Threat		No areas of CPUC Fire Threat 2 or 3 were identified within the study area.	
	Fire Severity		No areas of high or very high CAL FIRE Fire Severity Zones were identified in the study area.	

Table 12: Routing Opportunities, Concerns, and Constraints Table – IEEC – G-A

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	SCE operates multiple existing overhead powerlines within the study area. There are industrial uses in the northeastern portion of the study area.		While multiple residential developments are in this study area, scenic viewpoints are limited.
	Locally Valued Places		No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No identified or eligible places, landmarks or structures in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		The northeastern portion of the study area is within 0.5 mile of Highway 74, an eligible scenic highway.	The northeastern portion of the study area is within 0.25 mile of Highway 74, an eligible scenic highway.
Biology	Water Bodies		Multiple potentially jurisdictional water features were identified throughout the study area.	
	Special-status Species Critical Habitat		No federally designated critical habitat for special-status species was identified in the study area.	No federally designated critical habitat for fully protected species was identified in the study area.
	Special-status Species		CNDDB records indicate there is potential for special-status species' habitat in the study area. Many of these areas overlap with existing residential development.	No fully protected species are known to occur in the study area.
Community	Community Development Guidelines	No federally designated utility corridors were identified in the study area.		
	Planned Future Development			Limited areas within the study area indicate evidence of ongoing or planned residential development.
Cultural Resources	Cultural Resource Probability		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Design	Availability of ROW	Existing SCE ROWs traverse the study area along the northern and eastern borders and appear to be suitable for the addition of a new 115 kV line.	All existing SCE ROWs in the study area were considered a concern due to the presence of existing double-circuit overhead lines.	

Category	Factor	Opportunity	Concern	Constraint
Geology	Flooding Potential		The northern and southern portions of the study area are located within FEMA 100-year flood zones.	
	Liquefaction Potential		Portions of the study area (southeast of the intersection of Simpson Road and Briggs Road) are within areas of very high liquefaction potential.	
	Fault Rupture Hazard Zones		One documented active faults (or A-P Fault Rupture Hazard Zones) was identified along the western end of the study area.	
	Soil Contamination		One parcel were identified as having potential known soil contamination according to the Envirostor database (north of the intersection of Antelope Drive and McCall Boulevard in the center of the study area).	
Hazards	Proximity to Natural Gas Pipeline		Existing natural gas pipelines are located adjacent to the northern, eastern, and southern boundaries of the study area. An additional natural gas pipeline traverses the study area along Bradley Road between Cherry Hills Boulevard and Newport Road.	Existing natural gas pipelines are located adjacent to the northern, eastern, and southern boundaries of the study area. An additional natural gas pipeline traverses the study area along Bradley Road between Cherry Hills Boulevard and Newport Road.
Land Acquisition	Easement/Rights Required		No federally or State-owned areas or Native American/BIA areas where SCE has no existing rights were identified.	No known areas with existing or planned conservation easements were identified.
Land Use	Zoning/General Plan Land Use(s)		There are multiple public facilities (e.g., schools, fire department), a hospital, and parks within the study area.	There are multiple public facilities (e.g., schools, fire department), a hospital, and parks within the study area.
	Airport Land Use Plan		The study area is within Zones C, D, and E of The Perris Valley Airport Land Use Plan.	The study area is not within a Runway Protection, Inner Approach/Departure, or Adjacent to Runway zones.
	Existing Residential Land Use(s) on the Site (Physical)		The study area is dominated by existing residential development.	
Wildfire	Fire Threat		Undeveloped areas of the study area are located within a CPUC Tier 2 fire threat zone.	
	Fire Severity		Undeveloped areas within the study area are located in high or very high CAL FIRE Fire Severity Zones.	

ATTACHMENT D: OCC SUMMARY TABLES – SITING

ATTACHMENT D: OCC SUMMARY TABLES – SITING

Table 1: Siting Opportunities, Constraints, and Concerns (OCC) Table – SDG&E – A-A

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	No areas with heavy industrial structures, existing above-ground utilities, and/or visually-cluttered landscape were identified within the study area.		Areas of potentially pristine environment, with view corridors, or naturally evolving landscape character were identified in the southeastern portion of the study area.
	Locally Valued Places		No areas within 500 feet of an identified or eligible place, landmark or structure in California Registry of Historic Resources (CRHR) or identified in the City/County General Plans as a place of relevance were identified within the study area.	No areas within 100 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No areas between 0.25 and 0.5 mile from a scenic or eligible scenic highway were identified within the study area.	No areas within 0.25 mile of a California Department of Transportation (Caltrans) Designated Scenic Highway; and/or a highway that is proposed for listing were identified within the study area.
Biology	Water Bodies		Multiple water bodies were identified within the study area.	
	Special-status Species Critical Habitat		No areas of federally designated critical habitat for special-status species were identified within the study area.	No areas of federally designated critical habitat for fully protected species were identified within the study area.
	Special-status Species Habitat		California Natural Diversity Database (CNDDB) records indicate there is potential for special-status species' habitat in portions of the study area	No fully protected species are known to occur in the study area.
Civil Engineering	Site Size & Shape	Multiple parcels greater than 15 acres were identified in the study area.	Multiple adjacent parcels were identified within the study area totaling more than 15 acres were identified within the study area.	
	Flood Plain			A strip of 100-year mapped flood plain crosses the northern portion of the study area.
Community	Community Development Guidelines			No areas where local development guidelines and/or community plans specifically constrain or prohibit new infrastructure or infrastructure upgrades (e.g., an underground district) were identified in the study area. In addition, no areas where formal design guidelines are in place and evident in existing development were identified in the study area.

Category	Factor	Opportunity	Concern	Constraint
	Planned Future Development			No areas with future development planned (projects posted on city/county websites) were identified within the study area.
Cultural Resources[1]	Cultural Resources		A small portion of the Vail Lake/Vail Property, which has a moderate or higher probability of encountering significant archaeological/ historical resources is located in the eastern portion of the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Electromagnetic Fields	Setbacks from Prioritized Land Uses			No schools were identified within the study area.
Geology/Geotechnical	Flooding Potential			A strip of 100-year mapped flood plain crosses the northern portion of the study area.
	Liquefaction Potential			A strip of area with very high liquefaction potential was identified along the northern portion of the study area.
	Fault Rupture Hazard Zones		Multiple documented active faults (or A-P Fault Rupture Hazard Zones) were identified in the southern portion of the study area.	
	Soil Contamination		No parcels with potential known soil contamination according to the Envirostor database were identified in the study area.	
Hazards	Proximity to Natural Gas Pipeline		No underground natural gas pipelines were identified in the study area.	No underground natural gas pipelines were identified in the study area.
Land Acquisition	Ownership	No areas owned by Southern California Edison (SCE) were identified in the study area.	No areas under state or Federal ownership were identified in the study area.	The Pechanga Reservation is located adjacent to the study area.
Land Use	Zoning / General Plan Land Use on the Site		No public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities were identified in the study area.	No public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities were identified in the study area.
	Existing Land Use(s) on the Site (Physical)			No public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities were identified in the study area. Multiple residences, vineyards, and equestrian facilities were identified within the study area.
	Farmland / Agricultural Conservation		Multiple areas of prime farmland, unique farmland, and farmland of local importance were identified throughout the study area.	Multiple areas with an Agricultural Conservation Easement granted under California Farmland Conservancy Program were identified within the study area.
	Airport Land Use Plan		No areas within an Extended Approach/Departure, Primary Traffic Patterns and Runway Buffer Area, and Other Airport	No areas within a Runway Protection, Inner Approach/Departure, and Adjacent to Runway zones were identified within the study area.

[1] A detailed cultural records search was not conducted prior to preparing the OCC analysis.

Category	Factor	Opportunity	Concern	Constraint
			Environs zones were identified within the study area.	
Wildfire	Fire Threat		The entire study area is located within Zone 3 of the California Public Utilities Commission's (CPUC's) High Fire Threat District.	
	Fire Severity		Most of the study area is located within areas of high or very high California Department of Forestry and Fire Protection (CAL FIRE) Fire Severity Zone.	

Table 2: Siting Opportunities, Concerns, and Constraints Table – Pechanga – B-A

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	An existing SCE power line is centered along the study area.		No areas of potentially pristine environment, with view corridors, or naturally evolving landscape character were identified in the study area.
	Locally Valued Places		No areas within 500 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No areas within 100 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No areas between 0.25 and 0.5 mile from a scenic or eligible scenic highway were identified within the study area.	No areas within 0.25 mile of a Caltrans Designated Scenic Highway; and/or a highway that is proposed for listing were identified within the study area.
Biology	Water Bodies		Multiple water bodies were identified within the study area.	
	Special-status Species Critical Habitat		No areas of federally designated critical habitat for special-status species were identified within the study area.	No areas of federally designated critical habitat for fully protected species were identified within the study area.
	Special-status Species Habitat		CNDDB records indicate there is potential for special-status species' habitat in portions of the study area; however, the study area is generally surrounded by development.	No fully protected species are known to occur in the study area.
Civil Engineering	Site Size & Shape	Multiple parcels greater than 9 acres were identified in the study area.	Multiple adjacent parcels were identified within the study area totaling more than 9 acres were identified within the study area.	
	Flood Plain			A Federal Emergency Management Agency (FEMA) 100-year flood plain is located in the southern portion of the study area.
Community	Community Development Guidelines			No areas where local development guidelines and/or community plans specifically constrain or prohibit new infrastructure or infrastructure upgrades (e.g., an underground district) were identified in the study area. In addition, no areas where formal design guidelines are in place and evident in existing development were identified in the study area.
	Planned Future Development			Developments are planned in the northern portion of the study area along Rancho California Road.
Cultural Resources	Cultural Resources		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Electromagnetic Fields	Setbacks from Prioritized Land Uses			No schools were identified within the study area.

Category	Factor	Opportunity	Concern	Constraint
Geology/Geotechnical	Flooding Potential			A FEMA 100-year flood plain is located in the southern portion of the study area.
	Liquefaction Potential			An area of very high liquefaction potential was identified within the southern portion of the study area.
	Fault Rupture Hazard Zones		Multiple documented active faults (or A-P Fault Rupture Hazard Zones) were identified in the eastern portion of the study area.	
	Soil Contamination		No parcels with potential known soil contamination according to the Envirostor database were identified in the study area.	
Hazards	Proximity to Natural Gas Pipeline		No underground natural gas pipelines were identified in the study area.	No underground natural gas pipelines were identified in the study area.
Land Acquisition	Ownership	No areas owned by SCE were identified in the study area.	No areas under state or federal ownership were identified in the study area.	No areas under Tribal or Native American ownership were identified within the study area.
Land Use	Zoning / General Plan Land Use on the Site		No public facilities were identified within the study area.	No public facilities were identified within the study area.
	Existing Land Use(s) on the Site (Physical)			No public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities were identified in the study area. Multiple parcels contain residential developments.
	Farmland / Agricultural Conservation		No farmland was identified in the study area.	No areas with an Agricultural Conservation Easement granted under California Farmland Conservancy Program were identified within the study area.
	Airport Land Use Plan		The northwest corner of the study area is located within 20,000 feet of French Valley Airport. No areas within an Extended Approach/Departure, Primary Traffic Patterns and Runway Buffer Area, and Other Airport Environs zones were identified within the study area.	No areas within a Runway Protection, Inner Approach/Departure, and Adjacent to Runway zones were identified within the study area.
Wildfire	Fire Threat		The majority of the study area is within a CPUC High Fire Threat District (Tier 3).	
	Fire Severity		The majority of the study area is within high or very high CAL FIRE Fire Severity Zones.	

Table 3: Siting Opportunities, Concerns, and Constraints Table – Auld – C-A

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	An existing SCE power line is centered along the study area.		No areas of potentially pristine environment, with view corridors, or naturally evolving landscape character were identified in the study area.
	Locally Valued Places		No areas within 500 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No areas within 100 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No areas between 0.25 and 0.5 mile from a scenic or eligible scenic highway were identified within the study area.	No areas within 0.25 mile of a Caltrans Designated Scenic Highway; and/or a highway that is proposed for listing were identified within the study area.
Biology	Water Bodies		Multiple water bodies were identified within the study area.	
	Special-status Species Critical Habitat		No areas of federally designated critical habitat for special-status species were identified within the study area.	No areas of federally designated critical habitat for fully protected species were identified within the study area.
	Special-status Species Habitat		CNDDB records indicate there is potential for special-status species' habitat in portions of the study area; however, the study area is generally surrounded by development.	No fully protected species are known to occur in the study area.
Civil Engineering	Site Size & Shape	Multiple parcels greater than 9 acres were identified in the study area.	Multiple adjacent parcels were identified within the study area totaling more than 9 acres were identified within the study area.	
	Flood Plain			No areas of 100-year mapped flood plain were identified within the study area.
Community	Community Development Guidelines			No areas where local development guidelines and/or community plans specifically constrain or prohibit new infrastructure or infrastructure upgrades (e.g., an underground district) were identified in the study area. In addition, no areas where formal design guidelines are in place and evident in existing development were identified in the study area.
	Planned Future Development			No areas with future development planned (projects posted on city/county websites) were identified within the study area. Parcels in the eastern end of the study area were identified as being potentially developed as a shopping center.

Category	Factor	Opportunity	Concern	Constraint
Cultural Resources	Cultural Resources		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Electromagnetic Fields	Setbacks from Prioritized Land Uses			Two schools were identified within 100 feet of the study area, near the intersection of Briggs Road and Baxter Road.
Geology/Geotechnical	Flooding Potential			No areas of 100-year mapped flood plain were identified within the study area.
	Liquefaction Potential			No areas with very high liquefaction potential were identified within the study area.
	Fault Rupture Hazard Zones		No documented active faults (or A-P Fault Rupture Hazard Zones) were identified in the study area.	
	Soil Contamination		No parcels with potential known soil contamination according to the Envirostor database were identified in the study area.	
Hazards	Proximity to Natural Gas Pipeline		Multiple underground natural gas pipelines were identified in the study area (east to west, generally parallel to Clinton Keith Road and north to south, generally parallel to Briggs Road).	Multiple underground natural gas pipelines were identified in the study area (east to west, generally parallel to Clinton Keith Road and north to south, generally parallel to Briggs Road).
Land Acquisition	Ownership	No areas owned by SCE were identified in the study area.	No areas under state or Federal ownership were identified in the study area.	No areas under Tribal or Native American ownership were identified within the study area.
Land Use	Zoning / General Plan Land Use on the Site		One park, located near the intersection of Winchester Road and Benton Road in the eastern portion of the study area was identified. No other public facilities were identified within the study area.	One park, located near the intersection of Winchester Road and Benton Road in the eastern portion of the study area was identified. No other public facilities were identified within the study area.
	Existing Land Use(s) on the Site (Physical)			Triple Creeks Conservation Area is located in the northern portion of the study area. All areas north of Clinton Keith Road and east of Menifee Road either contain existing residences or are zoned for residential use. The remainder of the study area contains some residential uses. No other public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities were identified in the study area.
	Farmland / Agricultural Conservation		Farmland of local importance was identified throughout the study area.	Areas with an Agricultural Conservation Easement were identified within the northern and southern portions of the study area.
	Airport Land Use Plan		The entirety of the study area is located within 20,000 feet of French Valley Airport and within an Extended Approach/Departure, Primary	Portions of the study area near the intersection of Winchester Road and Benton Road are located within a Runway Protection, Inner

Category	Factor	Opportunity	Concern	Constraint
			Traffic Patterns and Runway Buffer Area, and Other Airport Environs zones.	Approach/Departure, or Adjacent to Runway zone.
Wildfire	Fire Threat		The majority of the study area is located within a CPUC High Fire Threat District (Tier 2).	
	Fire Severity		The majority of the study area north of Clinton Keith Road and east of Menifee Road is located in high or very high CAL FIRE Fire Severity Zones.	

Table 4: Siting Opportunities, Concerns, and Constraints Table – Mira Loma Substation – D-C

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	Multiple existing SCE power lines cross the study area and SCE's existing Mira Loma Substation is located adjacent to the eastern boundary of the study area.		No areas of potentially pristine environment, with view corridors, or naturally evolving landscape character were identified in the study area.
	Locally Valued Places		No areas within 500 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No areas within 100 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No areas between 0.25 and 0.5 mile from a scenic or eligible scenic highway were identified within the study area.	No areas within 0.25 mile of a Caltrans Designated Scenic Highway; and/or a highway that is proposed for listing were identified within the study area.
Biology	Water Bodies		One water body was identified in the center of the study area; however, recent aerial photography suggests that this area was graded for the development of residences.	
	Special-status Species Critical Habitat		No areas of federally designated critical habitat for special-status species were identified within the study area.	No areas of federally designated critical habitat for fully protected species were identified within the study area.
	Special-status Species Habitat		CNDDB records indicate there is potential for special-status species' habitat in portions of the study area; however, the study area is generally surrounded by development.	No fully protected species are known to occur in the study area.
Civil Engineering	Site Size & Shape	Multiple parcels greater than 15 acres were identified in the study area.	Multiple adjacent parcels were identified within the study area totaling more than 15 acres were identified within the study area.	
	Flood Plain			No areas of 100-year mapped flood plain were identified within the study area.
Community	Community Development Guidelines			No areas where local development guidelines and/or community plans specifically constrain or prohibit new infrastructure or infrastructure upgrades (e.g., an underground district) were identified in the study area. In addition, no areas where formal design guidelines are in place and evident in existing development were identified in the study area.
	Planned Future Development			The entirety of the study area is planned for future residential and/or commercial development.

Category	Factor	Opportunity	Concern	Constraint
Cultural Resources	Cultural Resources		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Electromagnetic Fields	Setbacks from Prioritized Land Uses			No schools were identified within the study area.
Geology/Geotechnical	Flooding Potential			No areas of 100-year mapped flood plain were identified within the study area.
	Liquefaction Potential			No areas with very high liquefaction potential were identified within the study area.
	Fault Rupture Hazard Zones		No documented active faults (or A-P Fault Rupture Hazard Zones) were identified in the study area.	
	Soil Contamination		No parcels with potential known soil contamination according to the Envirostor database were identified in the study area.	
Hazards	Proximity to Natural Gas Pipeline		No underground natural gas pipelines were identified in the study area.	No underground natural gas pipelines were identified in the study area.
Land Acquisition	Ownership	No areas owned by SCE were identified in the study area.	No areas under state or Federal ownership were identified in the study area.	No areas under Tribal or Native American ownership were identified within the study area.
Land Use	Zoning / General Plan Land Use on the Site		No public facilities were identified within the study area.	No public facilities were identified within the study area.
	Existing Land Use(s) on the Site (Physical)			No public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities were identified in the study area; however, the entirety of the study area is designated for future development.
	Farmland / Agricultural Conservation		No farmland was identified in the study area.	No areas with an Agricultural Conservation Easement granted under California Farmland Conservancy Program were identified within the study area.
	Airport Land Use Plan		The majority of the study area is located within 20,000 feet of Chino Airport. No areas within an Extended Approach/Departure, Primary Traffic Patterns and Runway Buffer Area, and Other Airport Environs zones were identified within the study area.	No areas within a Runway Protection, Inner Approach/Departure, and Adjacent to Runway zones were identified within the study area.
Wildfire	Fire Threat		No areas of CPUC High Fire Threat District were identified within the study area.	
	Fire Severity		No areas of high or very high CAL FIRE Fire Severity Zone were identified within the study area.	

Table 5: Siting Opportunities, Concerns, and Constraints Table – SONGS-Viejo Substation – F-D

Category	Factor	Opportunity	Concern	Constraint
Aesthetics	Visual Character/Quality	No existing SCE power lines cross the study area.		Undeveloped, natural hills are located west of the study area.
	Locally Valued Places		No areas within 500 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.	No areas within 100 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City/County General Plans as a place of relevance were identified within the study area.
	Scenic Highways		No areas between 0.25 and 0.5 mile from a scenic or eligible scenic highway were identified within the study area.	No areas within 0.25 mile of a Caltrans Designated Scenic Highway; and/or a highway that is proposed for listing were identified within the study area.
Biology	Water Bodies		No water bodies were identified in the study area.	
	Special-status Species Critical Habitat		No areas of federally designated critical habitat for special-status species were identified within the study area.	No areas of federally designated critical habitat for fully protected species were identified within the study area.
	Special-status Species Habitat		CNDDB records indicate there is potential for special-status species' habitat in the eastern and northern portions of the study area.	No fully protected species are known to occur in the study area.
Civil Engineering	Site Size & Shape	Multiple parcels greater than 15 acres were identified in the study area.	Multiple adjacent parcels were identified within the study area totaling more than 15 acres were identified within the study area.	
	Flood Plain			No areas of 100-year mapped flood plain were identified within the study area.
Community	Community Development Guidelines			No areas where local development guidelines and/or community plans specifically constrain or prohibit new infrastructure or infrastructure upgrades (e.g., an underground district) were identified in the study area. In addition, no areas where formal design guidelines are in place and evident in existing development were identified in the study area.
	Planned Future Development			Future residential development is planned within all undeveloped portions of the study area.
Cultural Resources	Cultural Resources		No areas with a moderate or higher probability of encountering significant archaeological/ historical resources were identified in the study area.	No areas with a high probability of encountering significant archaeological/historical resources were identified in the study area.
Electromagnetic Fields	Setbacks from Prioritized Land Uses			No schools were identified within the study area.

Category	Factor	Opportunity	Concern	Constraint
Geology/Geotechnical	Flooding Potential			No areas of 100-year mapped flood plain were identified within the study area.
	Liquefaction Potential			No areas with very high liquefaction potential were identified within the study area.
	Fault Rupture Hazard Zones		Two documented active faults (or A-P Fault Rupture Hazard Zones) traverse the study area in a generally south to north direction.	
	Soil Contamination		No parcels with potential known soil contamination according to the Envirostor database were identified in the study area.	
Hazards	Proximity to Natural Gas Pipeline		No underground natural gas pipelines were identified in the study area.	No underground natural gas pipelines were identified in the study area.
Land Acquisition	Ownership	No areas owned by SCE were identified in the study area.	No areas under state or Federal ownership were identified in the study area.	No areas under Tribal or Native American ownership were identified within the study area.
Land Use	Zoning / General Plan Land Use on the Site		No public facilities were identified within 100 feet of the study area.	No public facilities were identified within the study area.
	Existing Land Use(s) on the Site (Physical)			No public facilities (e.g., schools, hospitals, libraries), parks, open space areas, recreational facilities were identified in the study area. Existing residences are located in the southeast portion of the study area.
	Farmland / Agricultural Conservation			All undeveloped portions of the study area are located within an Agricultural Conservation Easement granted under California Farmland Conservancy Program.
	Airport Land Use Plan		No areas within an Extended Approach/Departure, Primary Traffic Patterns and Runway Buffer Area, and Other Airport Environs zones were identified within the study area.	No areas within a Runway Protection, Inner Approach/Departure, and Adjacent to Runway zones were identified within the study area.
Wildfire	Fire Threat		The northwestern and southeastern portions of the study area are located within CPUC High Fire Threat District areas.	
	Fire Severity		No areas of high or very high CAL FIRE Fire Severity Zone were identified within the study area.	

ATTACHMENT B: SCORE SHEETS

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Aesthetics							
Visual Character/Quality	Insignia	Heavy industrial structures, existing above-ground utilities, and / or a visually-cluttered landscape.	Light industrial area or intensive agricultural landscape character. Existing above-ground utilities.	Site is on a local roadway and/or in a residential area with above-ground utilities. Or, site is in an area with a mix of residential and commercial uses. Or, site has a rural landscape character.	City / County Architectural Development Standards apply to the site and/or surrounding sites; site is within a residential area; or, site is in an urban / rural interface area (e.g. wildland urban interface), or an area with a pastoral landscape character.	Site is within a pristine environment with view corridors or naturally evolving landscape character; or residential area with lots of existing or future vantage points. Site is in an area with no above-ground utility structures.	Does not meet project objectives (Provide detailed explanation).
Locally Valued Places	Insignia	Proposed site is not visible from an identified or eligible place, landmark or structure in CRHR or identified in the City / County General Plans as a place of relevance.	There is an identified or eligible place, landmark or structure in the CRHR, or identified in the City / County General Plans as a place of relevance within the vicinity of the site, but but man-made visual clutter and / or natural terrain would completely block or obscure view of the site from the place of relevance.	There is an identified or eligible place, landmark or structure in CRHR or identified in the City / County General Plans as a place of relevance within the vicinity of the site but not directly adjacent to the site. The view of the site from the place is partially or largely (but not completely) obscured by man-made visual clutter and / or natural terrain.	Proposed site is in the vicinity of and partially to wholy visible from an identified or eligible place, landmark or structure in CRHR or identified in the City / County General Plans as a place of relevance. While visible from the place, the site is not directly adjacent to the place of note.	Proposed site would directly impact or is within 100 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City / County General Plans as a place of relevance.	Does not meet project objectives (Provide detailed explanation).
Impacts to Scenic Vistas	Insignia	No impacts to any viewsheds or scenic vistas.	Minor change to undesignated scenic vistas or viewsheds.	Minor change to designated scenic vista or viewshed or moderate change to undesignated scenic vista or viewshed. Consider number of residential or recreational viewers of the project.	Site would partially block view of officially designated scenic vista or viewshed. (list the specific designation and designating agency). Consider number of residential or recreational viewers of the project.	Blocks or markedly impedes officially designated scenic vista or viewshed (list the specific designation and designating agency). Site is in the foreground view of large number of viewers who would otherwise / also be viewing the scenic vista.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Scenic Highways	Insignia	There is no scenic highway or corridor w/in the project area or the site is not in the viewshed / is fully obscured from view of a locally-designated scenic corridor or road.	There is a scenic highway (eligible or designated State, County or Federal) within or adjacent to the project area, but man-made visual clutter and / or natural terrain would completely block or obscure view of the site from the highway. Or, site would blend with the visual clutter or terrain already visible from the highway. Or, the site is partially obscured from view of a locally-designated scenic corridor or road.	The site can be seen from an eligible (but not designated) scenic highway, but existing visual clutter, built environment, or natural terrain would partially obscure views of the site from the scenic highway. Site would be a noticeable feature within the landscape with minimal blending and would be visible from a locally-designated scenic corridor or road.	The site is located along or is adjacent to and fully visible from a locally designated scenic corridor or road, or an eligible but not designated State scenic highway; or, it is present and visible (but not adjacent to) and can be seen from a scenic highway, and man-made visual clutter or natural terrain would not obscure views of the site from the highway. Site would be a noticeable feature within the landscape, and would not blend with the existing visual clutter, built environment, or natural terrain as viewed from the scenic highway.	Site can be seen from or is along a scenic corridor, or along a Caltrans Designated Scenic Highway, and/or a highway that is proposed for listing, or is listed, on the National Register of Historic Places, or California Register for Historic Resources. A “Corridor Protection Plan” exists for the area.	Does not meet project objectives (Provide detailed explanation).
Biology							
Wildlife Corridors	Insignia	No wildlife movement; (Project surrounded by developed areas with no habitat, project area does not connect habitat or open space areas)	Low potential for wildlife movement. (e.g.. Disturbed or low quality habitat in project area with limited connection to other habitat areas)	Moderate potential for wildlife movement (e.g. Project area provides connection to other habitat areas)	Moderate potential for wildlife movement and project will not significantly impede movement (e.g.. Project area connects native habitat and project will not significantly impede wildlife movement project area is in known or designated wildlife corridor)	High potential for wildlife movement and project will impede wildlife movement; (e.g.. Project area connects native habitat and project will impede wildlife movement, project area is in known or designated wildlife corridor)	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Avian Collision	Insignia	No collision risk (e.g.. Developed areas; not in bird flight path or critical habitats)	Low potential for collision risk (e.g.. Low use by birds, habitat quality low)	Moderate potential for collision risk (Line will be placed in existing ROW; Line is in proximity to where birds are landing and taking off. Other transmission lines already exist in proximity to proposed line with no known issues).	Moderate potential for avian collision (Line divides roosting and feeding habitats; Line is in close proximity to where birds are landing and taking off. No other transmission lines in area.)	High Potential for avian collision (e.g.. Line divides roosting and feeding habitats; Line is in proximity to where a high concentration of birds are landing and taking off. No other transmission lines in area)	Does not meet project objectives (Provide detailed explanation).
Permitting Time Required	Insignia	Approx. 1 year or less permitting required	Approx. 2 years or less permitting required	Approx. 3 years or less permitting required	Approx. 4 years or less permitting required	Approx. 5 years or less permitting required	Does not meet project objectives (Provide detailed explanation).
Water Bodies	Insignia	No known water body within 500' of site	Water body within 500' of site, no vegetation or habitat for listed species, potential indirect impact	Water body within 500' of site, riparian vegetation present, no/low potential for listed species	Within jurisdictional waterway. No/low potential for listed species. Potential direct impacts.	Within a jurisdictional waterway, has listed species, potential direct impacts	Does not meet project objectives (Provide detailed explanation).
Special-status Species	Insignia	No known biological sensitivities, disturbed land (e.g. No T&E or sensitive species (sp. of concern or CNPS list, wetlands)	Some potential biological sensitivities, potential for permit (e.g. Potential for sensitive species, no T&E species, lower quality habitat)	T&E species likely to be in general area, medium to good quality habitat (e.g. Potentially suitable habitat, no T&E species from CNDDB in project area, but T&E species in adjacent areas)	Has T&E species, requires species specific surveys. Permit likely with mitigation (e.g. T&E species present, species specific surveys, permits likely and mitigation)	T&E species, extensive mitigation, likely opposition; alternative site recommended (e.g. T&E species, extensive mitigation, permit difficult to acquire)	Does not meet project objectives (Provide detailed explanation).
Civil Engineering							
Site Size & Shape	SCE	Accommodates standard footprint (approx. 5 acres), subtrans lines, and any other necessary improvements. High degree of flexibility with site.	Accommodates standard footprint (approx. 5 acres), subtrans lines, and any other necessary improvements. Moderate degree of flexibility with the site.	Site has at least 5 acres of usable space, but may require more complex engineering to fit substation (small retaining walls, etc.). Low degree of flexibility with the site.	Site has sufficient usable space but no flexibility for layout, etc.	Site could barely accommodate a basic substation layout (reduced drive-around areas, drainage areas, etc.). No flexibility with the site and may require non-standard substation configuration.	Does not meet project objectives (Provide detailed explanation).
Site Grading / Constructability	Insignia	Gentle slope requiring minimal earthwork. Generally not problematic to construct.	Gentle to moderate slope. Minor measures needed to construct.	Moderate slopes or extremely flat site. Moderate measures needed to construct (e.g. importing moderate amount of fill material on extremely flat sites).	Moderate to steep slope. Significant measures needed to construct.	Steep slope requiring extreme earthwork and / or retaining walls. Extreme measures required for construction (e.g., dynamite, volcanic rock).	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Facilities and/or Easements Affecting the Site (e.g., pipelines, high pressure gas lines, access easements, etc.)	Insignia	No substructures or manmade improvements to be removed from the site; no evidence of facilities or easements that would impact site footprint.	Minor facilities may need to be relocated to minimize site rework.	Moderate amount of facilities may need to be relocated and / or moderate amount of site rework required.	Facilities would need to be removed from the site and/or relocated; however, facility relocation would be difficult. Major undertaking to free site footprint of facilities and / or easements.	Evidence of substructure and man-made improvements that will be very difficult to relocate or protect (e.g. would add significant time or cost to the project).	Does not meet project objectives (Provide detailed explanation).
Flood Plain	Insignia	Site is outside of a mapped 100-year flood plain and there is conclusive evidence suggesting no flooding hazard at / around the site; no mitigation would be required.	Site is outside of a mapped 100-year flood plain and / or there is reasonable evidence suggesting no flood hazard is present. No likely mitigation required.	Site is outside of a 100-year mapped flood plain, but based on evidence, it is not conclusive if a flood hazard is present. Some mitigation may be required at a moderate cost to the project.	Site is within a mapped 100-year flood plain where mitigation is likely at a high cost to the project. Or, site is in an unmapped area and suspicious conditions are present. Further investigation required.	Site is in a mapped flood plain area or significant evidence is present suggesting a flood hazard. Extreme mitigation is likely at major cost to the project.	Does not meet project objectives (Provide detailed explanation).
Access Road - Constructability	Insignia	Site is directly adjacent to improved streets and access improvements would be easily attained.	Site is adjacent to street but attaining access improvements would require moderate measures.	Site access may require several hundred feet of driveway and / or would require access over moderately difficult terrain.	Site would require a new access road of significant length (e.g. several thousand feet), and / or would require access over difficult terrain.	Site would require a new access road of extreme length (e.g. over one mile) and / or would require access over extreme terrain.	Does not meet project objectives (Provide detailed explanation).
Site Accessibility for Construction	SCE	There is sufficient maneuvering space for large vehicles. Little or no traffic control needed.	There is sufficient maneuvering space for large vehicles. Minor traffic control needed.	There is sufficient maneuvering space for large vehicles. Moderate traffic control needed.	There is limited maneuvering space for large vehicles. Major traffic control needed.	There is extremely limited maneuvering space for large vehicles. Extreme traffic control needed.	Does not meet project objectives (Provide detailed explanation).
Site Accessibility for Operations	SCE	Little or no concerns with the following: driveway width & slope; ingress / egress to and from the site; line of site for vehicles entering / exiting the site; traffic speeds on adjacent roadway(s); and, distance from an intersection.	Minor concerns with one or more of the following: driveway width & slope; ingress / egress to and from the site; line of site for vehicles entering / exiting the site; traffic speeds on adjacent roadway(s); and, distance from an intersection. Site would require only very minor improvements to provide safe access.	Some concerns with one or more of the following: driveway width & slope; ingress / egress to and from the site; line of site for vehicles entering / exiting the site; traffic speeds on adjacent roadway(s); and, distance from an intersection. Site would require moderate improvements to provide safe access.	Major concerns with one or more of the following: driveway width & slope; ingress / egress to and from the site; line of site for vehicles entering / exiting the site; traffic speeds on adjacent roadway(s); and, distance from an intersection. Site would require major improvements to provide safe access.	Significant concerns with one or more of the following: driveway width & slope; ingress / egress to and from the site; line of site for vehicles entering / exiting the site; traffic speeds on adjacent roadway(s); and, distance from an intersection. Site would require extensive improvements to provide safe access.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Managing Drainage from the Site	SCE	Drainage system is attainable immediately from the site.	Minor drainage adjustments needed to manage drainage from the site.	Moderate drainage adjustments needed to manage drainage from the site.	Significant drainage adjustments needed to manage drainage from the site, additional engineering / off-site drainage systems may be required.	Extreme / complex additional drainage systems / engineering required onsite to manage drainage.	Does not meet project objectives (Provide detailed explanation).
Managing Drainage onto the Site	Insignia	No watercourse or drainage systems impact the site.	Minor drainage systems potentially impact the site. Some minor mitigation may be required.	Blue-line streams present on or near the site (as noted on USGS topo maps) that may require moderate mitigation.	Significant existing drainage systems present on or near the site requiring mitigation.	Extreme existing drainage systems on or near the site that would require extensive major mitigation measures (earth work, permits, drainage systems, etc.).	Does not meet project objectives (Provide detailed explanation).
Orientation of Substation to Connect to Source & Distribution Lines	SCE	Connection would be simple; multiple workable options are available.	Minor measures required to connect.	Moderate measures required to connect (e.g. only one way out of the site).	Significant measures would be required to connect (e.g. taller / additional poles).	Surrounding conditions would severely limit ability to connect. Extreme measures would be required to construct.	Does not meet project objectives (Provide detailed explanation).
Impact of Potential Future Non-SCE Improvements on Engineering Design	SCE	Low or no likelihood of any future non-SCE improvements to occur, or any future improvements could be easily accommodated.	Minor potential for future non-SCE site improvements to occur, or any future improvements could likely be accommodated.	Moderate potential for non-SCE improvements to occur or, any future improvements may require moderate impacts to site positioning.	Moderate to high potential for future non-SCE site improvements to occur or, any future improvements may require major impacts to site positioning.	High potential / known plans for future non-SCE improvements to occur, causing extensive impacts to site positioning.	Does not meet project objectives (Provide detailed explanation).
Community							
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	SCE	There are no groups that would likely intervene with project siting.	Low likelihood of groups with an interest in the site to intervene with project siting.	Potential for groups with an interest in the site to organize and intervene. Site is not owned by groups with potential interest.	Site is the subject of interest of an existing organized group and/or is owned by a stakeholder group (i.e. Land Trust, Conservation Agency, church, school district, etc.).	Existing, organized groups are very likely to actively intervene in the siting process at this site. Groups have expressed intent to intervene and/or have intervened with prior proposed projects on the site.	Does not meet project objectives (Provide detailed explanation).
Community Development Guidelines	Insignia	Area has no established guidelines for development design standards.	Some guidelines exist but have not been implemented (e.g. existing development pattern includes a mix of styles and/or is incohesive).	Some guidelines exist but do not specifically address utility or infrastructure development. Guidelines are not fully implemented in vicinity of site.	Design guidelines exist and are fully implemented in the vicinity of the site, but do not specifically address utility or infrastructure development.	Local development guidelines and / or community plans specifically constrain or prohibit new infrastructure or infrastructure upgrades. Formal design guidelines are in place and evident in existing development.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Current / Past Controversy At or Near the Site	SCE	No prior controversy at or near the site.	--	Any prior controversy at or near the site (regardless of project type involved in the controversy).	--	Prior organized community opposition to related industrial development(s) at or near the site.	Does not meet project objectives (Provide detailed explanation).
Planned Future Development Near the Site	Insignia	No known development planned or in progress in the area. Substation site is part of a developer's plan (e.g. would be included in the developer's EIR / EIS).	--	Site is located in an undeveloped area and/or redevelopment zone but there are no pending plans for the area.	--	Planned future development potentially incompatible with substation use.	Does not meet project objectives (Provide detailed explanation).
Local Government Attitude Toward Infrastructure Projects	SCE	Local government supports infrastructure projects that support growth and / or upgrading the current system.	--	--	--	Local government actively constrains infrastructure growth or upgrades (past or current plans to municipalize, urban growth boundary, undergrounding ordinances, etc.).	Does not meet project objectives (Provide detailed explanation).
Cultural Resources							
Paleontological Resources	Insignia	Low probability of encountering sensitive paleontological resources.	Moderate probability of encountering sensitive paleontological resources.	High probability of encountering sensitive paleontological resources.	--	--	Does not meet project objectives (Provide detailed explanation).
Cultural Resources	Insignia	Low probability of encountering significant archaeological / historical resources.	Moderately low probability of encountering significant archaeological / historical resources.	Moderate probability of encountering significant archaeological / historical resources.	Moderately high probability of encountering significant archaeological / historical resources.	High probability of encountering significant archaeological / historical resources.	Does not meet project objectives (Provide detailed explanation).
Cultural Resources Permitting Time	Insignia	Private/public land with no federal nexus, CEQA compliance -- low to moderate probability to encounter significant resources.	Private/public land with federal nexus, NHPA Section 106 Consultation & CEQA compliance -- low to moderate probability to encounter significant resources.	Private/public land with no federal nexus, CEQA compliance -- moderate probability to encounter significant resources.	Private/public land with federal nexus, NHPA Section 106 Consultation & CEQA compliance -- moderate probability to encounter significant resources.	Private/public land with federal nexus, NHPA Section 106 Consultation and CEQA compliance -- high probability to encounter significant resources.	Does not meet project objectives (Provide detailed explanation).
Native American Resource Issues	Insignia	No known or potential for Native American or other ethnic issues.	Low potential for Native American or other ethnic issues either based on cultural resource data and/ or inactive or dispersed NA or ethnic community.	Moderate potential for Native American or ethnic issues due to the presence of sensitive cultural resources and/ or an active NA or ethnic community.	Moderate to high potential due to the presence of cultural resources considered important to the NA community, Tribal Lands, and/ or an active NA or ethnic community.	Highly sensitive cultural properties, tribal lands, and likely vehemently opposed Native American or other ethnic community in the project area.	Does not meet project objectives (Provide detailed explanation).

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		1	2	3	4	5	F
Electrical Needs - Distribution							
Electrically Balanced from Source Line / Load Flow Perspective	SCE	Site and line routes would result in even loading and loss minimization. Requires least amount of upgrade to substation(s).	Site and line routes would result in a slight imbalance of loading and some small losses.	Site and line routes would result in a moderate imbalance of loads and some moderate losses.	Site and line routes would result in sub-optimal imbalance of loads and losses.	Site and line routes would result in significant imbalance of line loads and losses.	Does not meet project objectives (Provide detailed explanation).
Proximity to Source Substation to Minimize Loses and Meet Voltage Drop Criteria	SCE	Site is electrically located closest to source substation(s).	Site is electrically located near the source substation(s).	Site is electrically located middle distance from the source substation(s).	Site is electrically located far from the source substation(s).	Site is electrically located the farthest distance from the source substation(s).	Does not meet project objectives (Provide detailed explanation).
Access to Circuits Originating from Other Diverse Distribution Substations	SCE	Site allows proposed distribution circuitry to connect to three circuits from different substations within 1/2 mile.	Site allows proposed distribution circuitry to connect to two circuits from different substations within 1/2 mile or three circuits from different substations within 1 mile.	Site allows proposed distribution circuitry to connect to two circuits from different substations within 1 mile.	Site allows proposed distribution circuitry to connect to two substations more than 1 mile away.	Site allows proposed distribution circuitry to connect to only one substation.	Does not meet project objectives (Provide detailed explanation).
Ability to Electrically Configure for Current & Future System Needs	SCE	Site and line routes are in a location that significantly reinforces the electrical system or will complete part of the construction of future needed projects.	Site and line routes are in a location that moderately reinforces the electrical system or will complete part of the construction of future needed projects.	Site and line routes are in a location that may reinforce the electrical system or will complete part of the construction of future needed projects.	Site and line routes are in a location that do little to reinforce the electrical system or will complete part of the construction of future needed projects.	Site and line routes do nothing to further expand the electrical system nor are they expected to contribute in any significant way to increasing operational flexibility.	Does not meet project objectives (Provide detailed explanation).
Access to Mainline Conductor/Ductbanks in Immediate Vicinity	SCE	Robust system that meets the existing getaway criteria. Existing distribution conductor is four-wire configuration. If underground, existing infrastructure is adequate (e.g.. a 4-6 conduit ductbank with 5" conduits and existing 1000 CLP or 750 with no SOEs in the route).	Existing distribution conductor is three-wire configuration. If underground, existing infrastructure is adequate (e.g.. a 2-6 conduit ductbank with 5" conduits and existing 350 CLP or smaller conductor with possible SOEs in the route).	Minimal mainline capability. If underground, existing infrastructure may be adequate (e.g.. a 2-6 conduit ductbank with 5" conduits and existing 350 CLP or smaller conductor with possible SOEs and pullboxes in the route).	Typical radial system. If underground, existing infrastructure may be adequate (e.g.. a ductbank with 4" conduits and existing 1/0 or #2 CLP or smaller with possible SOE's and pullboxes in the route).	No distribution circuits nearby.	Does not meet project objectives (Provide detailed explanation).
Location within the Electrical Needs Area (i.e., load center)	SCE	Site is in center of load or projected load growth area.	Site is near the load or projected load growth center, but not necessarily in the center.	Site is in a location that would serve a portion of the load growth center but would not serve the whole area.	Site is in a location that is relatively far from the load and load growth center.	Site location would provide minimal service to the load growth area. Site is not centrally located to serve the Electrical Needs Area.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Sufficient Access for Distribution Ductbank Getaways	Insignia	Site allows readily available exits to go four different directions (e.g. Site is on a corner lot of two cross streets).	Site allows readily available exits to go three different directions (e.g. Site is on a "T" intersection).	Site allows readily available exits to go two different directions (e.g. Site is on a through street with major cross streets located nearby).	Site allows readily available exits to only go one way (e.g. Site is on a through street with no major cross streets located nearby).	Site is landlocked and it is extremely difficult or impossible to leave the substation with a ductbank (e.g. Site is on a cul de sac or not near existing right of way; or, Site is in the middle of a field).	Does not meet project objectives (Provide detailed explanation).
Operational Flexibility for Distribution	SCE	Circuit ties very easily utilized for operational flexibility.	--	Circuit ties provide moderate benefit for operational flexibility.	--	Circuit ties would necessitate drop and pickups. Circuit ties created would cause system parallels to occur.	Does not meet project objectives (Provide detailed explanation).
Location relative to existing distribution circuitry & substation network	SCE	Electrically equidistant from area substations. Ideally located to electrically balance load between substations.	--	Located a moderate distance from area substations.	--	Located such that all circuitry would go in limited / constrained directions or bypass another distribution substation to serve load.	Does not meet project objectives (Provide detailed explanation).
EMF							
Setbacks from Prioritized Land Uses	Insignia	Near undeveloped, agricultural, or US Forest Service land	Near recreational or park lands	Site is located near commercial, industrial or, agricultural or undeveloped lands with scattered residences	Near more densely populated residential areas, licensed day care and hospitals, or schools (but beyond the CDE setback guidance - see "Score 5")	Within CDE guidance setbacks from a school: 66 and 115kV lines - 100 feet, 230 kV lines - 150 feet, and 500 kV lines - 350 feet	Does not meet project objectives (Provide detailed explanation).
Geology/Geotechnical							
Adverse Soil Conditions	Insignia	No known adverse soil conditions at site.	Low likelihood for adverse soil conditions at site.	--	--	Documented adverse soil conditions at/on the site.	Does not meet project objectives (Provide detailed explanation).
Erosion Potential	Insignia	No problem.	Low likelihood of erosion potential.	--	--	High potential for erosion at the site.	Does not meet project objectives (Provide detailed explanation).
Flooding Potential	Insignia	No visible watercourse or natural drainage on or near the site.	--	--	--	Serious documented flood hazards associated with the site.	Does not meet project objectives (Provide detailed explanation).
Slope Stability/Landslide Hazards	Insignia	No documented landslides at or surrounding the site.	--	--	--	Major, documented landslide at or directly above the site.	Does not meet project objectives (Provide detailed explanation).
Liquefaction Potential	Insignia	Very low or no liquefaction potential.	--	--	--	Very high liquefaction potential.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Fault Rupture Hazard Zones	Insignia	No active or potentially active documented faults crossing under or adjacent to the site.	--	--	--	Presence of documented active fault (or A-P Fault Rupture Hazard Zone) crossing beneath the site.	Does not meet project objectives (Provide detailed explanation).
Soil Contamination	Insignia	No or very low likelihood of soil contamination.	Low likelihood of soil contamination.	Moderate likelihood of soil contamination.	--	High likelihood of soil contamination.	Does not meet project objectives (Provide detailed explanation).
Trans/Telecom							
Cable Distance to Existing Telecom Facilities	SCE	No distance; co-located.	Within 1/2 mile.	1/2 mile to 1 mile.	1 to 3 miles.	More than 3 miles.	Does not meet project objectives (Provide detailed explanation).
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	SCE	No Permits or restrictions likely based on site location.	One jurisdiction; few permits likely based on site location.	One jurisdiction; potential for one crossing (freeway, railroad, flood control, etc.) based on site location.	Multiple jurisdictions; Rule 20 areas; freeway crossings; railroad crossings; potential for multiple crossings based on site location.	Outside of SCE territory; federal lands/agencies (USFS, BLM, Army Corps, military, etc.); Large number/multiple easements could be required.	Does not meet project objectives (Provide detailed explanation).
Telecom Construction Surrounding the Site	SCE	An existing OH pole line is located near and accessible from the site.	--	Combination of existing and new OH and UG telecom lines likely based on site location.	All new OH and/or UG telecom lines likely based on site location.	All new UG telecom lines likely required based on site location.	Does not meet project objectives (Provide detailed explanation).
Land Acquisition							
Easement/Rights Required	Insignia	SCE-owned land	Private ownership; Partnership / Trust; Corporation	City or County ownership; Business; International ownership; Multiple owners	State or Federal ownership; Multiple agencies	Tribal / Native American ownership	Does not meet project objectives (Provide detailed explanation).
Land Use							
Zoning / General Plan Land Use on the Site	Insignia	Industrial	Business Park / Office, Agriculture	Commercial	Residential, Mixed Use	Public Facilities (school, hospital, library, etc.), Park, Open Space, Recreation, Airport, Utilities	Does not meet project objectives (Provide detailed explanation).
Zoning / General Plan Land Use(s) Surrounding the Site	Insignia	Industrial	Business Park / Office, Agriculture	Commercial	Residential, Mixed Use	Public Facilities (school, hospital, library, etc.), Park, Open Space, Recreation, Airport, Utilities	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Existing Land Use(s) on the Site (Physical)	Insignia	Vacant, Industrial	Business Park / Office, Agriculture	Commercial	Residential, Mixed Use	Public Facilities (school, hospital, library, etc.), Park, Open Space, Recreation, Airport, Utilities	Does not meet project objectives (Provide detailed explanation).
Existing Land Use(s) Surrounding the Site (Physical)	Insignia	Vacant, Industrial	Business Park / Office, Agriculture	Commercial	Residential, Mixed Use	Public Facilities (school, hospital, library, etc.), Park, Open Space, Recreation, Airport, Utilities	Does not meet project objectives (Provide detailed explanation).
Special Districts, Specific Plans, Redevelopment Project Area	Insignia	Site is not located in a special district, specific plan or redevelopment project area.	Potential for Specific Plan (e.g. General Plan has called it out but Plan is not developed and/or approved yet). Site is in the sphere of influence of a city and / or is in a County Area Plan.	Site is located in a Specific Plan, designated Scenic Highway corridor, or has design / development guidelines (e.g. lighting, walls, landscaping).	Site is in a Special District, has an Overlay Zone or is part of a Redevelopment Project Area.	Multiple plans / overlay zones are applicable to the site.	Does not meet project objectives (Provide detailed explanation).
Farmland / Agricultural Conservation	Insignia	Not Agricultural land.	Used for Agricultural purpose but not classified under Farmland Mapping and Monitoring Program. Indicate type of Agriculture _____ (food, feed, fiber, forage).	Classified as Farmland of Local Importance.	Classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and / or any farmland with non- renewable Williamson Act contract or farmland where Williamson Act contract cancellation has been initiated.	Classified as Farmland with Williamson Contract in a county without a utility exemption in adopted Williamson Act Program. Or, site is on Farmland with a Farmland Security Zone Contract.	Does not meet project objectives (Provide detailed explanation).
Airport Land Use Plan	Insignia	Site is not located in an Airport Land Use Plan Area.	Site is 20,000 feet from the nearest runway. Site features may interfere with ancillary airport uses.	Site is located in Zone E (Other Airport Environs) of an Airport Land Use Plan. Airspace Review will be required for structures over 100 feet tall.	Site is located in Zone C (Extended Approach / Departure Zone) or D (Primary Traffic Patterns and Runway Buffer Area) of an Airport Land Use Plan. Airspace Review required for structures over 70 feet tall.	Site is located in Zone B1 (Inner Approach / Departure Zone) or B2 (Adjacent to Runway) of an Airport Land Use Plan. Airspace review required for structures over 35 feet tall.	Does not meet project objectives (Provide detailed explanation).

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		1	2	3	4	5	F
Grading Permit & Additional Improvements	SCE	Substation site has been rough graded and standard precise grading permit expected.	Substation site will require both rough and precise grading - standard permit required. Tree preservation permits likely.	Substation site is in an area with sensitivities (e.g. MSHCP Criteria Cells, potential soils issues, tree removal, landscaping, etc.) that could require additional review period (time) or plan development prior to permit issuance.	Grading permit may require the pavement of an unimproved access roadway.	Local due diligence and / or recent development near the site suggests that additional requirements (such as curbs, gutters, sidewalk, street lights) are likely to be placed on the grading permit.	Does not meet project objectives (Provide detailed explanation).
Subtransmission							
Ability to Electrically Configure for Current and Future System Needs	SCE	Site and line routes are in a location that significantly reinforces the area subtransmission system or will benefit construction of future needed subtransmission projects.	Site and line routes are in a location that moderately reinforces the area subtransmission system or moderately benefits construction of future needed subtransmission projects.	Site and line routes are in a location that may reinforce the area subtransmission system or may complete part of the construction of future needed subtransmission projects.	Site and line routes are in a location that have minimal benefit in reinforcing the area subtransmission system nor future construction for needed subtransmission projects.	Site and line routes are in a location that currently show no benefit in reinforcing the area subtransmission system nor future construction for needed subtransmission projects.	Does not meet project objectives (Provide detailed explanation).
Proximity to Existing Subtransmission Lines or ROW	SCE	Site is located adjacent to an existing preferred subtransmission line or ROW.	Site is located near an existing preferred subtransmission line or ROW.	Site is located approximately several miles from an existing preferred subtransmission line or ROW.	Site is electrically located far from the source substation(s). (Please indicate approximate distances).	Site location will have many impacts due to fartherst distance from the source substation(s).	Does not meet project objectives (Provide detailed explanation).
Transmission							
Ability to Electrically Configure for Current and Future System Needs	SCE	--	Site and line routes are in a location that moderately reinforces the area subtransmission system or moderately benefits construction of future needed subtransmission projects.	Site and line routes are in a location that may reinforce the area subtransmission system or may complete part of the construction of future needed subtransmission projects.	Site and line routes are in a location that have minimal benefit in reinforcing the area subtransmission system nor future construction for needed subtransmission projects.	Site and line routes are in a location that currently show no benefit in reinforcing the area subtransmission system nor future construction for needed subtransmission projects.	Does not meet project objectives (Provide detailed explanation).
Proximity to Existing Subtransmission Lines or ROW	Insignia	Site is located adjacent to an existing preferred subtransmission line or ROW.	Site is located near an existing preferred subtransmission line or ROW.	Site is located approximately several miles from an existing preferred subtransmission line or ROW.	Site is electrically located far from the source substation(s). (Please indicate approximate distances).	Site location will have many impacts due to fartherst distance from the source substation(s).	Does not meet project objectives (Provide detailed explanation).

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		1	2	3	4	5	F
IT/Telecom							
Distance to Existing Telecom Facilities	SCE	No distance: Co-located	Low < 5 miles	5 - 15 miles	15 - 25 miles	Long distance: > 25 miles	Does not meet project objectives (Provide detailed explanation).
OSP Facilities Needed	SCE	No OSP requirement	New cable tap - Single/Dual	New backbone cable - Diverse	New Microwave and/or cable-Diverse	Multiple facility types with diversity - multiple regulatory jurisdictions	Does not meet project objectives (Provide detailed explanation).
Telecom Site Facilities	SCE	New site, Greenfield	Existing site - No constraints	Existing site - OSP and terminal equipment required	Existing site - Floor space/power contraints	Severe constraints - Floor space Power, OSP, expansion, constraints.	Does not meet project objectives (Provide detailed explanation).
Permits, City Ordinances	SCE	No Permits or restrictions	Permits or restrictions required	Permits and restrictions required	--	Onerous Restrictions/Permits Required Please note if there are any permits needed (Freeway crossing, work authorizations, etc.)? Any Rule 20 areas?	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Aesthetics							
Visual Character/Quality	Insignia	Heavy industrial structures, existing above-ground utilities, and / or visually-cluttered landscape.	Light industrial area or intensive agricultural landscape character. Existing above-ground utilities.	Route segment is on a local roadway and/or through a residential area with above-ground utilities. Or, segment is in an area with a mix of residential and commercial uses. Or, segment is in an area that has a rural landscape character.	City / County Architectural Development Standards apply to the properties surrounding the segment; segment is within a residential area; or, segment is in an urban / rural interface area (e.g. wildland urban interface), or an area with a pastoral landscape character.	Route segment is within a pristine environment with view corridors or naturally evolving landscape character; or residential area with lots of existing or future vantage points. Segment is in an area with no above-ground utility structures.	Does not meet project objectives (Provide detailed explanation).
Locally Valued Places	GIS	Proposed route segment is not visible from an identified or eligible place, landmark or structure in CRHR or identified in the City / County General Plans as a place of relevance.	There is an identified or eligible place, landmark or structure in the CRHR, or identified in the City / County General Plans as a place of relevance within the vicinity of the proposed route segment but but man-made visual clutter and / or natural terrain would completely block or obscure view of the site from the place of relevance.	There is an identified or eligible place, landmark or structure in CRHR or identified in the City / County General Plans as a place of relevance within the vicinity of the route segment, but not directly adjacent to the segment. The view of the segment from the place is partially or largely (but not completely) obscured by man-made visual clutter and / or natural terrain.	Proposed route segment is in the vicinity of and partially to wholy visible from an identified or eligible place, landmark or structure in CRHR or identified in the City / County General Plans as a place of relevance. While visible from the place, the segment is not directly adjacent to the place of note.	Proposed route segment would directly impact or is within 100 feet of an identified or eligible place, landmark or structure in CRHR or identified in the City / County General Plans as a place of relevance.	Does not meet project objectives (Provide detailed explanation).
Impacts to Scenic Vistas	Insignia	No impacts to any viewsheds or scenic vistas.	Minor change to undesignated scenic vistas or viewsheds.	Minor change to designated scenic vista or viewshed or moderate change to undesignated scenic vista or viewshed. Consider number of residential or recreational viewers of the project.	Site would partially block view of officially designated scenic vista or viewshed. (list the specific designation and designating agency). Consider number of residential or recreational viewers of the project.	Blocks or markedly impedes officially designated scenic vista or viewshed (list the specific designation and designating agency). Site is in the foreground view of large number of viewers who would otherwise / also be viewing the scenic vista.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Scenic Highways	Insignia	There is no scenic highway or corridor w/in the project area or the route segment is not in the viewshed / is fully obscured from view of a locally-designated scenic corridor or road.	There is a scenic highway (eligible or designated State, County or Federal) within or adjacent to the project area, but man-made visual clutter and / or natural terrain would completely block or obscure view of the route segment from the highway. Or, segment would blend with the visual clutter or terrain already visible from the highway. Or, the segment is partially obscured from view of a locally-designated scenic corridor or road.	The route segment can be seen from an eligible (but not designated) scenic highway, but e3isting visual clutter, built environment, or natural terrain would partially obscure views of the segment from the scenic highway. Segment would be a noticeable feature within the landscape with minimal blending and would be visible from a locally-designated scenic corridor or road.	The route segment is located along or is adjacent to and fully visible from a locally designated scenic corridor or road, or an eligible but not designated State scenic highway; or, it is present and visible (but not adjacent to) and can be seen from a scenic highway, and man-made visual clutter or natural terrain would not obscure views of the segment from the highway. Route segment would be a noticeable feature within the landscape, and would not blend with the existing visual clutter, built environment, or natural terrain as viewed from the scenic highway.	Route segment can be seen from or is along a scenic corridor, or along a Caltrans Designated Scenic Highway, and/or a highway that is proposed for listing, or is listed, on the National Register of Historic Places, or California Register for Historic Resources. A “Corridor Protection Plan” exists for the area.	Does not meet project objectives (Provide detailed explanation).
Biology							
Wildlife Corridors	Insignia	No wildlife movement; (Project surrounded by developed areas with no habitat, project area does not connect habitat or open space areas)	Low potential for wildlife movement. (eg. Disturbed or low quality habitat in project area with limited connection to other habitat areas)	Moderate potential for wildlife movement (e.g. Project area provides connection to other habitat areas)	Moderate potential for wildlife movement and project will not significantly impede movement (eg. Project area connects native habitat and project will not significantly impede wildlife movement project area is in known or designated wildlife corridor)	High potential for wildlife movement and project will impede wildlife movement; (eg. Project area connects native habitat and project will impede wildlife movement, project area is in known or designated wildlife corridor)	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Avian Collision	Insignia	No collision risk (eg. Developed areas; not in bird flight path or critical habitats)	Low potential for collision risk (eg. Low use by birds, habitat quality low)	Moderate potential for collision risk (Line will be placed in existing ROW; Line is in proximity to where birds are landing and taking off. Other transmission lines already exist in proximity to proposed line with no known issues).	Moderate potential for avian collision (Line divides roosting and feeding habitats; Line is in close proxilmity to where birds are landing and taking off. No other transmission lines in area.)	High Potential for avian collision (eg. Line divides roosting and feeding habitats; Line is in proximity to where a high concentration of birds aree landing and taking off. No other transmission lines in area)	Does not meet project objectives (Provide detailed explanation).
Permitting Time Required	Insignia	Approx. 1 year or less permitting required	Approx. 2 years or less permitting required	Approx. 3 years or less permitting required	Approx. 4 years or less permitting required	Approx. 5 years or less permitting required	Does not meet project objectives (Provide detailed explanation).
Water Bodies	GIS	No known water body within 500' of site	Waterbody within 500' of site, no vegetation or habitat for listed species, potential indirect impact	Water body within 500' of site, riparian vegetation present, no/low potential for listed species	Within jurisdictional waterway. No/low potential for listed species. Potential direct impacts.	Within a jurisdictional waterway, has listed species, potential direct impacts	Does not meet project objectives (Provide detailed explanation).
Special-status Species	Insignia	No known biological sensitivities, disturbed land (e.g. No T&E or sensitive species (sp. of concern or CNPS list, wetlands)	Some potential biological sensitivities, potential for permit (e.g. Potential for sensitive species, no T&E species, lower quality habitat)	T&E species likely to be in general area, medium to good quality habitat (e.g. Potentially suitable habitat, no T&E species from CNDDB in project area, but T&E species in adjacent areas)	Has T&E species, requires species specific surveys.Permit likely with mitigation (e.g. T&E species present, species specific surveys, permits likely and mitigation)	T&E species, extensive mitigation, likely opposition; alternative site recommended (e.g. T&E species, extensive mitigation, permit difficult to aquire)	Does not meet project objectives (Provide detailed explanation).
Community							
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	SCE	There are no groups that would likely intervene with project siting.	Low likelihood of groups with an interest in the route segment or lands directly adjacent to intervene with project siting.	Potential for groups with an interest in the route segment or lands direclty adjacent to organize and intervene. Potential route segment ROW is not owned by groups with potential interest.	Route segment or lands directly adjacent are the subject of interest of an existing organized group and/or is owned by a stakeholder group (i.e. Land Trust, Conservation Agency, church, school district, etc.).	Existing, organized groups are very likely to actively intervene in the siting process if this route segment is carried forward. Groups have expressed intent to intervene and/or have intervened with prior proposed projects along the route segment.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Community Development Guidelines	Insignia	Area has no established guidelines for development design standards.	Some guidelines exist but have not been implemented (e.g. existing development pattern includes a mix of styles and/or is incohesive).	Some guidelines exist but do not specifically address utility or infrastructure development. Guidelines are not fully implemented in vicinity of the route segment.	Design guidelines exist and are fully implemented in the vicinity of the site, but do not specifically address utility or infrastructure development.	Local development guidelines and / or community plans specifically constrain or prohibit new infrastructure or infrastructure upgrades (e.g. segment is located in an underground district). Formal design guidelines are in place and evident in existing development.	Does not meet project objectives (Provide detailed explanation).
Current / Past Controversy Along or Near the Route Segment	SCE	No prior controversy along or near the route segment.	--	Any prior controversy at or near the route segment (regardless of project type involved in the controversy).	--	Prior organized community opposition to related industrial development(s) at or near the route segment.	Does not meet project objectives (Provide detailed explanation).
Planned Future Development Near the Route Segment	GIS	No known development planned or in progress in the area. Easement or ROW for route segment is part of a developer's plan (e.g. would be included in the developer's EIR / EIS).	--	Route segment is located in an undeveloped area and / or redevelopment zone but there are no pending plans for the area.	--	Planned future development potentially incompatible with subtransmission line.	Does not meet project objectives (Provide detailed explanation).
Cultural Resources							
Paleontological Resources	Insignia	Low probability of encountering sensitive paleontological resources.	Moderate probability of encountering sensitive paleontological resources.	High probability of encountering sensitive paleontological resources.	--	--	Does not meet project objectives (Provide detailed explanation).
Cultural Resources	GIS	Low probability of encountering significant archaeological / historical resources.	Moderately low probability of encountering significant archaeological / historical resources.	Moderate probability of encountering significant archaeological / historical resources.	Moderately high probability of encountering significant archaeological / historical resources.	High probability of encountering significant archaeological / historical resources.	Does not meet project objectives (Provide detailed explanation).
Cultural Resources Permitting Time	Insignia	Private/public land with no federal nexus, CEQA compliance -- low to moderate probability to encounter significant resources.	Private/public land with federal nexus, NHPA Section 106 Consultation & CEQA compliance -- low to moderate probability to encounter significant resources.	Private/public land with no federal nexus, CEQA compliance -- moderate probability to encounter significant resources.	Private/public land with federal nexus, NHPA Section 106 Consultation & CEQA compliance -- moderate probability to encounter significant resources.	Private/public land with federal nexus, NHPA Section 106 Consultation and CEQA compliance -- high probability to encounter significant resources.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Native American Resource Issues	Insignia	No known or potential for Native American or other ethnic issues.	Low potential for Native American or other ethnic issues either based on cultural resource data and/ or inactive or dispersed NA or ethnic community.	Moderate potential for Native American or ethnic issues due to the presence of sensitive cultural resources and/ or an active NA or ethnic community.	Moderate to high potential due to the presence of cultural resources considered important to the NA community, Tribal Lands, and/ or an active NA or ethnic community.	Highly sensitive cultural properties, tribal lands, and likely vehemently opposed Native American or other ethnic community in the project area.	Does not meet project objectives (Provide detailed explanation).
Subtrans/Trans Design Mgmt							
Slope of Segment	GIS	Segment has completely flat terrain with good / safe construction and maintenance access.	Terrain is moderately sloped or curved (slopes greater than 3%, less than 5%). Good / safe construction and maintenance access.	Terrain is steep and/or rugged for a portion of the segment. Average access for construction and maintenance.	Majority of segment is very steep and/or rugged terrain (slope greater than 5%, less than 8%). Poor access for construction and maintenance.	Entire segment slope greater than 8.0%. Entire segment is hilly with minimal opportunities to work around the slopes.	Does not meet project objectives (Provide detailed explanation).
Remove / Replace Existing Structures	SCE	Existing transmission structures along segment and/or substructure with vacancy available. Minimal replacements or upgrade only anticipated.	Possible modifications to existing transmission structures to accommodate new circuit or line.	New structures required. No existing distribution or subtransmission facilities present.	New structures required; would require some relocation of existing transmission.	New structures required; requires significant effort to accommodate subtransmission or transmission.	Does not meet project objectives (Provide detailed explanation).
Pole/Tower Design	SCE	Standard SCE overhead construction throughout.	Standard SCE overhead construction with minimal custom or specialized engineering necessary.	Mixed standard and non-standard design towers.	Multiple engineered TSP or tower using non-standard structures with complicated design factors.	Unique structures require high level of engineering. Non-standard design	Does not meet project objectives (Provide detailed explanation).
Permits and Restrictions	SCE	Low-impact permits anticipated along transmission route segment. Based on anticipated permit type(s), permits would not be anticipated to add significant time or cost to the project.	Medium-impact permits anticipated along transmission route segment anticipated to add minimal time or cost to the project.	Multiple medium and low impact permits anticipated along transmission route segment. Permitting process could add time and/or moderate costs to the project.	Multiple permits likely, including at least one of a more time consuming / costly nature (e.g. airport, flood control crossing, caltrans ROW, etc.) and/or large amount of unknown information about required permits.	Multiple permits required with a degree of complexity expected to add time and cost to the project.	Does not meet project objectives (Provide detailed explanation).
Surface and Subsurface Obstacles (Visual Observation Only)	SCE	No apparent overhead or underground obstacles (pipes, trees, etc.)	A few known overhead or underground obstacles which can be avoided with little effort.	Multiple underground and/or overhead obstacles. Can be mitgated.	Multiple underground and/or overhead obstacles. Requires extensive effort to mitigate.	Extensively known underground or overhead obstacles which negate any possibility of mitigation in route segment.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	SCE	No outages required.	Outages required. (Switchable).	Multiple outages Trans and Distribution required. (Switchable).	Outage restriction. Requires PM and Weekend work.	Major Outage Required. Customer Outage. May require temporary line construction.	Does not meet project objectives (Provide detailed explanation).
Availability of ROW for O&M	SCE	Likely no new ROW required.	Possible existing ROW of sufficient width. Likely able to use existing ROW pending Rights Check information.	Existing distribution route along segment. Upgraded rights likely required.	ROW width slightly deficient. Special and / or more numerous structures required.	All new ROW required. Extremely steep and/or rugged terrain. Poor access for maintenance.	Does not meet project objectives (Provide detailed explanation).
Terrain along Segment	SCE	Terrain flat with good maintenance access.	Terrain moderately sloped/curved. Good maintenance access.	Very steep and/or rugged terrain. Average access for maintenance.	Special and/or more numerous structures required. Very steep and/or rugged terrain. Poor access for maintenance.	Special and/or more numerous structures required. Extremely steep and/or rugged terrain. Poor access for maintenance.	Does not meet project objectives (Provide detailed explanation).
Access to the Segment for Construction / Operations	SCE	Existing roads/streets to the segment; sufficient turning space for large vehicles and loads.	Existing access to the segment. Minimal additional grading / construction would be required.	Some existing and some new roads required to access segment. Spur roads may be necessary. (Please indicate approximate percent of segment for which new road would be required).	Majority of segment will require new access roads and/or spur roads.	Lengthy, level, relatively straight road has to be built to get to the segment. Segment is not accessible.	Does not meet project objectives (Provide detailed explanation).
Constructability - Trans Project Delivery							
Slope of Segment for Access Roads	SCE	Segment has completely flat terrain with good / safe construction and maintenance access.	Terrain is moderately sloped or curved (slopes greater than 3%, less than 5%). Good / safe construction and maintenance access.	Terrain is steep and/or rugged for a portion of the segment. Average access for construction and maintenance.	Majority of segment is very steep and/or rugged terrain (slope greater than 5%, less than 8%). Poor access for construction and maintenance.	Entire segment slope greater than 8.0%. Entire segment is hilly with minimal opportunities to work around the slopes.	Does not meet project objectives (Provide detailed explanation).
Constructability-Pole/Tower Design for Subtransmission	SCE	Standard SCE overhead construction throughout.	Standard SCE overhead construction with switches, taps or underbuild.	Engineered TSPs, high speed or 3-way switches. riser poles or underbuild.	Multiple engineered TSP w/ taps, risers, switches and/or underbuild.	Unique structures require high level of engineering. Non-standard design (i.e. all tubular steel pole line and / or lattice towers).	Does not meet project objectives (Provide detailed explanation).

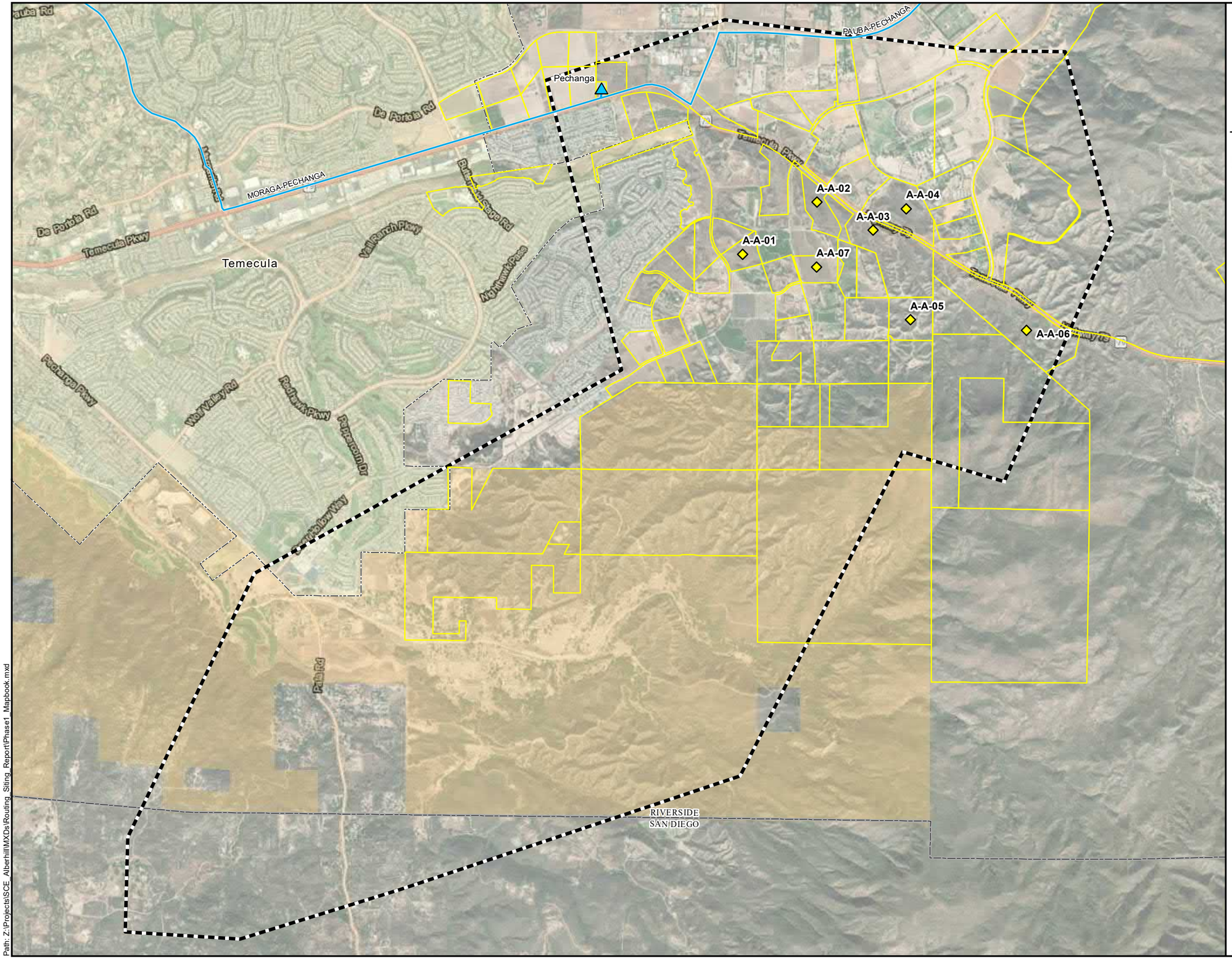
Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Constructability - Permits and Restrictions	SCE	Low-impact permits anticipated along transmission route segment. Based on anticipated permit type(s), permits would not be anticipated to add significant time or cost to the project.	Medium-impact permits anticipated along transmission route segment anticipated to add minimal time or cost to the project.	Multiple medium and low impact permits anticipated along transmission route segment. Permitting process could add time and/or moderate costs to the project.	Multiple permits likely, including at least one of a more time consuming / costly nature (e.g. airport, flood control crossing, caltrans ROW, etc.) and/or large amount of unknown information about required permits.	Multiple permits required with a degree of complexity expected to add time and cost to the project.	Does not meet project objectives (Provide detailed explanation).
Surface and Subsurface Obstacles (Visual Observation Only)	SCE	No apparent overhead or underground obstacles (pipes, trees, etc.)	A few known overhead or underground obstacles which can be avoided with little effort.	Multiple underground and/or overhead obstacles. Can be mitgated.	Multiple underground and/or overhead obstacles. Requires extensive effort to mitigate.	Extensively known underground or overhead obstacles which negate any possibility of mitigation in route segment.	Does not meet project objectives (Provide detailed explanation).
Access to the Segment for Construction	SCE	Existing roads/streets to the segment; sufficient turning space for large vehicles and loads.	Existing access to the segment. Minimal additional grading / construction would be required.	Some existing and some new roads required to access segment. Spur roads may be necessary. (Please indicate approximate percent of segment for which new road would be required).	Majority of segment will require new access roads and/or spur roads.	Lengthy, level, relatively straight road has to be built to get to the segment. Segment is not accessible.	Does not meet project objectives (Provide detailed explanation).
Access Roads Needed for Construction	SCE	Existing roads and ROWs acceptable. No access concerns at this time.	Existing roads and ROWs require some minor grading.	Existing roads and ROWs require minor grading and tree trimming. If possible, document approximate location and length of access roads needed.	Existing roads and ROWs require major grading, tree trimming and removal (permits required). If possible, document approximate location and length of access roads needed.	No existing access. Requires new roads. Major grading and tree trimming and removal. Potential fly-in location.	Does not meet project objectives (Provide detailed explanation).
Terrain along Segment	SCE	Terrain flat with good maintenance access.	Terrain moderately sloped/curved. Good maintenance access.	Very steep and/or rugged terrain. Average access for maintenance.	Special and/or more numerous structures required. Very steep and/or rugged terrain. Poor access for maintenance.	Special and/or more numerous structures required. Extremely steep and/or rugged terrain. Poor access for maintenance.	Does not meet project objectives (Provide detailed explanation).
Availability of ROW for Construction	SCE	Likely no new ROW required.	Possible existing ROW of sufficient width. Likely able to use existing ROW pending Rights Check information.	Existing distribution route along segment. Upgraded rights likely required.	ROW width slightly deficient. Special and / or more numerous structures required.	All new ROW required. Extremely steep and/or rugged terrain. Poor access for construction.	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Electrical Needs - Field Engineering							
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	SCE	No outages required.	Outages required. (Switchable).	Multiple outages Trans and Distribution required. (Switchable).	Outage restriction. Requires PM and Weekend work.	Major Outage Required. Customer Outage. May require temporary line construction.	Does not meet project objectives (Provide detailed explanation).
Remove / Replace / Relocate Existing Distribution Structures	SCE	No new distribution facilities needed along segment and no distribution crossings.	Possible modifications to existing structures to accommodate distribution facilities needed for project or to accommodate crossing of existing distribution facilities.	Some relocation or replacement of existing structures required to accommodate crossing of existing distribution facilities.	Some new structures required; would require some relocation or replacement of existing structures.	New structures required; requires significant effort to accommodate distribution needs.	Does not meet project objectives (Provide detailed explanation).
Civil Engineering - Access Roads							
Access to the Segment for Construction / Operations	SCE	Existing roads/streets to the segment; sufficient turning space for large vehicles and loads.	Existing access to the segment. Minimal additional grading / construction would be required.	Some existing and some new roads required to access segment. Spur roads may be necessary. (Please indicate approximate percent of segment for which new road would be required).	Majority of segment will require new access roads and/or spur roads.	Lengthy, level, relatively straight road has to be built to get to the segment. Segment is not accessible.	Does not meet project objectives (Provide detailed explanation).
Access Roads Needed	SCE	Existing roads and ROWs acceptable. No access concerns at this time.	Existing roads and ROWs require some minor grading.	Existing roads and ROWs require minor grading and tree trimming. If possible, document approximate location and length of access roads needed.	Existing roads and ROWs require major grading, tree trimming and removal (permits required). If possible, document approximate location and length of access roads needed.	No existing access. Requires new roads. Major grading and tree trimming and removal. Potential fly-in location.	Does not meet project objectives (Provide detailed explanation).
Access Roads Needed for Construction	SCE	Existing roads and ROWs acceptable. No access concerns at this time.	Existing roads and ROWs require some minor grading.	Existing roads and ROWs require minor grading and tree trimming. If possible, document approximate location and length of access roads needed.	Existing roads and ROWs require major grading, tree trimming and removal (permits required). If possible, document approximate location and length of access roads needed.	No existing access. Requires new roads. Major grading and tree trimming and removal. Potential fly-in location.	Does not meet project objectives (Provide detailed explanation).
EMF							
Setbacks from Prioritized Land Uses	GIS	Near undeveloped, agricultural, or US Forest Service land	Near recreational or park lands	Site is located near commercial, industrial or, agricultural or undeveloped lands with scattered residences	Near more densely populated residential areas, licensed day care and hospitals, or schools (but beyond the CDE setback guidance - see "Score 5")	Within CDE guidance setbacks from a school: 66 and 115kV lines - 100 feet, 230 kV lines - 150 feet, and 500 kV lines - 350 feet	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Geology							
Adverse Soil Conditions Along Segment	Insignia	No known adverse soil conditions along segment.	Low likelihood for adverse soil conditions along segment.	--	--	Documented adverse soil conditions along segment.	Does not meet project objectives (Provide detailed explanation).
Erosion Potential	Insignia	No problem	Low likelihood of erosion potential	Moderate (added to SCE's score sheet due to lack of low or high erosion potential in the project area)	--	High	Does not meet project objectives (Provide detailed explanation).
Flooding Potential	GIS	No visible watercourse or natural drainage on or near the segment.	--	--	--	Serious documented flood hazards associated with the segment.	Does not meet project objectives (Provide detailed explanation).
Slope Stability/Landslide Hazards	Insignia	No documented landslides at or surrounding the segment.	--	--	--	Major, documented landslide at or directly above the segment.	Does not meet project objectives (Provide detailed explanation).
Liquefaction Potential	GIS	Very low or no liquefaction potential.	--	--	--	Very high liquefaction potential.	Does not meet project objectives (Provide detailed explanation).
Fault Rupture Hazard Zones	GIS	No active or potentially active documented faults crossing adjacent to or beneath the segment.	--	--	--	Presence of documented active fault (or A-P Fault Rupture Hazard Zone) crossing adjacent to or beneath the segment.	Does not meet project objectives (Provide detailed explanation).
Soil Contamination	GIS	No or very low likelihood of soil contamination.	Low likelihood of soil contamination.	Moderate likelihood of soil contamination.	--	High likelihood of soil contamination.	Does not meet project objectives (Provide detailed explanation).
Land Acquisition							
Easement/Rights Required	GIS	No new rights required; franchise; or, existing corridor with sufficient rights for proposed segment.	Lands underlying segment owned by a partnership / trust; business; corporation; multiple owners; or, would require an upgrade of existing rights on government-owned lands.	Lands underlying segment owned by City, State or County.	Lands underlying segment have federal ownership and SCE has no existing rights; or encroachments are visible along all or a portion of the segment (based on field observation).	All new easement acquision required.	Does not meet project objectives (Provide detailed explanation).
Land Use							
Zoning / General Plan Land Use(s) Surrounding the Segment	Insignia	Industrial	Business Park / Office, Agriculture	Commercial	Residential, Mixed Use	Public Facilities (school, hospital, library, etc.), Park, Open Space, Recreation, Airport, Utilities	Does not meet project objectives (Provide detailed explanation).

Category	Source	Scoring Criteria					
		1	2	3	4	5	F
Existing Land Use(s) Surrounding the Segment	Insignia	Vacant, Industrial	Business Park / Office, Agriculture	Commercial	Residential, Mixed Use	Public Facilities (school, hospital, library, etc.), Park, Open Space, Recreation, Airport, Utilities	Does not meet project objectives (Provide detailed explanation).
Special Districts, Specific Plans, Redevelopment Project Area	Insignia	Route segment is not located in a special district, specific plan or redevelopment project area.	Potential for Specific Plan (e.g. General Plan has called it out but Plan is not developed and/or approved yet). Site is in the sphere of influence of a city and / or is in a County Area Plan.	Route segment is located in a Specific Plan, designated Scenic Highway corridor, or in an area with design / development guidelines (e.g. lighting, walls, landscaping).	Route segment is in a Special District, has an Overlay Zone or is part of a Redevelopment Project Area.	Multiple plans / overlay zones are applicable to the site.	Does not meet project objectives (Provide detailed explanation).
Airport Land Use Plan	GIS	Route is not located in an Airport Land Use Plan Area.	Route is 20,000 feet from the nearest point of the nearest runway. May interfere with ancillary airport uses.	Route is located in Zone E (Other Airport Environs) of an Airport Land Use Plan. Airspace Review will be required for structures over 100 feet tall.	Route is located in Zone C (Extend Approach / Departure Zone) or D (Primary Traffic Patterns and Runway Buffer Area) of an Airport Land Use Plan. Airspace Review required for structures over 70 feet tall.	Route is located in Zone B1 (Inner Approach / Departure Zone) or B2 (Adjacent to Runway) of an Airport Land Use Plan. Airspace review required for structures over 35 feet tall.	Does not meet project objectives (Provide detailed explanation).
IT/Telecom							
Cable Distance to Existing Telecom Facilities	SCE	No distance; co-located.	Within 1/2 mile.	1/2 mile to 1 mile.	1 to 3 miles.	More than 3 miles.	Does not meet project objectives (Provide detailed explanation).
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	SCE	No permits or restrictions likely for telecom route.	One jurisdiction; few permits likely.	One jurisdiction; potential for one crossing (freeway, railroad, flood control, etc.) based on the route segment location.	Multiple jurisdictions; Rule 20 areas; freeway crossings; railroad crossings; potential for multiple crossings.	Outside of SCE territory; federal lands/agencies (USFS, BLM, Army Corps, military, etc.); Large number/multiple easements could be required.	Does not meet project objectives (Provide detailed explanation).
Telecommunications Route Constructability	SCE	Existing, accessible OH pole line along route segment.	Some existing OH and some new OH with potential existing UG available along segment.	Combination of existing and new OH and UG telecom lines likely along segment.	All new OH and/or UG telecom lines likely along segment.	All new UG telecom lines required along segment.	Does not meet project objectives (Provide detailed explanation).
Wildfire							
Fire Threat	GIS	Outside CPUC fire threat areas	--	Inside CPUC fire threat zone 2	Inside CPUC fire threat zone 3	--	Does not meet project objectives (Provide detailed explanation).
Fire Severity	GIS	Outside FRAP fire severity zones	Inside moderate frap zone	Inside high frap zone	Inside very high frap zone	--	Does not meet project objectives (Provide detailed explanation).

ATTACHMENT C: INITIAL SITES AND ROUTE SEGMENTS



Attachment C: Initial Sites and Route Segments

SDG&E (A-A)

Alberhill System Project

Study Area

Parcel of Suitable Size

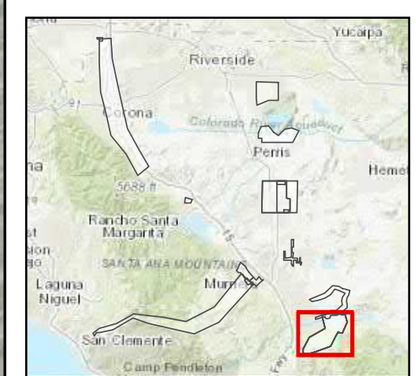
Evaluated Site

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line

Pechanga Reservation

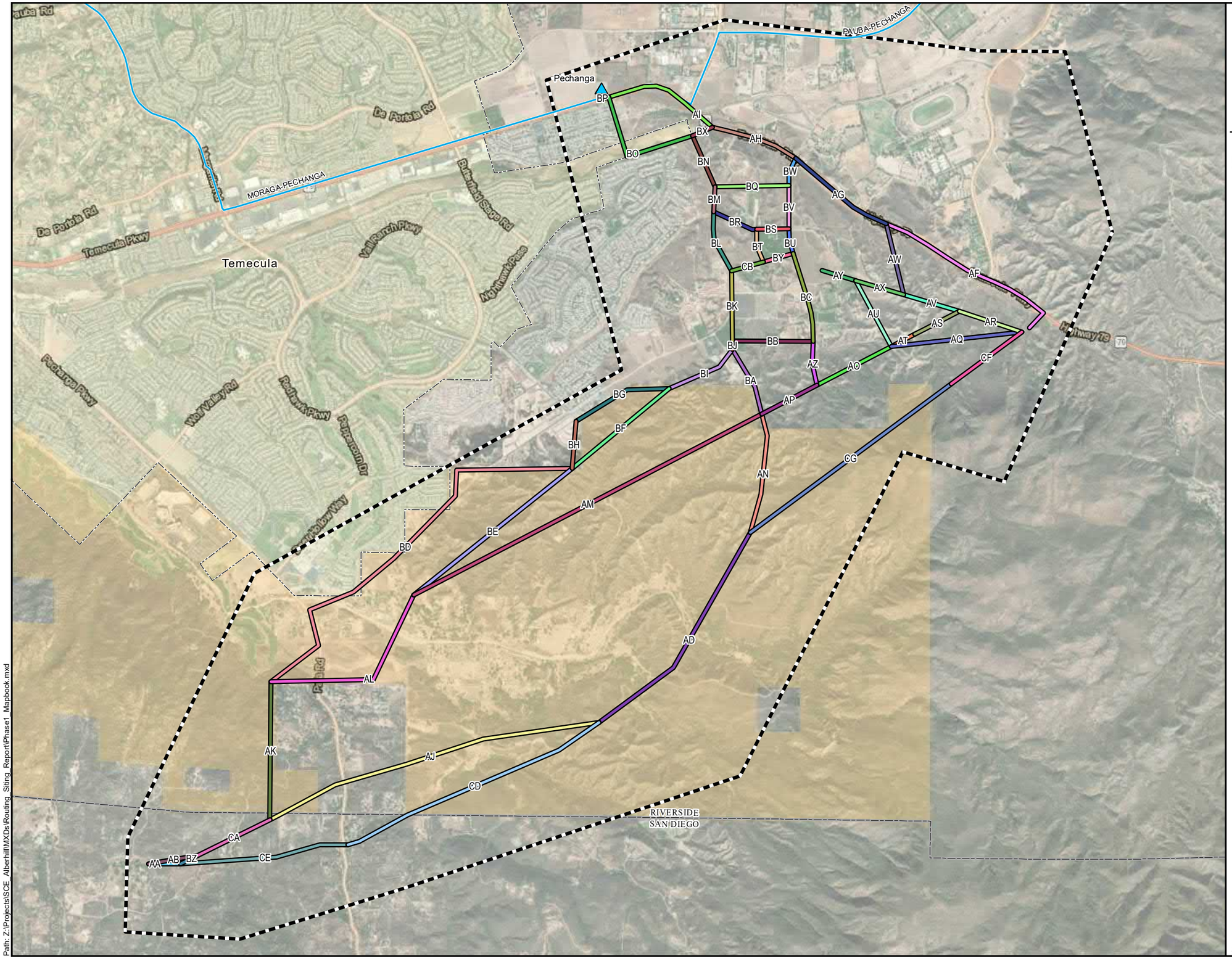


1:34,000

0 2,500 5,000 Feet

Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd



Attachment C: Initial Sites and Route Segments

SDG&E (A-A)

Alberhill System Project

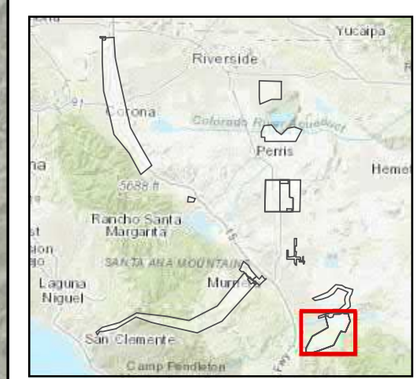
Study Area

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line

Pechanga Reservation



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0 2,500 5,000 Feet

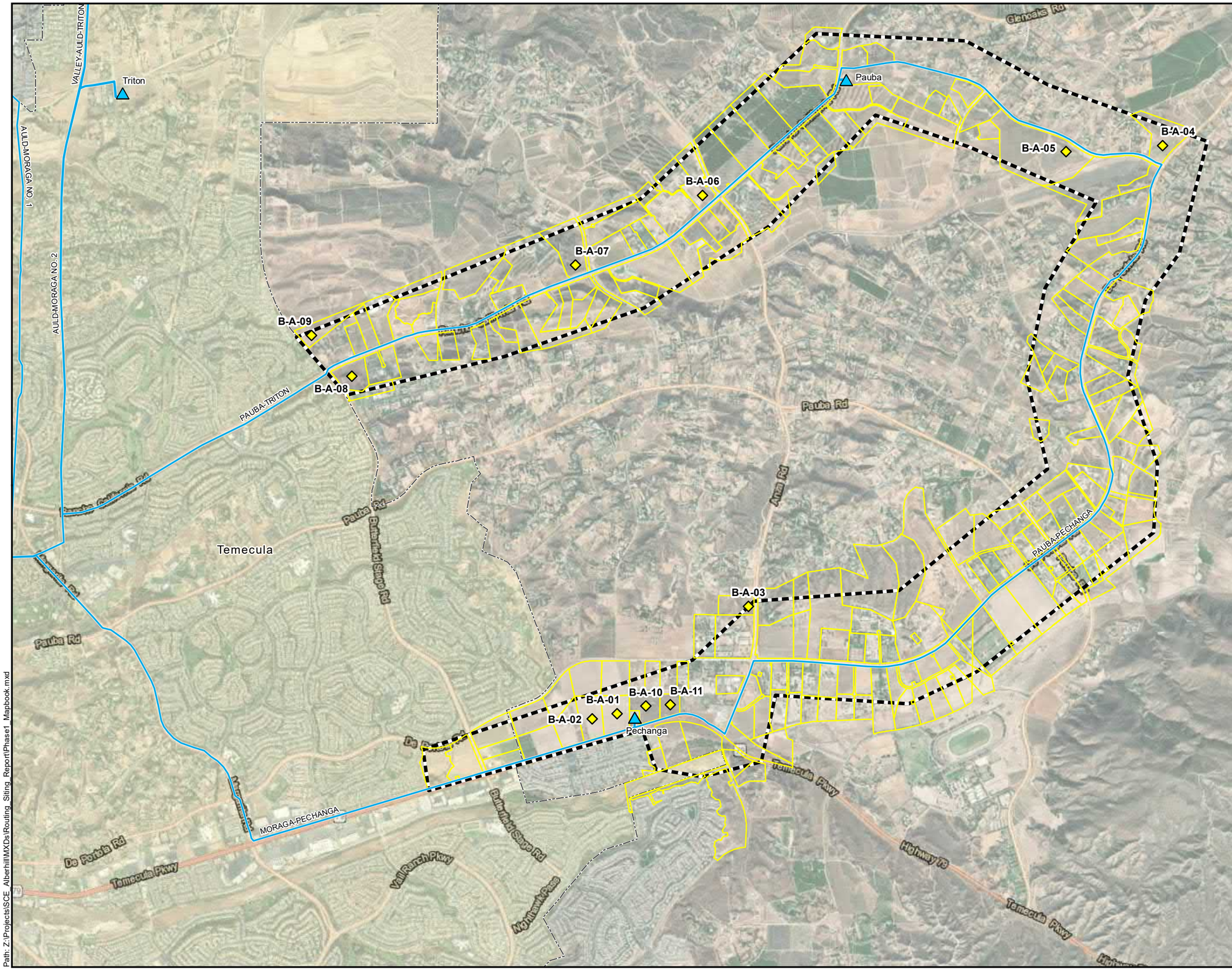
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Attachment C: Initial Sites and Route Segments

Pechanga BESS (B-A)

Alberhill System Project



Study Area

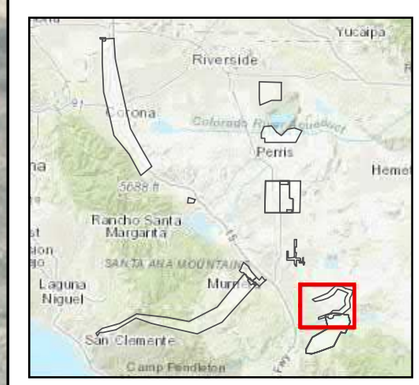
Parcel of Suitable Size

Evaluated Site

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line



N

1:34,000

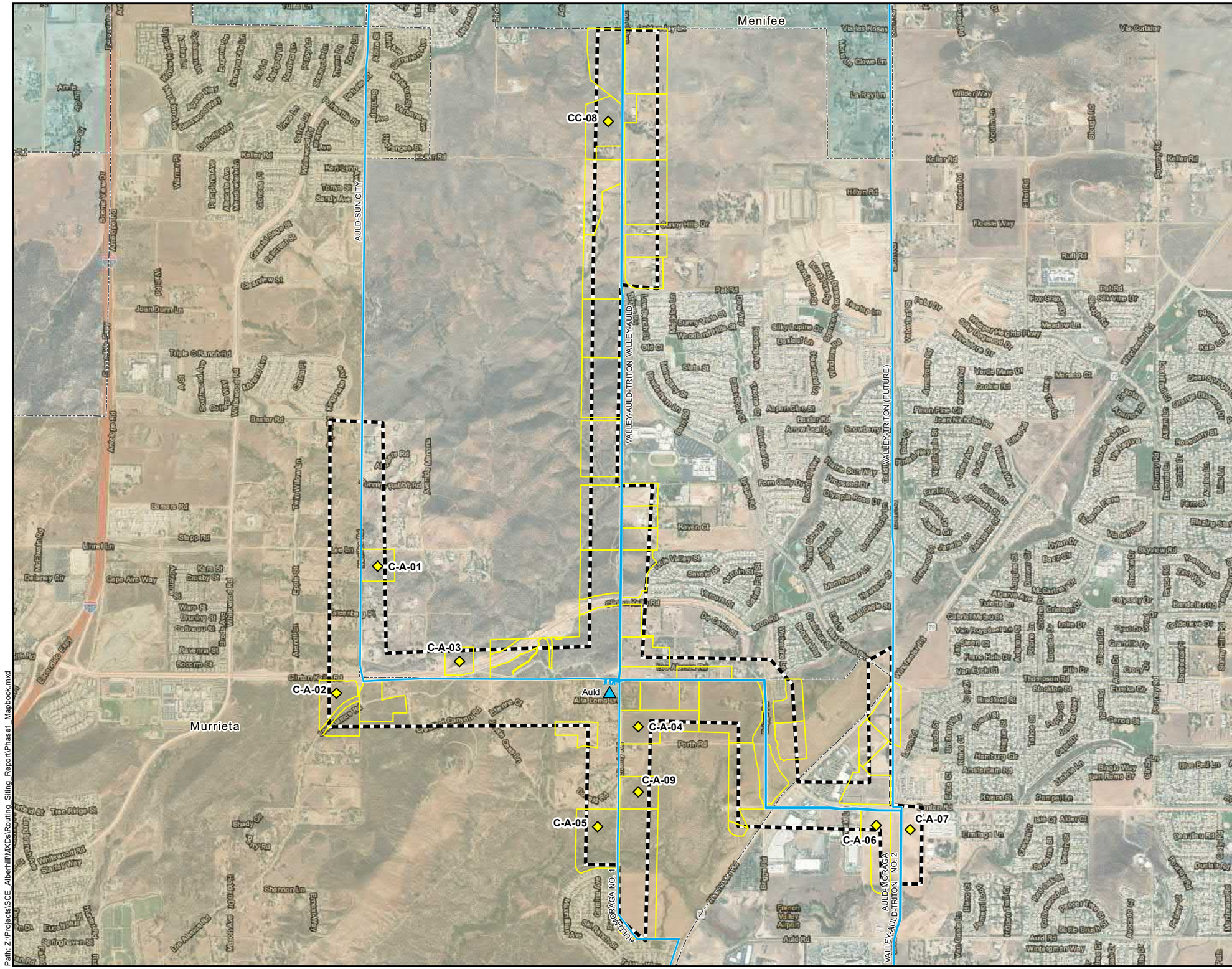
0 2,500 5,000 Feet

SOUTHERN CALIFORNIA EDISON

INSIGNIA ENVIRONMENTAL

Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd



Attachment C: Initial Sites and Route Segments

Auld BESS (C-A)

Alberhill System Project

Study Area

Parcel of Suitable Size

Evaluated Site

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line

1:23,000

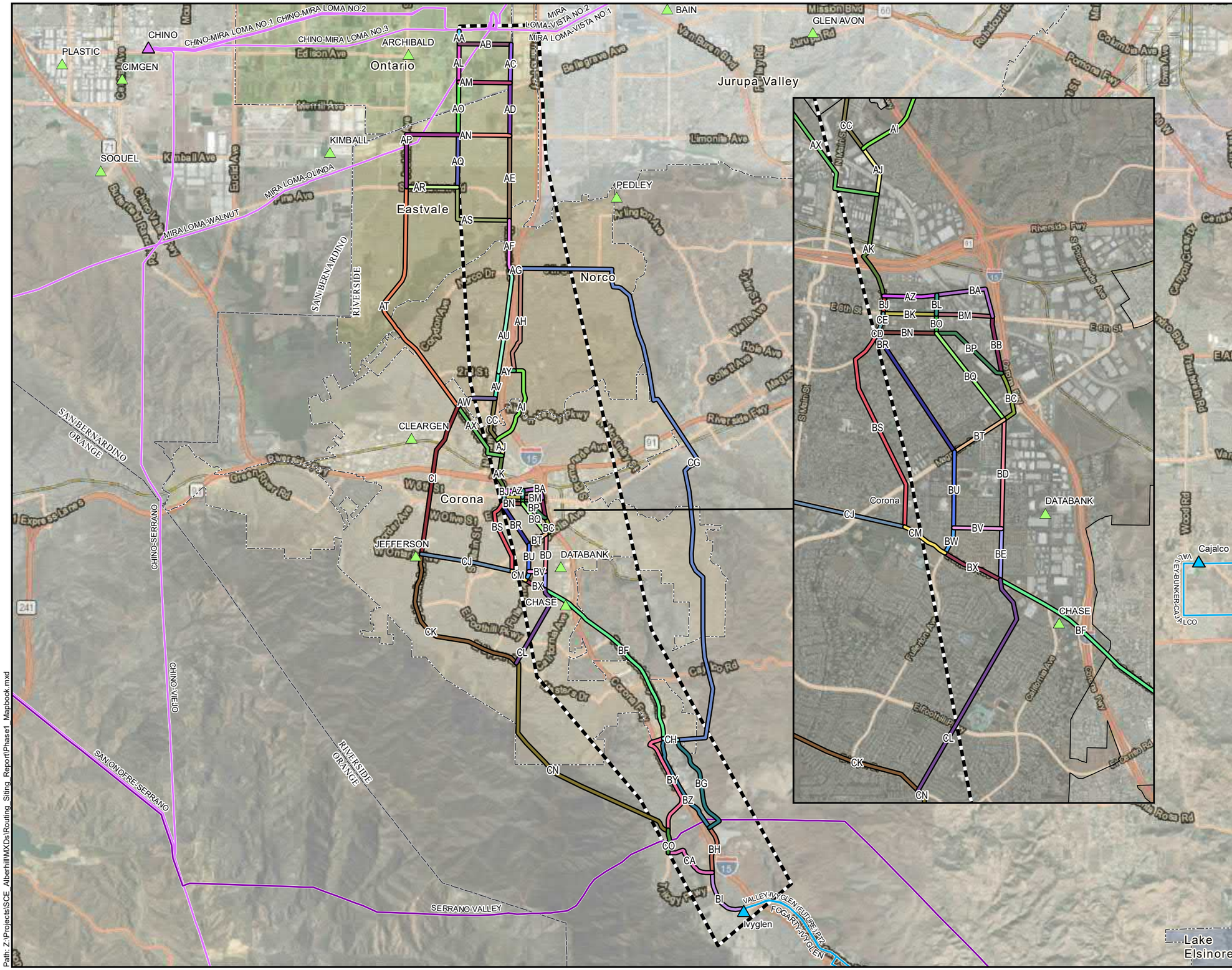
0 1,700 3,400 Feet

Sources: Insignia, 2019; SCE, 2019

Attachment C: Initial Sites and Route Segments

Mira Loma-Ivyglen (D-A)

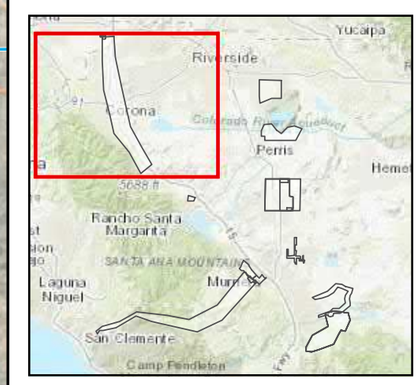
Alberhill System Project



Study Area

Existing SCE Facilities

- 66 kV Subtransmission Substation
- 115 kV Subtransmission Substation
- 220 kV Transmission Substation
- 115 kV Subtransmission Line
- 220 kV Transmission Line
- 500 kV Transmission Line

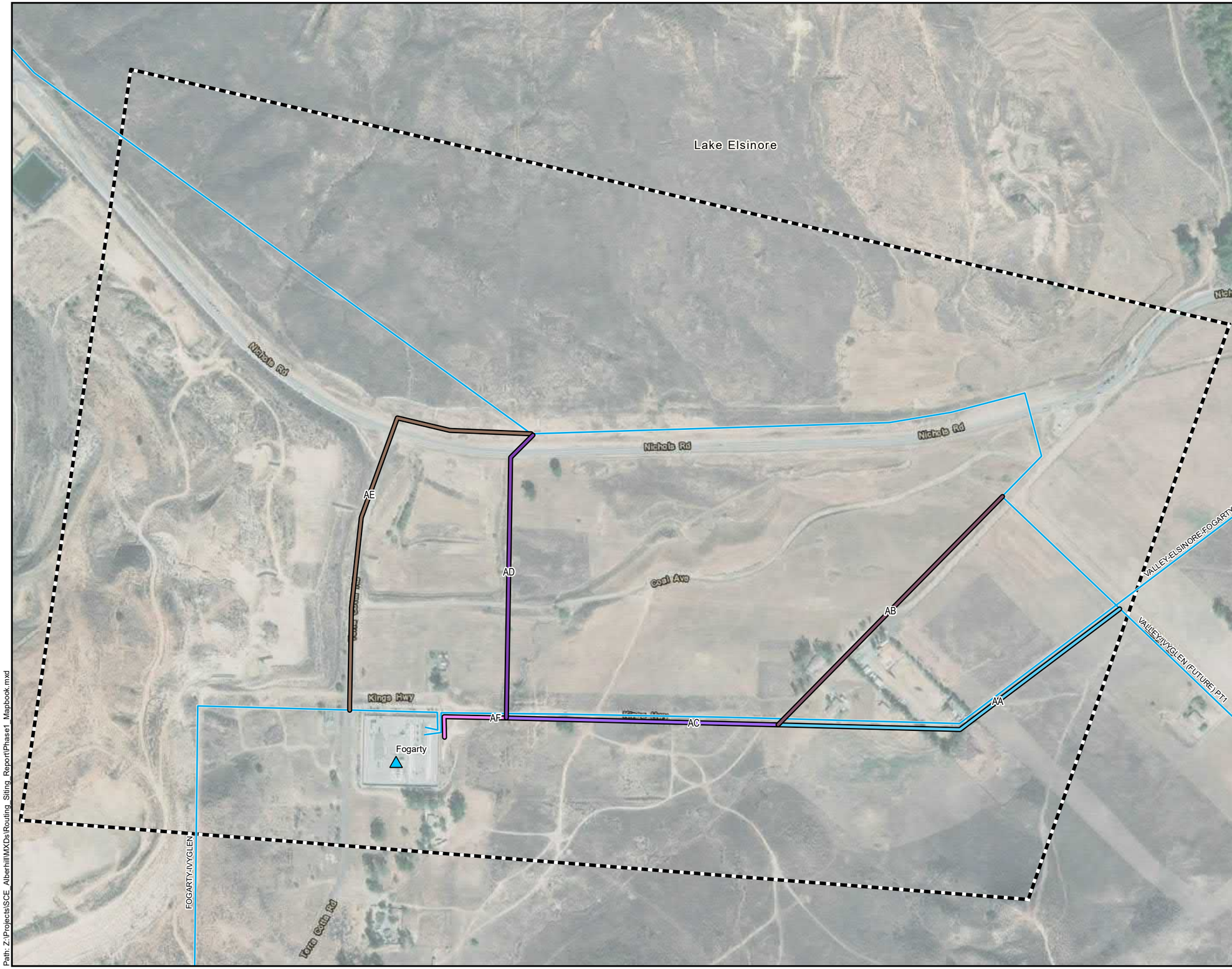


1:115,000

0 8,500 17,000 Feet

Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_AlberhillMXDs\Routing_Siting_Report\Phase1_Mapbook.mxd



Attachment C: Initial Sites and Route Segments

Valley-Ivyglen to Fogarty (D-B)

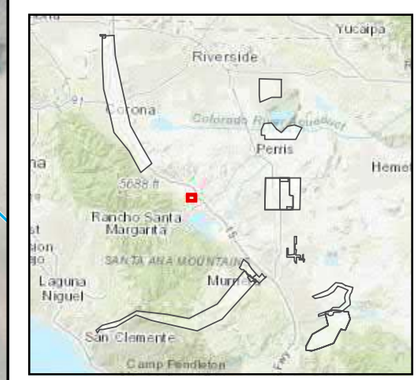
Alberhill System Project

Study Area

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line



1:5,000

0 370 740 Feet

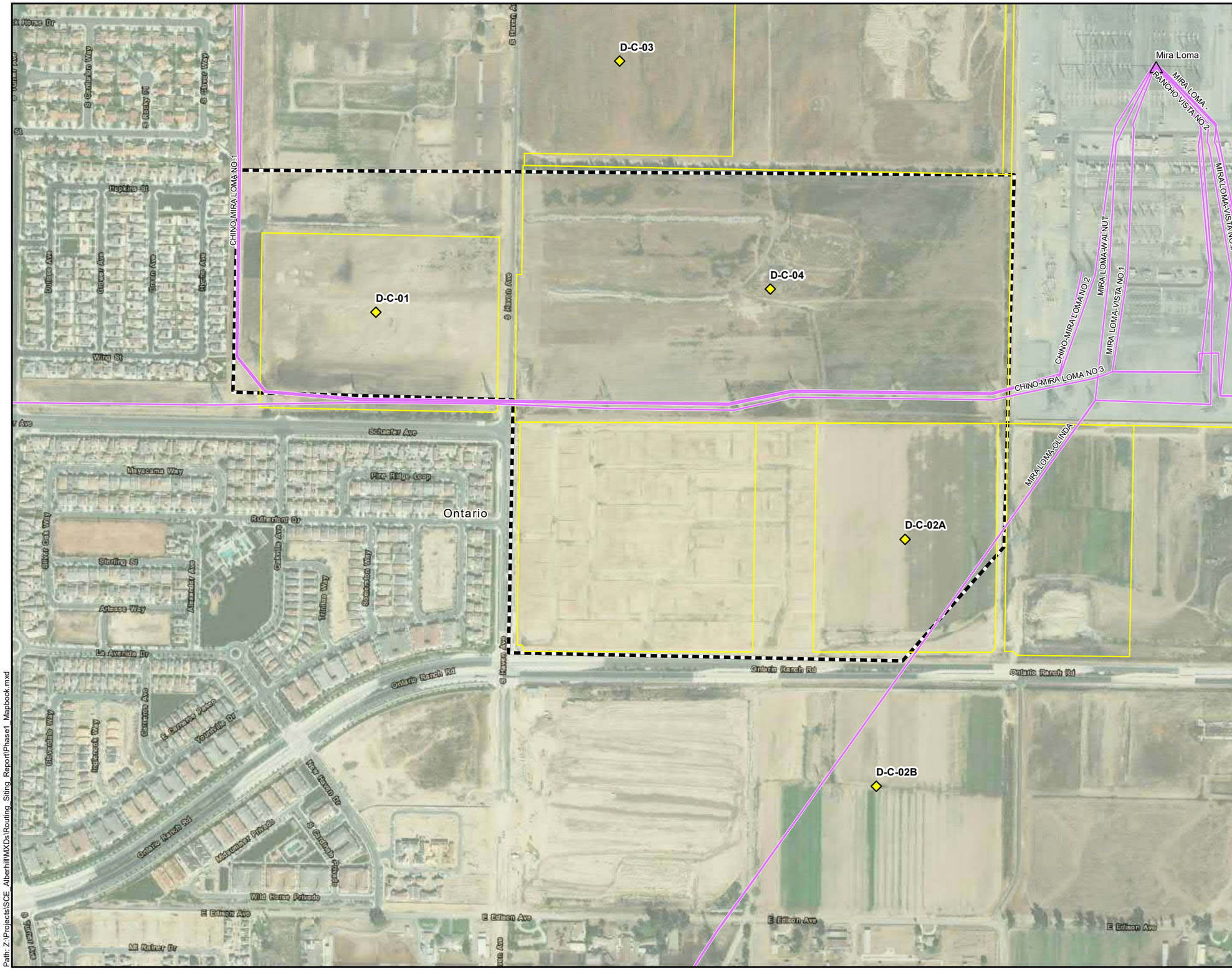
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Attachment C: Initial Sites and Route Segments

Mira Loma-Ivyglen-Siting (D-C)

Alberhill System Project



Study Area

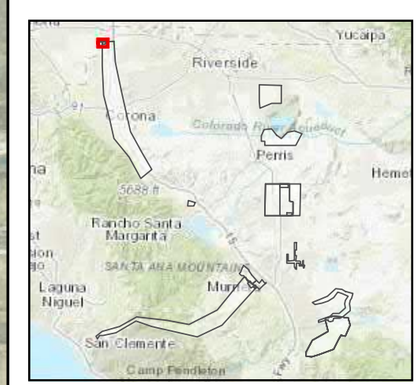
Parcel of Suitable Size

Evaluated Site

Existing SCE Facilities

220 kV Transmission Substation

220 kV Transmission Line



1:6,000

0 440 880 Feet

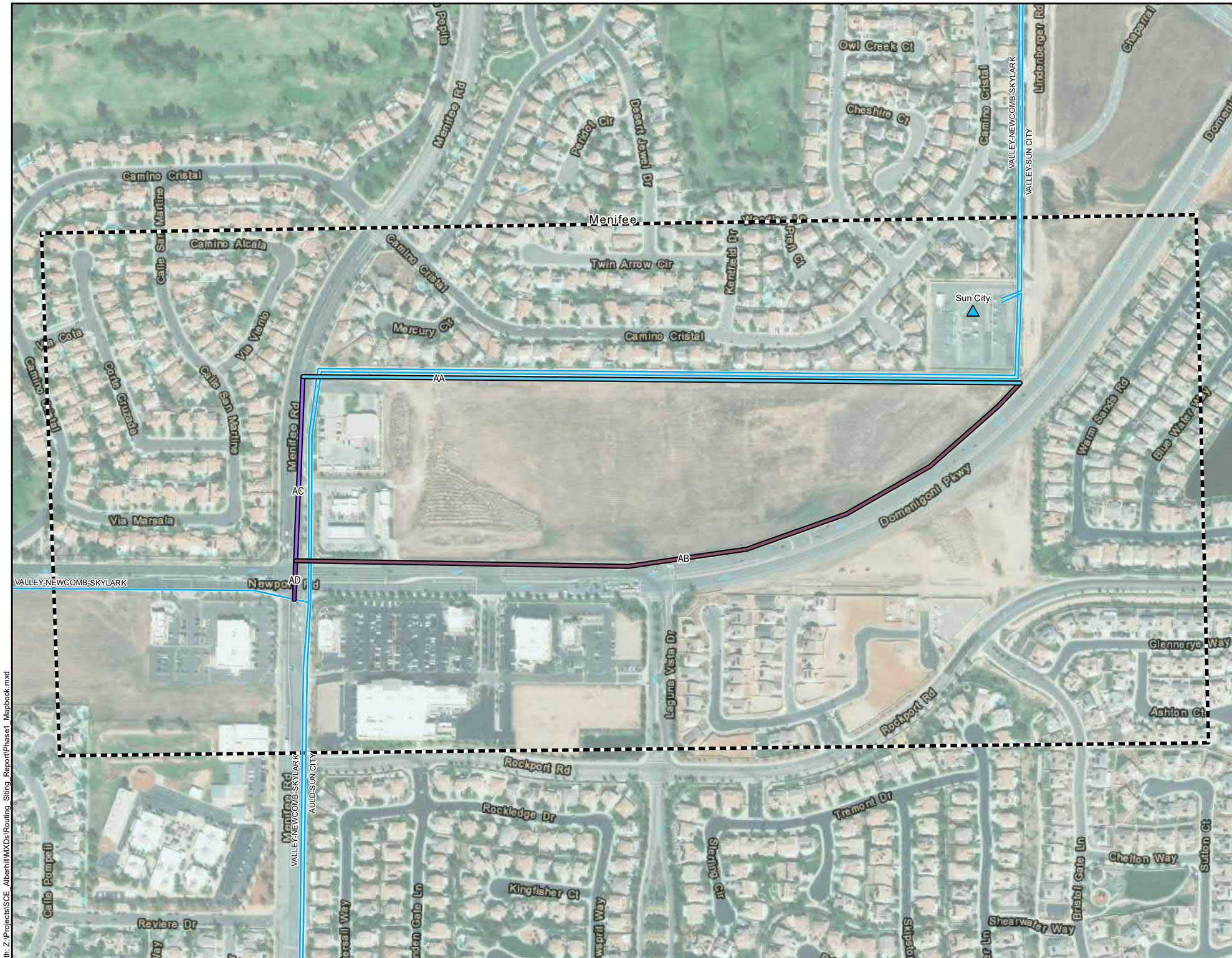
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Attachment C: Initial Sites and Route Segments

Sun City-Newcomb (E-A)

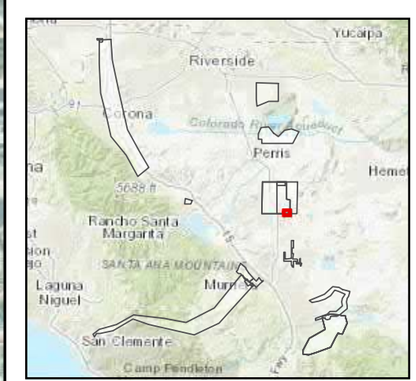
Alberhill System Project



Study Area

Existing SCE Facilities

- 115 kV Subtransmission Substation
- 115 kV Subtransmission Line



1:4,000

0 290 580 Feet

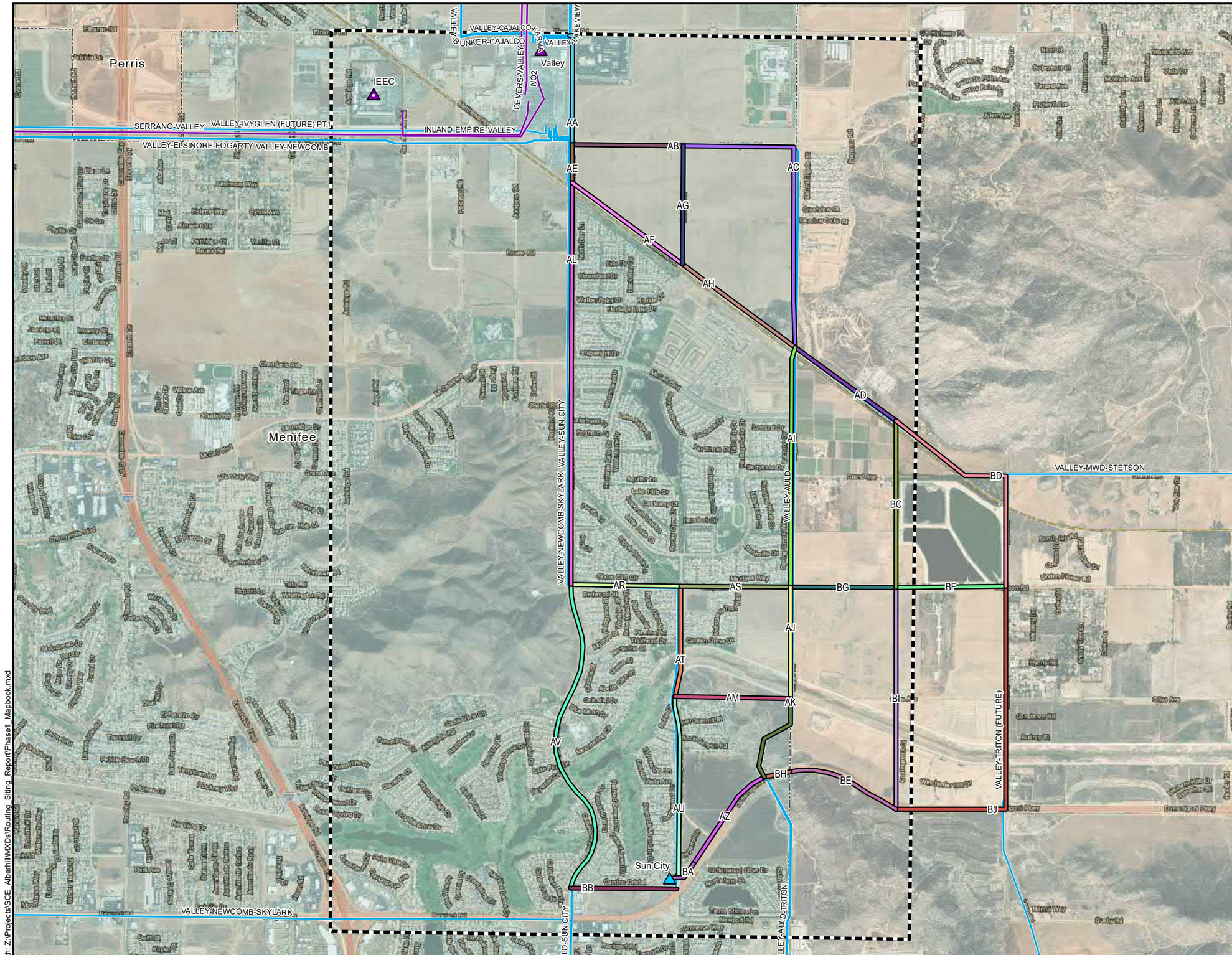
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Attachment C: Initial Sites and Route Segments

Valley-Sun City (E-B)

Alberhill System Project



Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Study Area

Existing SCE Facilities

- 115 kV Subtransmission Substation
- 500 kV Transmission Substation
- 115 kV Subtransmission Line
- 500 kV Transmission Line

Customer-Owned Facilities

- 500 kV Transmission Substation

1:27,000

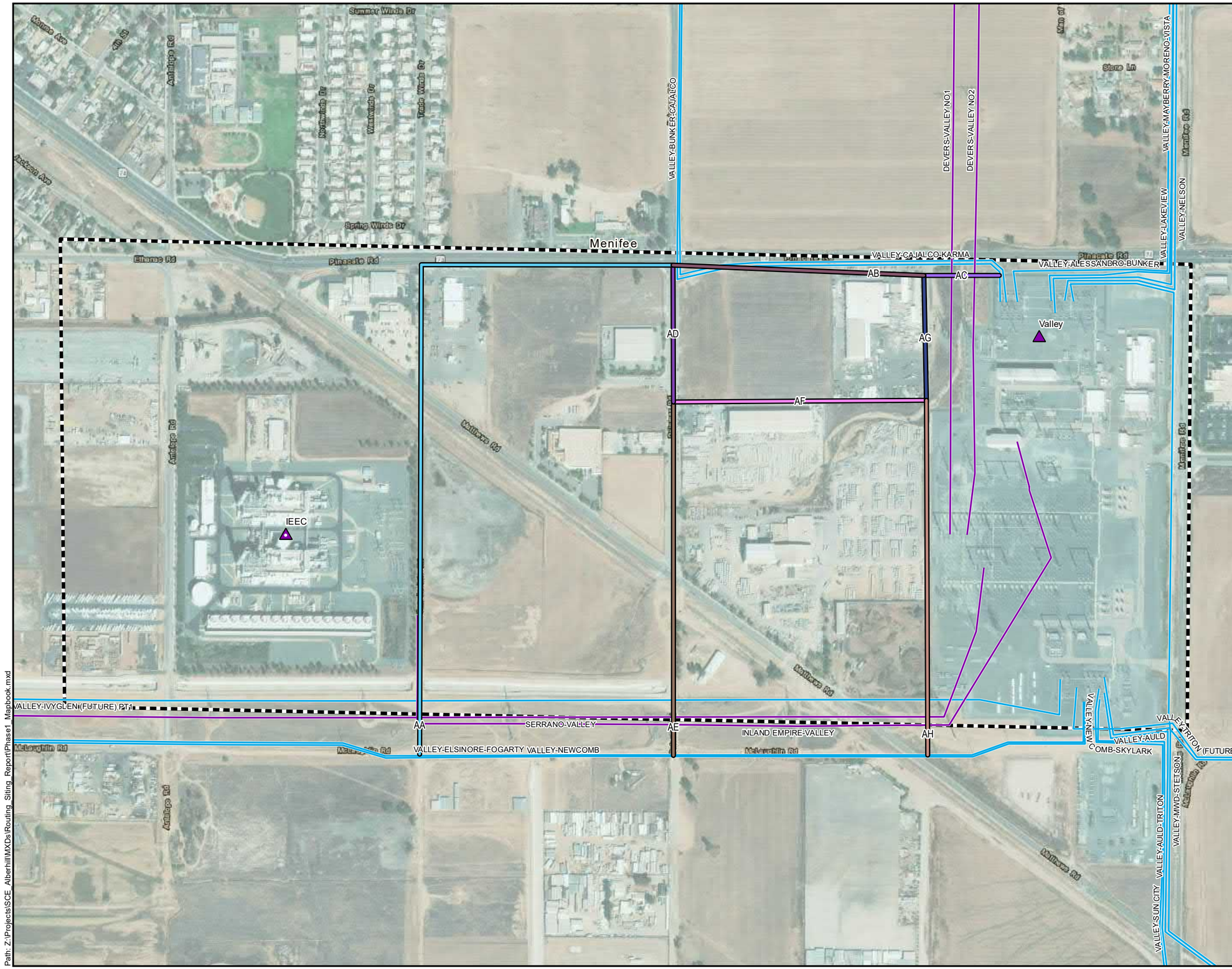
0 2,000 4,000 Feet

Sources: Insignia, 2019; SCE, 2019

Attachment C: Initial Sites and Route Segments

Valley North (E-C)

Alberhill System Project



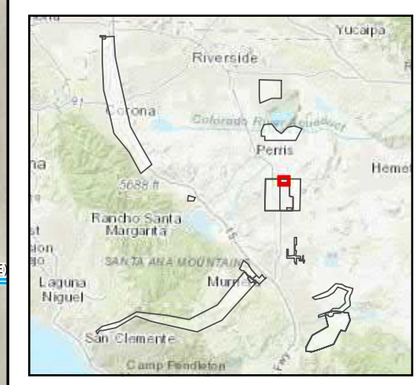
Study Area

Existing SCE Facilities

- 500 kV Transmission Substation
- 115 kV Subtransmission Line
- 500 kV Transmission Line

Customer-Owned Facilities

- 500 kV Transmission Substation



1:6,000

0 440 880 Feet

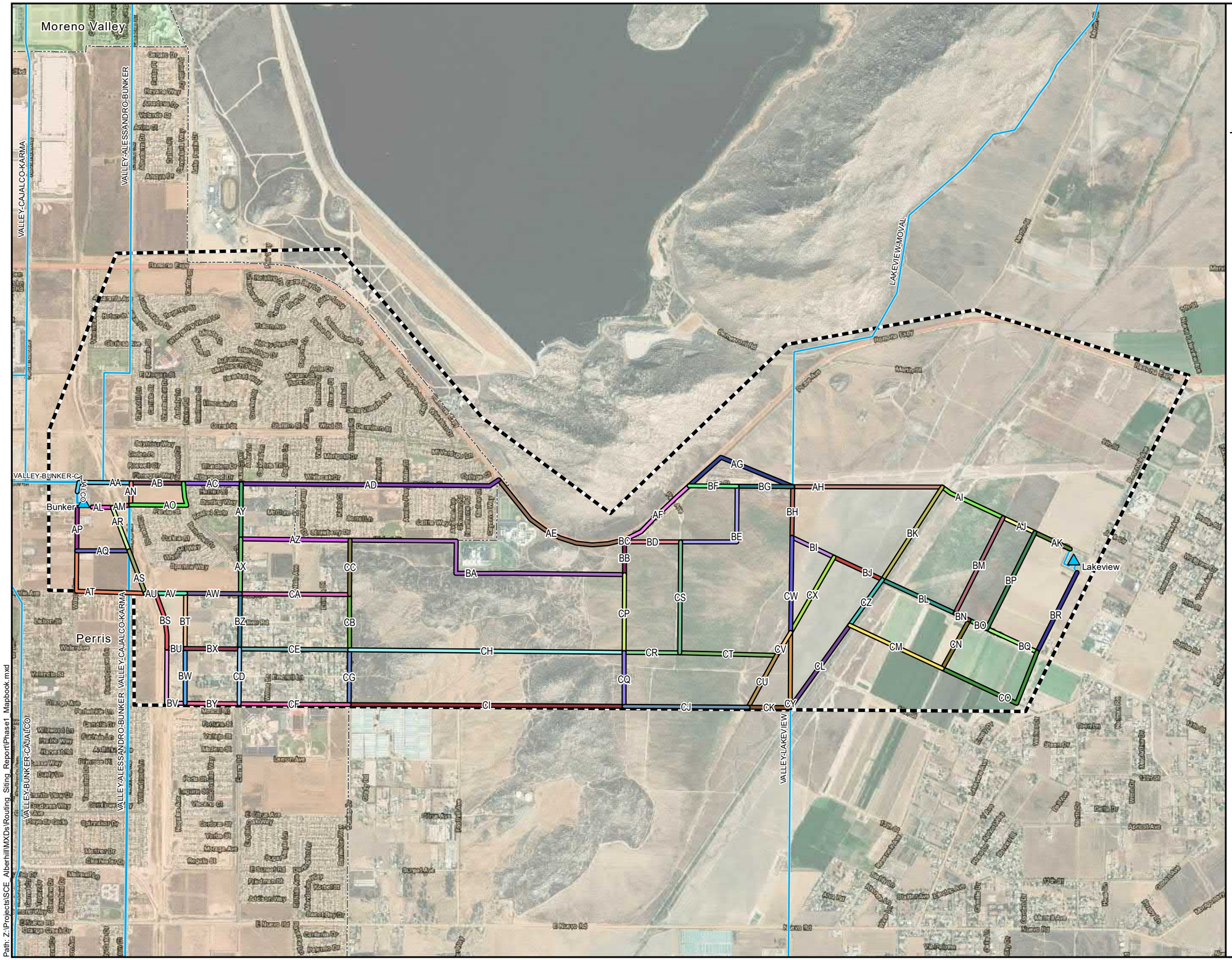
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Attachment C: Initial Sites and Route Segments

Bunker-Lakeview (E-D)

Alberhill System Project



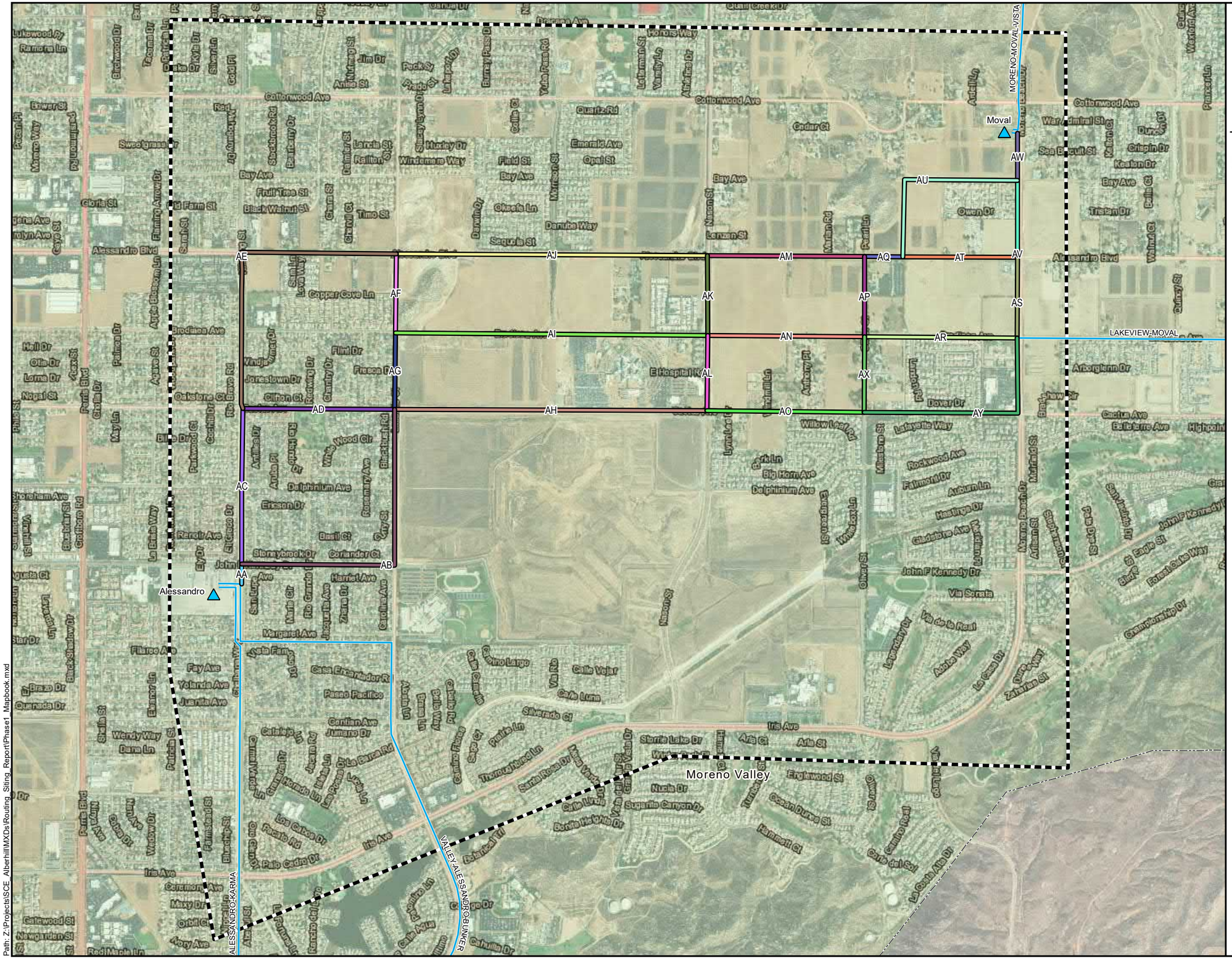
Sources: Insigni, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Attachment C: Initial Sites and Route Segments

Alessandro-Moval (E-E)

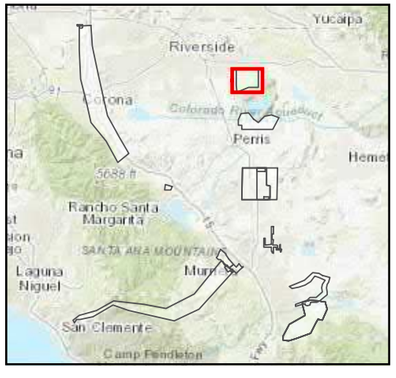
Alberhill System Project



Study Area

Existing SCE Facilities

- 115 kV Subtransmission Substation
- 115 kV Subtransmission Line



1:19,000

0 1,400 2,800 Feet

Sources: Insignia, 2019; SCE, 2019

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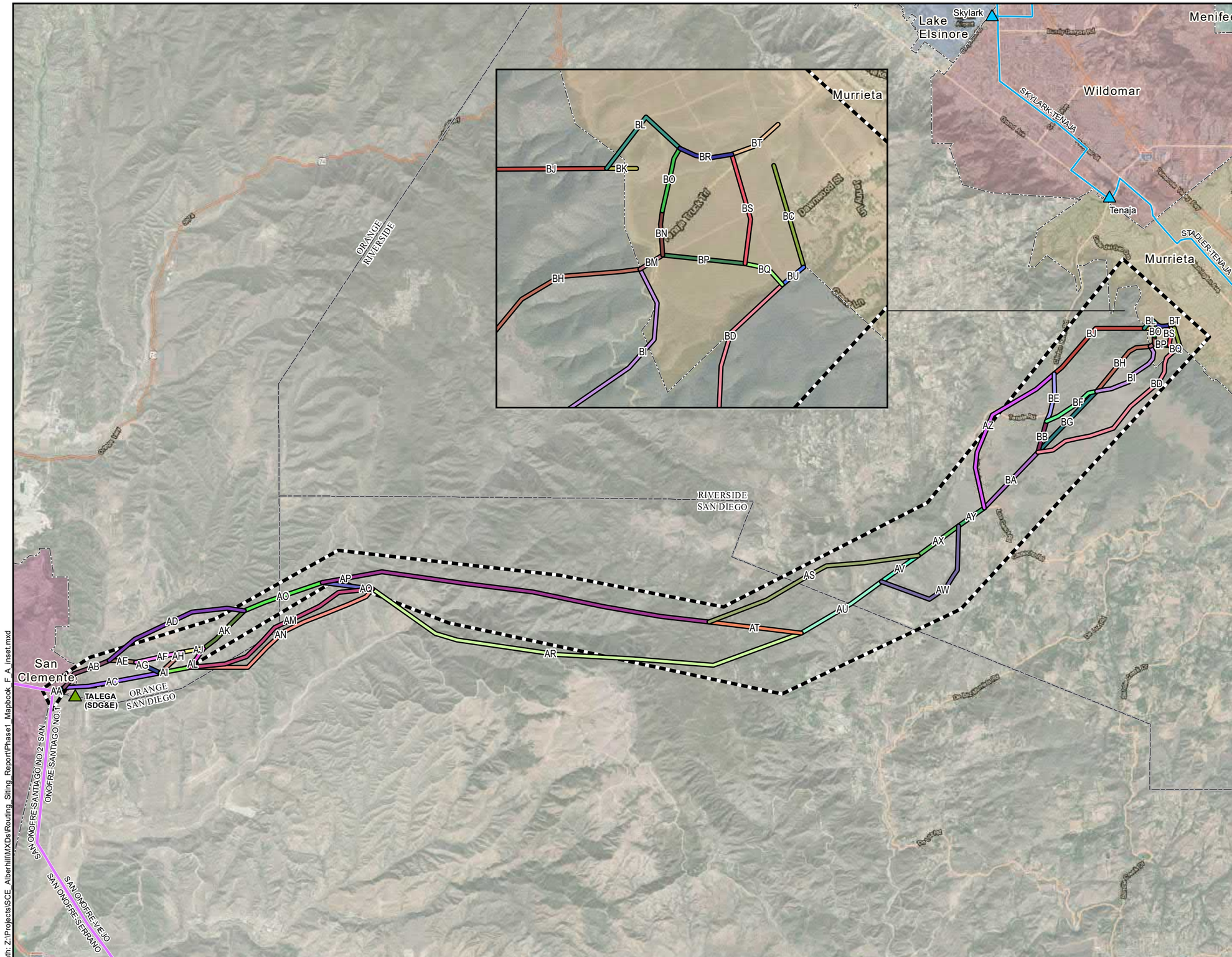


Path: Z:\Projects\SCE_AlberhillMXDs\Routing_Siting_Report\Phase1_Mapbook_F_A_inset.mxd

Attachment C: Initial Sites and Route Segments

SONGS-Viejo (F-A)

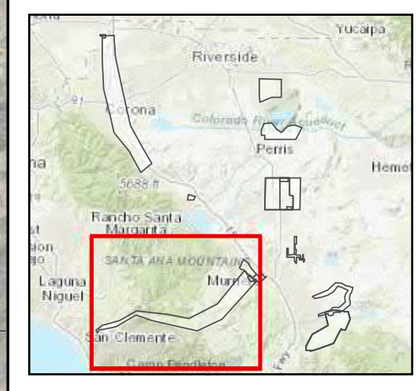
Alberhill System Project

Study Area

Existing SCE Facilities

- 115 kV Subtransmission Substation
- 220 kV Transmission Substation
- 115 kV Subtransmission Line
- 220 kV Transmission Line

Existing SDG&E 220 kV Transmission Substation



1:106,000

0 7,800 15,600 Feet

Sources: Insignia, 2019; SCE, 2019

Attachment C: Initial Sites and Route Segments

Tenaja (F-B)

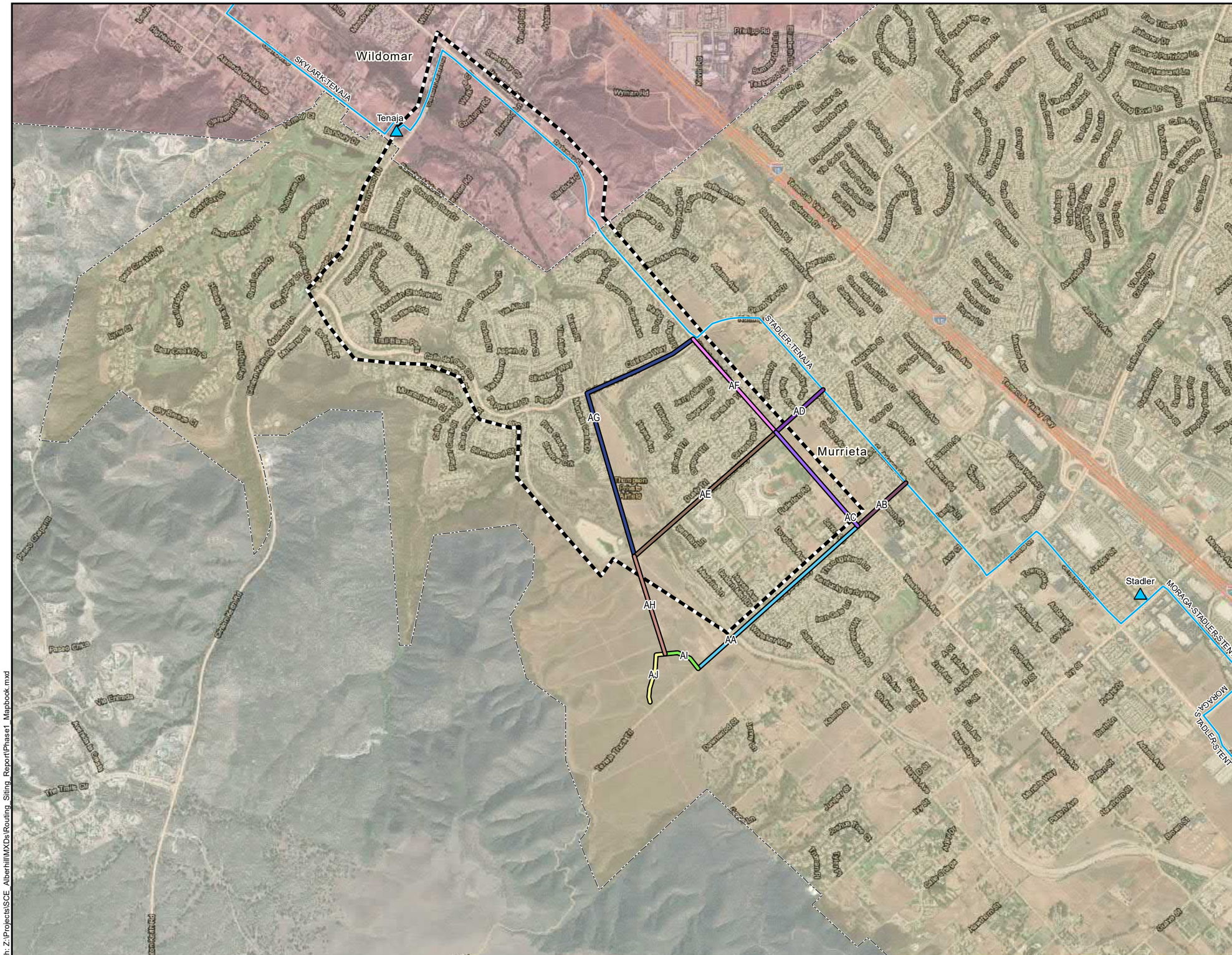
Alberhill System Project

Study Area

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line



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0 1,750 3,500 Feet

Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Attachment C: Initial Sites and Route Segments

Stadler (F-C)

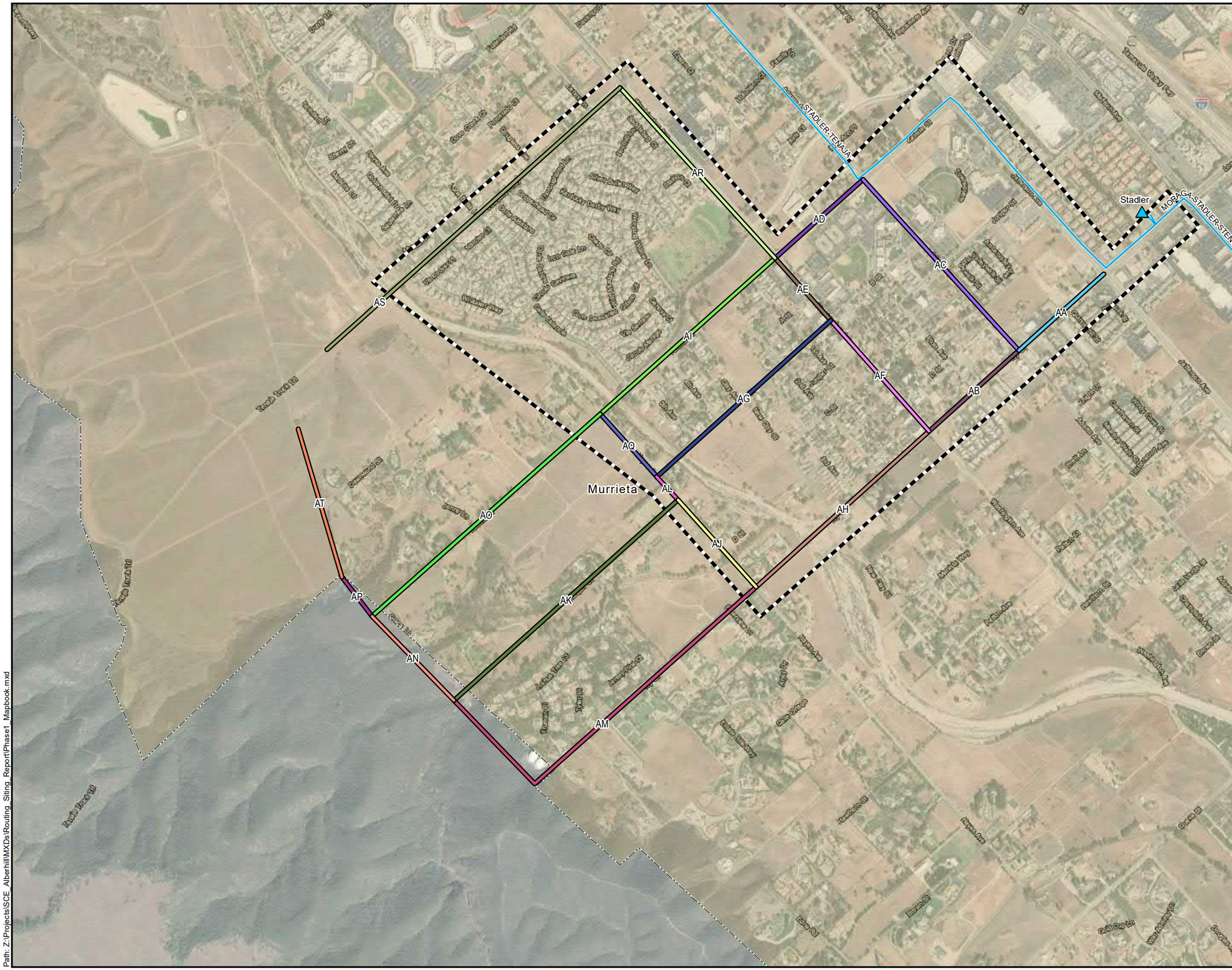
Alberhill System Project

Study Area

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line



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0 960 1,920 Feet

Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Attachment C: Initial Sites and Route Segments

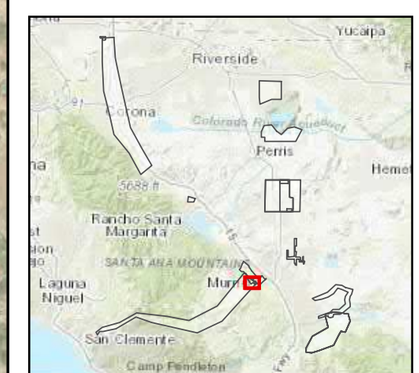
SONGS-Viejo Substation (F-D)

Alberhill System Project

Study Area

Parcel of Suitable Size

Evaluated Site



1:9,000

0 660 1,320 Feet

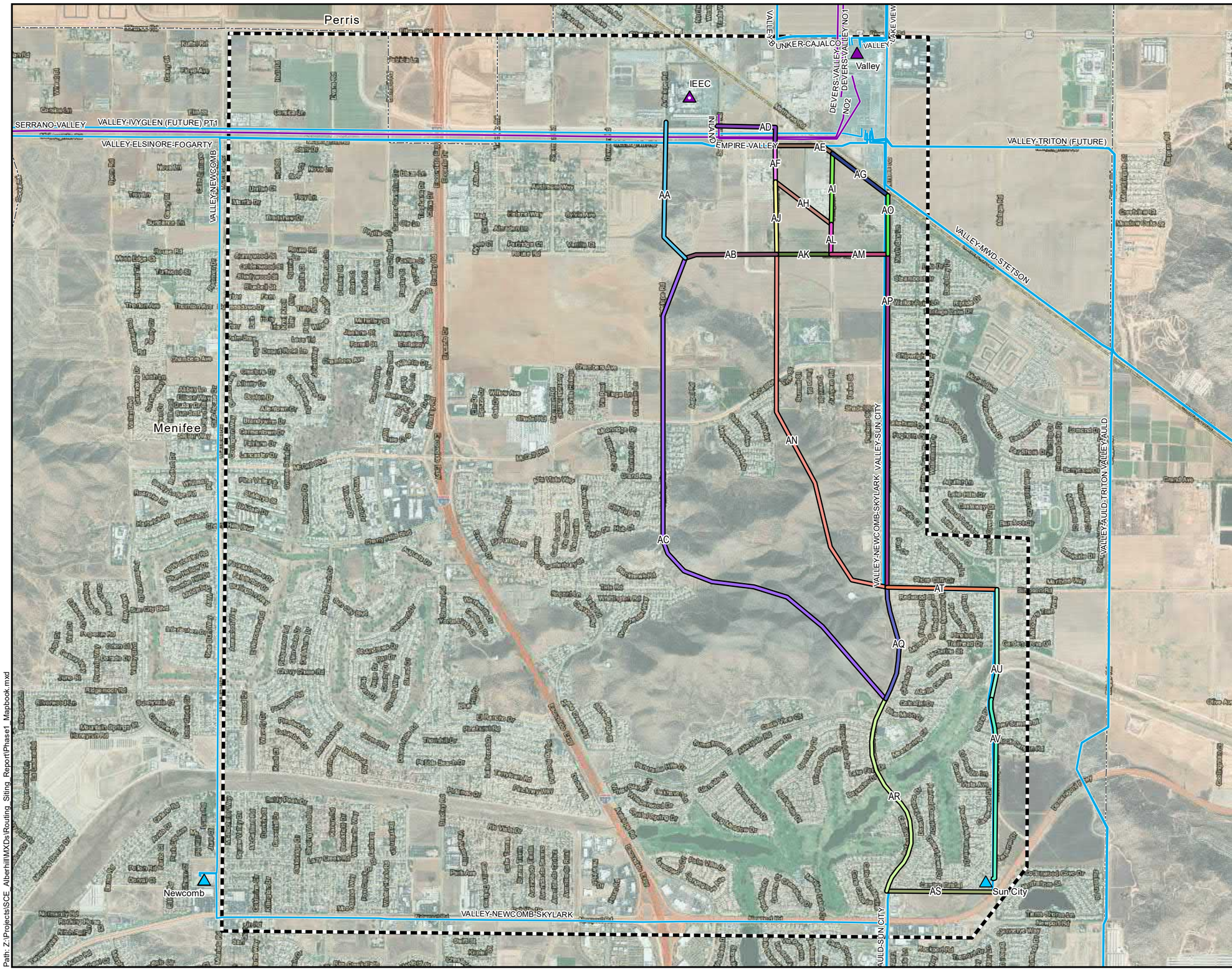
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

Attachment C: Initial Sites and Route Segments

IEEC (G-A)

Alberhill System Project



Study Area

Existing SCE Facilities

- 115 kV Subtransmission Substation
- 500 kV Transmission Substation
- 115 kV Subtransmission Line
- 500 kV Transmission Line

Customer-Owned Facilities

- 500 kV Transmission Substation

1:27,000

0 2,000 4,000 Feet

Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase1_Mapbook.mxd

ATTACHMENT D: COMPLETED SCORE SHEETS

Attachment D: Completed Score Sheets

Raw Site Scores

Category	A-A-01	A-A-02	A-A-03	A-A-04	A-A-05	A-A-06	A-A-07	B-A-01	B-A-02	B-A-03	B-A-04	B-A-05	B-A-06	B-A-07	B-A-08	B-A-09	B-A-10	B-A-11	C-A-01	C-A-02	C-A-03	C-A-04	C-A-05	C-A-06	C-A-07	C-A-08	C-A-09	D-C-01	D-C-02	D-C-03	D-C-04
Aesthetics																															
Visual Character/Quality	4	3	3	4	5	5	3	2	2	3	3	3	2	3	3	3	2	2	3	5	3	2	4	2	2	3	5	3	1	1	1
Locally Valued Places	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Impacts to Scenic Vistas	2	3	3	3	1	3	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1
Scenic Highways	2	3	3	2	2	2	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**9**	**10**	**10**	**10**	**9**	**11**	**6**	**6**	**6**	**7**	**6**	**7**	**5**	**6**	**6**	**6**	**5**	**5**	**6**	**8**	**6**	**5**	**7**	**5**	**5**	**6**	**9**	**6**	**4**	**4**	**4**
Biology																															
Wildlife Corridors	3	4	4	2	4	4	3	2	2	2	2	4	2	2	1	2	1	1	2	2	2	3	4	1	1	2	2	1	1	1	1
Avian Collision	4	2	2	2	2	2	4	3	3	2	3	3	2	2	2	3	2	2	2	2	2	2	3	1	1	2	2	1	2	2	2
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	2	3	1	1	3	1	1	1	1	1
Special-status Species	1	1	2	1	1	1	2	1	1	2	2	2	2	2	2	2	2	2	1	1	1	2	1	2	2	1	3	1	1	1	1
Raw Score	**10**	**9**	**10**	**7**	**9**	**9**	**11**	**8**	**8**	**8**	**11**	**11**	**8**	**8**	**7**	**9**	**7**	**7**	**7**	**7**	**7**	**10**	**12**	**6**	**6**	**9**	**9**	**5**	**6**	**6**	**6**
Civil Engineering																															
Site Size & Shape	2	2	3	3	4	3	1	1	1	4	1	3	1	3	3	3	2	1	3	3	4	1	4	1	1	2	2	1	1	1	1
Site Grading / Constructability	2	2	2	3	4	3	3	3	3	1	1	1	1	1	2	2	1	1	1	1	1	2	1	3	3	1	1	1	1	1	1
Facilities and/or Easements Affecting the	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Flood Plain	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Road - Constructability	1	3	2	3	4	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	2	1	1	1	1
Site Accessibility for Construction	1	1	2	2	1	2	2	3	3	3	2	2	3	3	2	3	2	2	2	1	3	1	1	3	3	2	2	2	2	2	2
Site Accessibility for Operations	3	3	3	3	4	3	3	2	2	3	2	1	1	2	2	2	2	3	3	2	2	2	3	1	1	2	2	1	2	1	1
Managing Drainage from the Site	3	3	3	3	5	4	3	2	2	3	3	3	3	3	2	3	2	2	3	3	3	3	3	2	2	3	2	2	2	2	2
Managing Drainage onto the Site	1	1	1	2	2	2	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	2	1	1	1	1
Orientation of Substation to Connect to Source & Distribution Lines	2	2	3	3	4	3	2	1	1	2	2	1	2	2	2	2	2	2	2	2	2	3	3	2	2	3	1	1	1	1	1
Impact of Potential Future Non-SCE Improvements on Engineering Design	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	5	5	5	5
Raw Score	**18**	**20**	**22**	**25**	**31**	**26**	**19**	**18**	**18**	**21**	**17**	**16**	**16**	**19**	**18**	**20**	**17**	**17**	**19**	**17**	**20**	**18**	**23**	**17**	**17**	**18**	**20**	**17**	**18**	**17**	**17**
Community																															
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy At or Near the Site	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	4	3	3	3	3	3	3	3	3	4	4	4	4	4
Planned Future Development Near the Sit	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Local Government Attitude Toward Infrastructure Projects	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	2	2	5	5	5	5	5	5	5	5	2	2	2	2	2
Raw Score	**19**	**19**	**19**	**19**	**19**	**19**	**19**	**19**	**19**	**19**	**21**	**21**	**21**	**21**	**21**	**21**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**15**	**15**	**15**	**15**	**15**
Cultural Resources																															
Paleontological Resources	3	3	3	3	3	3	3	1	1	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3	3	3	3
Cultural Resources	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	3	3	1	1	1	1	1	1	1	1	3	3	3	3	3
Cultural Resources Permitting Time	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	3	3	1	1	1	1	1	1	1	1	3	3	3	3	3
Native American Resource Issues	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5	1	1	1	1	1	1	1	1	2	2	2	2	2
Raw Score	**6**	**6**	**6**	**6**	**6**	**10**	**6**	**4**	**4**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**14**	**14**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**8**	**11**	**11**	**11**	**11**
Electrical Needs - Distribution																															
Electrically Balanced from Source Line / Load Flow Perspective	2	3	3	3	3	3	2	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Proximity to Source Substation to Minimize Loses and Meet Voltage Drop Criteria	1	1	2	2	2	3	1	2	2	2	2	2	2	2	2	2	1	1	2	2	2	1	1	1	1	2	1	1	1	1	1
Access to Circuits Originating from Other Diverse Distribution Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1
Ability to Electrically Configure for Current & Future System Needs	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	2	2	2	2	3	2	3	3	3	3
Access to Mainline Conductor/Ductbanks in Immediate Vicinity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	3	3	3	3
Location within the Electrical Needs Area (i.e., load center)	2	2	2	2	3	3	2	2	2	2	2	2	2	2	2	2	1	1	3	3	3	2	2	2	2	3	1	4	4	4	4
Sufficient Access for Distribution Ductban	1	1	3	3	4	4	1	4	4	2	3	1	3	1	1	3	3	3	1	1	3	1	5	3	3	3	3	3	3	3	3
Operational Flexibility for Distribution	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	3	3	3

Category	F-D-01	F-D-02	F-D-03
Aesthetics			
Visual Character/Quality	4	4	4
Locally Valued Places	1	1	1
Impacts to Scenic Vistas	2	2	2
Scenic Highways	1	1	1
Raw Score	**8**	**8**	**8**
Biology			
Wildlife Corridors	3	3	3
Avian Collision	2	2	2
Permitting Time Required	1	1	1
Water Bodies	1	1	1
Special-status Species	2	2	2
Raw Score	**9**	**9**	**9**
Civil Engineering			
Site Size & Shape	5	3	2
Site Grading / Constructability	1	1	1
Facilities and/or Easements Affecting the	1	1	1
Flood Plain	1	1	1
Access Road - Constructability	3	3	3
Site Accessibility for Construction	3	3	2
Site Accessibility for Operations	3	3	3
Managing Drainage from the Site	3	3	3
Managing Drainage onto the Site	2	2	2
Orientation of Substation to Connect to Source & Distribution Lines	3	2	2
Impact of Potential Future Non-SCE Improvements on Engineering Design	4	4	4
Raw Score	**29**	**26**	**24**
Community			
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5
Community Development Guidelines	3	3	3
Current / Past Controversy At or Near the Site	4	4	4
Planned Future Development Near the Sit	3	3	3
Local Government Attitude Toward Infrastructure Projects	2	2	2
Raw Score	**17**	**17**	**17**
Cultural Resources			
Paleontological Resources	3	3	3
Cultural Resources	3	3	3
Cultural Resources Permitting Time	3	3	3
Native American Resource Issues	2	2	2
Raw Score	**11**	**11**	**11**
Electrical Needs - Distribution			
Electrically Balanced from Source Line / Load Flow Perspective	1	1	1
Proximity to Source Substation to Minimize Loses and Meet Voltage Drop Criteria	1	1	1
Access to Circuits Originating from Other Diverse Distribution Substations	1	1	1
Ability to Electrically Configure for Current & Future System Needs	3	3	3
Access to Mainline Conductor/Ductbanks in Immediate Vicinity	3	3	3
Location within the Electrical Needs Area (i.e., load center)	2	2	2
Sufficient Access for Distribution Ductban	1	1	1
Operational Flexibility for Distribution	2	2	2

Attachment D: Completed Score Sheets

Raw Site Scores

Category	A-A-01	A-A-02	A-A-03	A-A-04	A-A-05	A-A-06	A-A-07	B-A-01	B-A-02	B-A-03	B-A-04	B-A-05	B-A-06	B-A-07	B-A-08	B-A-09	B-A-10	B-A-11	C-A-01	C-A-02	C-A-03	C-A-04	C-A-05	C-A-06	C-A-07	C-A-08	C-A-09	D-C-01	D-C-02	D-C-03	D-C-04
Location relative to existing distribution circuitry & substation network	1	1	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	2	2	4	4	4	4
Raw Score	**10**	**11**	**15**	**15**	**17**	**18**	**12**	**13**	**13**	**12**	**12**	**10**	**12**	**10**	**10**	**13**	**14**	**14**	**12**	**12**	**14**	**8**	**12**	**10**	**10**	**14**	**10**	**23**	**23**	**23**	**23**
EMF																															
Setbacks from Prioritized Land Uses	3	1	1	1	1	1	3	3	3	3	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	3	1	1
Raw Score	**3**	**1**	**1**	**1**	**1**	**1**	**3**	**3**	**3**	**3**	**3**	**1**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**4**	**3**	**1**	**1**
Geology/Geotechnical																															
Adverse Soil Conditions	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	1	1	1	2	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	2	1	1	1	1
Flooding Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Slope Stability/Landslide Hazards	1	1	1	1	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	1	1	1	1	1	1	1	1
Liquefaction Potential	1	5	5	5	5	5	5	5	5	5	5	5	1	5	5	5	1	1	1	1	1	1	1	5	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	2	2	2	2
Raw Score	**7**	**11**	**11**	**12**	**19**	**19**	**11**	**11**	**11**	**11**	**11**	**11**	**7**	**11**	**11**	**11**	**8**	**8**	**7**	**7**	**7**	**7**	**12**	**11**	**7**	**7**	**8**	**8**	**8**	**8**	**8**
Trans/Telecom																															
Cable Distance to Existing Telecom Facilities	4	4	4	4	4	5	5	2	2	4	5	5	5	5	5	5	2	2	4	4	4	4	4	4	4	4	2	2	2	2	2
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Telecom Construction Surrounding the Site	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	3	3	1	1	1	1	1	1	1	1	3	3	2	2	2
Raw Score	**8**	**8**	**8**	**8**	**8**	**9**	**9**	**6**	**5**	**7**	**8**	**8**	**8**	**8**	**8**	**11**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**6**	**6**	**6**
Land Acquisition																															
Easement/Rights Required	2	2	2	2	2	3	2	2	2	2	2	3	2	3	3	3	2	2	2	3	3	2	3	2	2	3	2	2	2	2	2
Raw Score	**2**	**2**	**2**	**2**	**2**	**3**	**2**	**2**	**2**	**2**	**2**	**3**	**2**	**3**	**3**	**3**	**2**	**2**	**2**	**3**	**3**	**2**	**3**	**2**	**2**	**3**	**2**	**2**	**2**	**2**	**2**
Land Use																															
Zoning / General Plan Land Use on the Site	4	4	5	4	5	5	2	4	4	4	2	2	2	2	2	2	2	2	4	4	4	4	4	2	2	4	2	2	2	2	2
Zoning / General Plan Land Use(s) Surrounding the Site	4	4	5	4	5	5	2	4	4	4	4	2	2	2	2	2	2	2	4	4	4	4	4	2	2	4	4	4	4	4	4
Existing Land Use(s) on the Site (Physical)	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Land Use(s) Surrounding the Site (Physical)	4	4	5	4	1	1	2	2	2	1	2	2	2	2	5	4	1	1	4	1	4	4	4	3	3	4	4	4	1	1	1
Special Districts, Specific Plans, Redevelopment Project Area	4	4	4	4	4	1	4	1	1	4	4	4	4	4	4	4	3	3	4	1	5	1	1	5	5	1	1	1	1	1	1
Farmland / Agricultural Conservation	1	1	1	1	1	1	4	4	4	3	3	4	3	3	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1	1	1
Airport Land Use Plan	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	4	4	4	4	4	1	3	3	3	3
Grading Permit & Additional Improvements	5	5	3	3	5	3	4	1	1	5	4	4	1	2	2	2	2	2	4	2	2	4	4	4	4	4	4	2	4	4	4
Raw Score	**24**	**24**	**25**	**22**	**23**	**18**	**21**	**19**	**19**	**23**	**21**	**20**	**16**	**17**	**18**	**17**	**13**	**13**	**25**	**17**	**24**	**23**	**23**	**24**	**24**	**25**	**18**	**18**	**17**	**17**	**17**
Subtransmission																															
Ability to Electrically Configure for Current and Future System Needs	2	2	2	2	3	4	3	3	3	3	3	3	3	2	3	3	2	2	2	2	2	2	2	2	2	2	5	1	1	1	1
Proximity to Existing Subtransmission Lines or ROW	3	3	3	3	3	3	3	1	1	2	3	3	3	3	3	3	1	1	2	2	2	2	2	2	2	2	1	1	1	1	1
Raw Score	**5**	**5**	**5**	**5**	**6**	**7**	**6**	**4**	**4**	**5**	**6**	**6**	**6**	**5**	**6**	**6**	**3**	**3**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**6**	**2**	**2**	**2**	**2**
Transmission																															
Ability to Electrically Configure for Current and Future System Needs	4	2	2	2	4	4	3	4	4	3	4	4	4	4	4	4	2	2	4	4	4	4	4	4	4	4	2	4	4	4	4
Proximity to Existing Subtransmission Lines or ROW	3	3	3	3	3	3	3	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**7**	**5**	**5**	**5**	**7**	**7**	**6**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**6**	**3**	**3**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**3**	**5**	**5**	**5**	**5**
IT/Telecom																															
Distance to Existing Telecom Facilities	5	1000	5	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4
OSP Facilities Needed	4	1000	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4
Telecom Site Facilities	5	1000	5	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5
Permits, City Ordinances	3	1000	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3
Raw Score	**17**	**4000**	**17**	**17**	**17**	**17**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**16**	**16**	**16**

Category	F-D-01	F-D-02	F-D-03
Location relative to existing distribution circuitry & substation network	3	3	3
Raw Score	**17**	**17**	**17**
EMF			
Setbacks from Prioritized Land Uses	1	1	1
Raw Score	**1**	**1**	**1**
Geology/Geotechnical			
Adverse Soil Conditions	2	2	2
Erosion Potential	1	2	2
Flooding Potential	1	1	1
Slope Stability/Landslide Hazards	1	1	1
Liquefaction Potential	1	1	1
Fault Rupture Hazard Zones	1	1	1
Soil Contamination	1	1	1
Raw Score	**8**	**9**	**9**
Trans/Telecom			
Cable Distance to Existing Telecom Facilities	5	5	5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	4	4	4
Telecom Construction Surrounding the Site	4	4	4
Raw Score	**13**	**13**	**13**
Land Acquisition			
Easement/Rights Required	2	2	2
Raw Score	**2**	**2**	**2**
Land Use			
Zoning / General Plan Land Use on the Site	2	2	2
Zoning / General Plan Land Use(s) Surrounding the Site	2	2	2
Existing Land Use(s) on the Site (Physical)	1	1	1
Existing Land Use(s) Surrounding the Site (Physical)	2	2	2
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3
Farmland / Agricultural Conservation	1	1	1
Airport Land Use Plan	1	1	1
Grading Permit & Additional Improvements	4	4	4
Raw Score	**16**	**16**	**16**
Subtransmission			
Ability to Electrically Configure for Current and Future System Needs	5	5	5
Proximity to Existing Subtransmission Lines or ROW	5	5	5
Raw Score	**10**	**10**	**10**
Transmission			
Ability to Electrically Configure for Current and Future System Needs	3	3	3
Proximity to Existing Subtransmission Lines or ROW	3	3	3
Raw Score	**6**	**6**	**6**
IT/Telecom			
Distance to Existing Telecom Facilities	5	5	5
OSP Facilities Needed	5	5	5
Telecom Site Facilities	5	5	5
Permits, City Ordinances	5	5	5
Raw Score	**20**	**20**	**20**

Attachment D: Completed Score Sheets

Weighted Site Scores

Category	Weight	Source	A-A-01	A-A-02	A-A-03	A-A-04	A-A-05	A-A-06	A-A-07	B-A-01	B-A-02	B-A-03	B-A-04	B-A-05	B-A-06	B-A-07	B-A-08	B-A-09	B-A-10	B-A-11	C-A-01	C-A-02	C-A-03	C-A-04	C-A-05	C-A-06	C-A-07	C-A-08	C-A-09	D-C-01	D-C-02
Aesthetics																															
Visual Character/Quality	0.25	Insignia	1	0.75	0.75	1	1.25	1.25	0.75	0.5	0.5	0.75	0.75	0.75	0.5	0.75	0.75	0.75	0.5	0.5	0.75	1.25	0.75	0.5	1	0.5	0.5	0.75	1.25	0.75	0.25
Locally Valued Places	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	2	3	3	3	1	3	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1
Scenic Highways	1	Insignia	2	3	3	2	2	2	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	--	--	**5.5**	**7.25**	**7.25**	**6.5**	**4.75**	**6.75**	**3.25**	**4**	**4**	**4.25**	**3.25**	**4.25**	**3**	**3.25**	**3.25**	**3.25**	**3**	**3**	**3.25**	**3.75**	**3.25**	**3**	**3.5**	**3**	**3**	**3.25**	**4.75**	**3.25**	**2.75**
Biology																															
Wildlife Corridors	0.25	Insignia	0.75	1	1	0.5	1	1	0.75	0.5	0.5	0.5	0.5	1	0.5	0.5	0.25	0.5	0.25	0.25	0.5	0.5	0.5	0.75	1	0.25	0.25	0.5	0.5	0.25	0.25
Avian Collision	0.5	Insignia	2	1	1	1	1	1	2	1.5	1.5	1	1.5	1.5	1	1	1	1.5	1	1	1	1	1	1	1.5	0.5	0.5	1	1	0.5	1
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	2.25	0.75	0.75	2.25	0.75	0.75	0.75
Special-status Species	1	Insignia	1	1	2	1	1	1	2	1	1	2	2	2	2	2	2	2	2	2	1	1	1	2	1	2	2	1	3	1	1
Raw Score	--	--	**5**	**4.25**	**5.25**	**3.75**	**4.25**	**4.25**	**6**	**4.25**	**4.25**	**4.75**	**6.75**	**5.75**	**4.75**	**4.75**	**4.5**	**5.25**	**4.5**	**4.5**	**3.75**	**3.75**	**3.75**	**5.75**	**6.25**	**4**	**4**	**5.25**	**5.75**	**3**	**3.5**
Civil Engineering																															
Site Size & Shape	1	SCE	2	2	3	3	4	3	1	1	1	4	1	3	1	3	3	3	2	1	3	3	4	1	4	1	1	2	2	1	1
Site Grading / Constructability	0.75	Insignia	1.5	1.5	1.5	2.25	3	2.25	2.25	2.25	2.25	0.75	0.75	0.75	0.75	0.75	1.5	1.5	0.75	0.75	0.75	0.75	0.75	1.5	0.75	2.25	2.25	0.75	0.75	0.75	0.75
Facilities and/or Easements Affecting the	0.75	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Flood Plain	0.75	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Access Road - Constructability	0.75	Insignia	0.75	2.25	1.5	2.25	3	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	0.75	0.75	1.5	0.75	0.75
Site Accessibility for Construction	0.25	SCE	0.25	0.25	0.5	0.5	0.25	0.5	0.5	0.75	0.75	0.75	0.5	0.5	0.75	0.75	0.5	0.75	0.5	0.5	0.5	0.25	0.75	0.25	0.25	0.75	0.75	0.5	0.5	0.5	0.5
Site Accessibility for Operations	0.5	SCE	1.5	1.5	1.5	1.5	2	1.5	1.5	1	1	1.5	1	0.5	0.5	1	1	1	1	1.5	1.5	1	1	1	1.5	0.5	0.5	1	1	0.5	1
Managing Drainage from the Site	0.25	SCE	0.75	0.75	0.75	0.75	1.25	1	0.75	0.5	0.5	0.75	0.75	0.75	0.75	0.75	0.5	0.75	0.5	0.5	0.75	0.75	0.75	0.75	0.75	0.5	0.5	0.75	0.5	0.5	0.5
Managing Drainage onto the Site	0.5	Insignia	0.5	0.5	0.5	1	1	1	0.5	0.5	0.5	0.5	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1	0.5	0.5	0.5	1	0.5	0.5
Orientation of Substation to Connect to Source & Distribution Lines	0.25	SCE	0.5	0.5	0.75	0.75	1	0.75	0.5	0.25	0.25	0.5	0.5	0.25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.75	0.75	0.5	0.5	0.75	0.25	0.25	0.25
Impact of Potential Future Non-SCE Improvements on Engineering Design	0.25	SCE	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	1	1.25	1.25
Raw Score	--	--	**9.5**	**11**	**11.75**	**13.75**	**17.25**	**14**	**9.5**	**9.5**	**9.5**	**11.25**	**8**	**8.75**	**7.25**	**9.75**	**10**	**10.5**	**9**	**8.5**	**10**	**9.25**	**10.75**	**8.75**	**13**	**8.5**	**8.5**	**8.75**	**10**	**7.5**	**8**
Community																															
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy At or Near the Site	0.5	SCE	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2	2	2
Planned Future Development Near the Sit	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Local Government Attitude Toward Infrastructure Projects	0.5	SCE	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1	1	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1	1	1
Raw Score	--	--	**10.75**	**10.75**	**10.75**	**10.75**	**10.75**	**10.75**	**10.75**	**10.75**	**10.75**	**10.75**	**11.75**	**11.75**	**11.75**	**11.75**	**11.75**	**11.75**	**9.75**	**9.75**	**9.75**	**9.75**	**9.75**	**9.75**	**9.75**	**9.75**	**9.75**	**9.75**	**8.75**	**8.75**	**8.75**
Cultural Resources																															
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.25	0	0	0	0	0	0	0	0.75	0.75	0	0	0	0	0	0	0	0	0	0.75	0.75
Cultural Resources	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5
Native American Resource Issues	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2.5	2.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1	1
Raw Score	--	--	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**4.25**	**2.25**	**1.75**	**1.75**	**1.5**	**1.5**	**1.5**	**1.5**	**1.5**	**1.5**	**1.5**	**6.25**	**6.25**	**1.5**	**1.5**	**1.5**	**1.5**	**1.5**	**1.5**	**1.5**	**1.5**	**4**	**4.75**	**4.75**
Electrical Needs - Distribution																															
Electrically Balanced from Source Line / Load Flow Perspective	0.25	SCE	0.5	0.75	0.75	0.75	0.75	0.75	0.5	0.25	0.25	0.5	0.25	0.25	0.25	0.25	0.25	0.5	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Proximity to Source Substation to Minimize Loses and Meet Voltage Drop Criteria	0.25	SCE	0.25	0.25	0.5	0.5	0.5	0.75	0.25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.25	0.25	0.5	0.5	0.5	0.25	0.25	0.25	0.25	0.5	0.25	0.25	0.25
Access to Circuits Originating from Other Diverse Distribution Substations	0.75	SCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.75	0.75	0	0	0	0	0	0	0	0	0	0.75	0.75
Ability to Electrically Configure for Current & Future System Needs	0.5	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1	1	1	1	1	1	1	1	1	1	1	1.5	1.5	1.5	1	1	1	1	1.5	1	1.5	1.5
Access to Mainline Conductor/Ductbanks in Immediate Vicinity	0.75	SCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5	0	0	0	0	0	0	0	0	0	2.25	2.25
Location within the Electrical Needs Area (i.e., load center)	0.75	SCE	1.5	1.5	1.5	1.5	2.25	2.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.75	0.75	2.25	2.25	2.25	1.5	1.5	1.5	1.5	2.25	0.75	3	3
Sufficient Access for Distribution Ductban	1	Insignia	1	1	3	3	4	4	1	4	4	2	3	1	3	1	1	3	3	3	1	1	3	1	5	3	3	3	3	3	3
Operational Flexibility for Distribution	0.5	SCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0.5	0	0	0	0	0	0	0	0	0	1.5	1.5

Category	Weight	Source	D-C-03	D-C-04	F-D-01	F-D-02	F-D-03
Aesthetics							
Visual Character/Quality	0.25	Insignia	0.25	0.25	1	1	1
Locally Valued Places	0.5	Insignia	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	1	1	2	2	2
Scenic Highways	1	Insignia	1	1	1	1	1
Raw Score	--	--	**2.75**	**2.75**	**4.5**	**4.5**	**4.5**
Biology							
Wildlife Corridors	0.25	Insignia	0.25	0.25	0.75	0.75	0.75
Avian Collision	0.5	Insignia	1	1	1	1	1
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	Insignia	0.75	0.75	0.75	0.75	0.75
Special-status Species	1	Insignia	1	1	2	2	2
Raw Score	--	--	**3.5**	**3.5**	**5**	**5**	**5**
Civil Engineering							
Site Size & Shape	1	SCE	1	1	5	3	2
Site Grading / Constructability	0.75	Insignia	0.75	0.75	0.75	0.75	0.75
Facilities and/or Easements Affecting the	0.75	Insignia	0.75	0.75	0.75	0.75	0.75
Flood Plain	0.75	Insignia	0.75	0.75	0.75	0.75	0.75
Access Road - Constructability	0.75	Insignia	0.75	0.75	2.25	2.25	2.25
Site Accessibility for Construction	0.25	SCE	0.5	0.5	0.75	0.75	0.5
Site Accessibility for Operations	0.5	SCE	0.5	0.5	1.5	1.5	1.5
Managing Drainage from the Site	0.25	SCE	0.5	0.5	0.75	0.75	0.75
Managing Drainage onto the Site	0.5	Insignia	0.5	0.5	1	1	1
Orientation of Substation to Connect to Source & Distribution Lines	0.25	SCE	0.25	0.25	0.75	0.5	0.5
Impact of Potential Future Non-SCE Improvements on Engineering Design	0.25	SCE	1.25	1.25	1	1	1
Raw Score	--	--	**7.5**	**7.5**	**15.25**	**13**	**11.75**
Community							
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	1.5	1.5	1.5
Current / Past Controversy At or Near the Site	0.5	SCE	2	2	2	2	2
Planned Future Development Near the Sit	0.5	Insignia	1.5	1.5	1.5	1.5	1.5
Local Government Attitude Toward Infrastructure Projects	0.5	SCE	1	1	1	1	1
Raw Score	--	--	**8.75**	**8.75**	**9.75**	**9.75**	**9.75**
Cultural Resources							
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	Insignia	1.5	1.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	1.5	1.5	1.5	1.5	1.5
Native American Resource Issues	0.5	Insignia	1	1	1	1	1
Raw Score	--	--	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**
Electrical Needs - Distribution							
Electrically Balanced from Source Line / Load Flow Perspective	0.25	SCE	0.25	0.25	0.25	0.25	0.25
Proximity to Source Substation to Minimize Loses and Meet Voltage Drop Criteria	0.25	SCE	0.25	0.25	0.25	0.25	0.25
Access to Circuits Originating from Other Diverse Distribution Substations	0.75	SCE	0.75	0.75	0.75	0.75	0.75
Ability to Electrically Configure for Current & Future System Needs	0.5	SCE	1.5	1.5	1.5	1.5	1.5
Access to Mainline Conductor/Ductbanks in Immediate Vicinity	0.75	SCE	2.25	2.25	2.25	2.25	2.25
Location within the Electrical Needs Area (i.e., load center)	0.75	SCE	3	3	1.5	1.5	1.5
Sufficient Access for Distribution Ductban	1	Insignia	3	3	1	1	1
Operational Flexibility for Distribution	0.5	SCE	1.5	1.5	1	1	1

Attachment D: Completed Score Sheets

Weighted Site Scores

Category	Weight	Source	A-A-01	A-A-02	A-A-03	A-A-04	A-A-05	A-A-06	A-A-07	B-A-01	B-A-02	B-A-03	B-A-04	B-A-05	B-A-06	B-A-07	B-A-08	B-A-09	B-A-10	B-A-11	C-A-01	C-A-02	C-A-03	C-A-04	C-A-05	C-A-06	C-A-07	C-A-08	C-A-09	D-C-01	D-C-02
Location relative to existing distribution circuitry & substation network	0.5	SCE	0.5	0.5	1	1	1	1	1.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	0.5	0.5	0.5	1	1	2	2
Raw Score	--	--	**5.25**	**5.5**	**8.25**	**8.25**	**10**	**10.25**	**6.25**	**8.25**	**8.25**	**6.5**	**7.25**	**5.25**	**7.25**	**5.25**	**5.25**	**7.5**	**9**	**9**	**6.5**	**6.5**	**8.5**	**4.5**	**8.5**	**6.5**	**6.5**	**8.5**	**6.25**	**14.5**	**14.5**
EMF																															
Setbacks from Prioritized Land Uses	0.25	Insignia	0.75	0.25	0.25	0.25	0.25	0.25	0.75	0.75	0.75	0.75	0.75	0.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1	0.75
Raw Score	--	--	**0.75**	**0.25**	**0.25**	**0.25**	**0.25**	**0.25**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.25**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**0.75**	**1**	**0.75**
Geology/Geotechnical																															
Adverse Soil Conditions	0.25	Insignia	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Erosion Potential	0.25	Insignia	0.25	0.25	0.25	0.5	1.25	1.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.5	0.25	0.25	0.25	0.5	0.25	0.25
Flooding Potential	0.25	Insignia	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	2.5	2.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.75	Insignia	0.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	0.75	3.75	3.75	3.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	3.75	0.75	0.75	0.75	0.75	0.75
Fault Rupture Hazard Zones	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1
Raw Score	--	--	**3.5**	**6.5**	**6.5**	**6.75**	**9.5**	**9.5**	**6.5**	**6.5**	**6.5**	**6.5**	**6.5**	**6.5**	**3.5**	**6.5**	**6.5**	**6.5**	**4**	**4**	**3.5**	**3.5**	**3.5**	**3.5**	**5.75**	**6.5**	**3.5**	**3.5**	**3.75**	**4**	**4**
Trans/Telecom																															
Cable Distance to Existing Telecom Facilities	0.5	SCE	2	2	2	2	2	2.5	2.5	1	1	2	2.5	2.5	2.5	2.5	2.5	2.5	1	1	2	2	2	2	2	2	2	2	1	1	1
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecom Construction Surrounding the Site	0.5	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1
Raw Score	--	--	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**5.25**	**5.25**	**3.75**	**3**	**4**	**4.5**	**4.5**	**4.5**	**4.5**	**4.5**	**6**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3.5**
Land Acquisition																															
Easement/Rights Required	1	Insignia	2	2	2	2	2	3	2	2	2	2	2	3	2	3	3	3	2	2	2	3	3	2	3	2	2	3	2	2	2
Raw Score	--	--	**2**	**2**	**2**	**2**	**2**	**3**	**2**	**2**	**2**	**2**	**2**	**3**	**2**	**3**	**3**	**3**	**2**	**2**	**2**	**3**	**3**	**2**	**3**	**2**	**2**	**3**	**2**	**2**	**2**
Land Use																															
Zoning / General Plan Land Use on the Site	0.5	Insignia	2	2	2.5	2	2.5	2.5	1	2	2	2	1	1	1	1	1	1	1	1	2	2	2	2	2	1	1	2	1	1	1
Zoning / General Plan Land Use(s) Surrounding the Site	0.5	Insignia	2	2	2.5	2	2.5	2.5	1	2	2	2	2	1	1	1	1	1	1	1	2	2	2	2	2	1	1	2	2	2	2
Existing Land Use(s) on the Site (Physical)	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	1	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Existing Land Use(s) Surrounding the Site (Physical)	0.5	Insignia	2	2	2.5	2	0.5	0.5	1	1	1	0.5	1	1	1	1	2.5	2	0.5	0.5	2	0.5	2	2	2	1.5	1.5	2	2	2	0.5
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	3	3	3	3	3	0.75	3	0.75	0.75	3	3	3	3	3	3	3	2.25	2.25	3	0.75	3.75	0.75	0.75	3.75	3.75	0.75	0.75	0.75	0.75
Farmland / Agricultural Conservation	0.75	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	3	3	3	2.25	2.25	3	2.25	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	2.25	2.25	0.75	0.75	0.75
Airport Land Use Plan	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	4	4	4	4	4	1	3	3
Grading Permit & Additional Improvements	0.25	SCE	1.25	1.25	0.75	0.75	1.25	0.75	1	0.25	0.25	1.25	1	1	0.25	0.5	0.5	0.5	0.5	0.5	1	0.5	0.5	1	1	1	1	1	1	0.5	1
Raw Score	--	--	**12.5**	**12.5**	**13.5**	**12**	**12**	**9.25**	**12**	**11**	**11**	**12.5**	**11.75**	**11.5**	**10**	**10.25**	**10.25**	**9.75**	**7.5**	**7.5**	**14.25**	**10**	**14.5**	**13**	**13**	**15**	**15**	**14.5**	**9**	**10.5**	**9.5**
Subtransmission																															
Ability to Electrically Configure for Current and Future System Needs	0.5	SCE	1	1	1	1	1.5	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1	1.5	1.5	1	1	1	1	1	1	1	1	1	1	2.5	0.5	0.5
Proximity to Existing Subtransmission Lines or ROW	1	SCE	3	3	3	3	3	3	3	1	1	2	3	3	3	3	3	3	1	1	2	2	2	2	2	2	2	2	1	1	1
Raw Score	--	--	**4**	**4**	**4**	**4**	**4.5**	**5**	**4.5**	**2.5**	**2.5**	**3.5**	**4.5**	**4.5**	**4.5**	**4**	**4.5**	**4.5**	**2**	**2**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3.5**	**1.5**	**1.5**
Transmission																															
Ability to Electrically Configure for Current and Future System Needs	0.5	SCE	2	1	1	1	2	2	1.5	2	2	1.5	2	2	2	2	2	2	1	1	2	2	2	2	2	2	2	2	1	2	2
Proximity to Existing Subtransmission Lines or ROW	1	Insignia	3	3	3	3	3	3	3	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	--	--	**5**	**4**	**4**	**4**	**5**	**5**	**4.5**	**3**	**3**	**3.5**	**3**	**3**	**3**	**3**	**3**	**4**	**2**	**2**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**2**	**3**	**3**
IT/Telecom																															
Distance to Existing Telecom Facilities	0.25	SCE	1.25	1000	1.25	1.25	1.25	1.25	1.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
OSP Facilities Needed	0.25	SCE	1	1000	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Telecom Site Facilities	0.25	SCE	1.25	1000	1.25	1.25	1.25	1.25	1.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.25	1.25
Permits, City Ordinances	0.5	SCE	1.5	1000	1.5	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5
Raw Score	--	--	**5**	**4000**	**5**	**5**	**5**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4.75**	**4.75**

Category	Weight	Source	D-C-03	D-C-04	F-D-01	F-D-02	F-D-03
Location relative to existing distribution circuitry & substation network	0.5	SCE	2	2	1.5	1.5	1.5
Raw Score	--	--	**14.5**	**14.5**	**10**	**10**	**10**
EMF							
Setbacks from Prioritized Land Uses	0.25	Insignia	0.25	0.25	0.25	0.25	0.25
Raw Score	--	--	**0.25**	**0.25**	**0.25**	**0.25**	**0.25**
Geology/Geotechnical							
Adverse Soil Conditions	0.25	Insignia	0.25	0.25	0.5	0.5	0.5
Erosion Potential	0.25	Insignia	0.25	0.25	0.25	0.5	0.5
Flooding Potential	0.25	Insignia	0.25	0.25	0.25	0.25	0.25
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.75	Insignia	0.75	0.75	0.75	0.75	0.75
Fault Rupture Hazard Zones	1	Insignia	1	1	1	1	1
Soil Contamination	0.5	Insignia	1	1	0.5	0.5	0.5
Raw Score	--	--	**4**	**4**	**3.75**	**4**	**4**
Trans/Telecom							
Cable Distance to Existing Telecom Facilities	0.5	SCE	1	1	2.5	2.5	2.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	3	3	3
Telecom Construction Surrounding the Site	0.5	SCE	1	1	2	2	2
Raw Score	--	--	**3.5**	**3.5**	**7.5**	**7.5**	**7.5**
Land Acquisition							
Easement/Rights Required	1	Insignia	2	2	2	2	2
Raw Score	--	--	**2**	**2**	**2**	**2**	**2**
Land Use							
Zoning / General Plan Land Use on the Site	0.5	Insignia	1	1	1	1	1
Zoning / General Plan Land Use(s) Surrounding the Site	0.5	Insignia	2	2	1	1	1
Existing Land Use(s) on the Site (Physical)	0.5	Insignia	0.5	0.5	0.5	0.5	0.5
Existing Land Use(s) Surrounding the Site (Physical)	0.5	Insignia	0.5	0.5	1	1	1
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	0.75	0.75	2.25	2.25	2.25
Farmland / Agricultural Conservation	0.75	Insignia	0.75	0.75	0.75	0.75	0.75
Airport Land Use Plan	1	Insignia	3	3	1	1	1
Grading Permit & Additional Improvements	0.25	SCE	1	1	1	1	1
Raw Score	--	--	**9.5**	**9.5**	**8.5**	**8.5**	**8.5**
Subtransmission							
Ability to Electrically Configure for Current and Future System Needs	0.5	SCE	0.5	0.5	2.5	2.5	2.5
Proximity to Existing Subtransmission Lines or ROW	1	SCE	1	1	5	5	5
Raw Score	--	--	**1.5**	**1.5**	**7.5**	**7.5**	**7.5**
Transmission							
Ability to Electrically Configure for Current and Future System Needs	0.5	SCE	2	2	1.5	1.5	1.5
Proximity to Existing Subtransmission Lines or ROW	1	Insignia	1	1	3	3	3
Raw Score	--	--	**3**	**3**	**4.5**	**4.5**	**4.5**
IT/Telecom							
Distance to Existing Telecom Facilities	0.25	SCE	1	1	1.25	1.25	1.25
OSP Facilities Needed	0.25	SCE	1	1	1.25	1.25	1.25
Telecom Site Facilities	0.25	SCE	1.25	1.25	1.25	1.25	1.25
Permits, City Ordinances	0.5	SCE	1.5	1.5	2.5	2.5	2.5
Raw Score	--	--	**4.75**	**4.75**	**6.25**	**6.25**	**6.25**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	A-A-AA	A-A-AB	A-A-AC	A-A-AD	A-A-AE	A-A-AF	A-A-AG	A-A-AH	A-A-AI	A-A-AJ	A-A-AK	A-A-AL	A-A-AM	A-A-AN	A-A-AO	A-A-AP	A-A-AQ	A-A-AR	A-A-AS	A-A-AT	A-A-AU	A-A-AV	A-A-AW	A-A-AX	A-A-AY	A-A-AZ
Aesthetics																										
Visual Character/Quality	5	5	5	5	5	3	3	3	3	5	5	4	5	5	5	5	5	5	5	5	5	5	3	3	3	5
Locally Valued Places	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Impacts to Scenic Vistas	3	3	3	3	3	3	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	1	1	1	1	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1
Raw Score	**10**	**10**	**10**	**10**	**10**	**10**	**9**	**9**	**9**	**10**	**10**	**9**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**8**	**8**	**10**
Biology																										
Wildlife Corridors	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1	4
Avian Collision	2	2	2	2	2	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2
Permitting Time Required	2	2	2	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1.6	1.7	1.6	2	1.2	1.6	1	1.9	1.4	1.2	1	1.7	1.5	1.6	1.7	1.9	1.3	1.5	2.5	1	1	1.7	1	1	1.5	2.7
Special-status Species	2	2	2	3	2	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Raw Score	**11.6**	**11.7**	**11.6**	**12**	**10.2**	**12.6**	**12**	**12.9**	**11.4**	**11.2**	**12**	**11.7**	**11.5**	**11.6**	**11.7**	**11.9**	**11.3**	**11.5**	**12.5**	**11**	**11**	**11.7**	**11**	**11**	**9.5**	**12.7**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Cultural Resources																										
Paleontological Resources	1	1	3	3	3	3	3	3	1	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	1	1	2.9	5	3.8	2.5	1	1	1	3.8	4.8	4.9	4.9	4.5	1	1	1.4	2.4	1	1	1	1	1	1	1	1
Cultural Resources Permitting Time	1	1	4	5	5	3	1	1	1	5	5	5	5	5	2	2	2	4	1	1	1	1	1	1	1	1
Native American Resource Issues	3	3	4	4	4	3	3	3	3	4	4	4	4	4	3	3	3	2	2	2	2	1	1	1	1	2
Raw Score	**6**	**6**	**13.9**	**17**	**15.8**	**11.5**	**8**	**8**	**6**	**15.8**	**14.8**	**16.9**	**16.9**	**16.5**	**9**	**9**	**9.4**	**11.4**	**7**	**7**	**7**	**6**	**6**	**6**	**6**	**7**
Subtrans/Trans Design Mgmt																										
Slope of Segment	4.5	4.3	4.3	4.5	4.5	4.2	4.2	5	5	4.3	4.3	3.4	3.4	4.2	4.2	1.8	1.8	4.7	4.7	4.8	4.8	2.5	2.5	4.9	4.9	5
Remove / Replace Existing Structures	5	5	5	5	5	5	5	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3
Pole/Tower Design	4	4	4	4	4	2	2	2	2	4	4	5	5	5	5	5	5	5	5	5	5	5	4	2	2	2
Permits and Restrictions	4	4	4	5	5	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	4	4	4	5	5	2	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3	3
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	5	5	5	5	5	2	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Availability of ROW for O&M	5	5	5	5	5	4	4	4	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Terrain along Segment	4	4	5	5	5	3	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	1	2
Access to the Segment for Construction / Operations	4	4	5	5	5	2	4	4	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	3
Raw Score	**39.5**	**39.3**	**41.3**	**43.5**	**43.5**	**27.2**	**29.2**	**28**	**25**	**42.3**	**42.3**	**42.4**	**42.4**	**43.2**	**43.2**	**40.8**	**40.8**	**43.7**	**43.7**	**43.8**	**43.8**	**41.5**	**40.5**	**40.9**	**31.9**	**30**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	4	4	4	4	4	1	1	1	2	2	3	3	5	5	5	5	5	5	5	5	4	4	4	3	1	2
Constructability-Pole/Tower Design for Subtransmission	5	5	5	5	5	2	2	2	3	2	2	2	5	5	5	5	5	5	5	5	4	4	4	3	1	2
Constructability - Permits and Restrictions	3	3	3	3	3	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	3	3	3	3	3	2	2	2	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1	2
Access to the Segment for Construction	4	4	4	4	4	1	1	1	1	3	3	3	4	4	4	4	4	4	4	4	3	3	3	3	1	2
Access Roads Needed for Construction	4	4	4	5	5	1	1	1	2	4	4	4	5	5	5	5	5	5	5	5	3	3	2	2	1	2
Terrain along Segment	3	3	3	4	4	2	2	2	2	2	2	2	5	5	5	5	5	5	5	5	4	4	4	3	1	2

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	A-A-BA	A-A-BB	A-A-BC	A-A-BD	A-A-BE	A-A-BF	A-A-BG	A-A-BH	A-A-BI	A-A-BJ	A-A-BK	A-A-BL	A-A-BM	A-A-BN	A-A-BO	A-A-BP	A-A-BQ	A-A-BR	A-A-BS	A-A-BT	A-A-BU	A-A-BV	A-A-BW	A-A-BX	A-A-BY	A-A-BZ
Aesthetics																										
Visual Character/Quality	5	3	3	3	5	5	3	3	2	2	2	3	3	3	3	1	3	3	3	3	3	3	3	3	3	5
Locally Valued Places	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Impacts to Scenic Vistas	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	1	1	1	1	1	1	3	1	1	1
Raw Score	**10**	**8**	**8**	**8**	**10**	**10**	**8**	**8**	**7**	**7**	**7**	**8**	**8**	**8**	**10**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**10**	**8**	**8**	**10**
Biology																										
Wildlife Corridors	4	4	1	4	4	4	4	4	4	4	1	4	4	4	4	1	4	4	4	4	1	4	4	4	4	4
Avian Collision	2	3	3	3	2	2	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
Water Bodies	1.7	1.6	2.8	1.7	1	1.2	1	1	1	1	1.4	2	2	2	1.8	1	1.6	1.3	1.2	1	2.8	2.1	2.1	2	1.3	2
Special-status Species	2	2	3	3	3	3	3	3	2	2	2	2	2	2	2	1	2	2	2	2	3	2	3	2	3	2
Raw Score	**10.7**	**11.6**	**10.8**	**12.7**	**11**	**11.2**	**12**	**11**	**11**	**11**	**8.4**	**12**	**12**	**12**	**11.8**	**7**	**11.6**	**11.3**	**11.2**	**11**	**10.8**	**12.1**	**13.1**	**12**	**11.3**	**12**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1	1	3	3	3	3	3	3	3	3	3	3
Cultural Resources	1.3	1	1	4.2	5	4.7	4.8	1	1.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cultural Resources Permitting Time	1	1	1	5	5	5	5	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	4	2	1	4	4	4	4	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
Raw Score	**9.3**	**7**	**6**	**16.2**	**17**	**16.7**	**16.8**	**9**	**8.5**	**6**	**6**	**6**	**6**	**6**	**4**	**4**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**8**
Subtrans/Trans Design Mgmt																										
Slope of Segment	5	5	5	4.9	4.9	5	5	4.9	4.9	4.6	4.6	5	5	4.7	4.7	4.9	4.9	4.9	4.9	4.7	4.7	2.3	2.3	3.6	3.6	4.9
Remove / Replace Existing Structures	5	5	5	5	5	5	5	5	5	5	3	3	3	3	3	3	4	5	5	5	5	5	5	3	3	5
Pole/Tower Design	2	2	1	2	3	3	3	3	3	1	1	1	1	1	2	2	2	2	1	1	1	1	1	2	1	3
Permits and Restrictions	2	2	2	2	2	2	2	2	2	1	1	2	2	3	2	2	2	2	1	1	1	1	1	2	1	3
Surface and Subsurface Obstacles (Visual Observation Only)	4	3	2	4	4	4	4	4	4	3	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	4
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	5	5	3	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	2	2	2	5	5	5
Availability of ROW for O&M	4	5	2	5	5	5	5	5	5	5	5	5	5	5	5	2	5	5	5	5	3	3	3	5	5	5
Terrain along Segment	4	2	1	4	5	5	4	4	5	4	1	2	2	2	3	1	2	3	1	2	1	2	1	4	1	4
Access to the Segment for Construction / Operations	5	3	2	5	5	4	5	5	5	4	3	3	2	3	4	1	3	4	2	3	2	4	2	4	4	2
Raw Score	**36**	**32**	**23**	**36.9**	**38.9**	**38**	**38**	**37.9**	**38.9**	**32.6**	**25.6**	**28**	**27**	**28.7**	**30.7**	**20.9**	**29.9**	**32.9**	**26.9**	**28.7**	**21.7**	**22.3**	**19.3**	**31.6**	**25.6**	**35.9**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	2	2	2	2	4	4	3	4	4	1	1	1	1	1	1	1	1	2	2	2	1	1	2	4	1	4
Constructability-Pole/Tower Design for Subtransmission	2	2	2	2	4	4	3	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	5
Constructability - Permits and Restrictions	2	2	2	3	3	3	3	3	3	1	1	1	1	1	2	1	1	1	1	1	1	1	1	2	1	3
Surface and Subsurface Obstacles (Visual Observation Only)	3	3	1	3	4	4	3	4	4	2	2	2	2	2	2	2	1	1	1	1	1	1	1	2	1	3
Access to the Segment for Construction	3	3	1	3	4	4	3	3	3	3	3	3	3	3	3	1	2	1	1	2	1	1	1	3	1	4
Access Roads Needed for Construction	4	4	1	3	4	4	3	4	4	4	3	1	1	1	3	1	2	1	1	2	1	1	1	5	3	5
Terrain along Segment	4	3	1	2	3	3	3	3	3	2	1	2	1	1	2	1	1	1	2	2	1	1	1	4	1	4

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	A-A-CA	A-A-CB	A-A-CD	A-A-CE	A-A-CF	A-A-CG	D-A-AA	D-A-AB	D-A-AC	D-A-AD	D-A-AE	D-A-AF	D-A-AG	D-A-AH	D-A-AI	D-A-AJ	D-A-AK	D-A-AL	D-A-AM	D-A-AN	D-A-AO	D-A-AP	D-A-AQ	D-A-AR	D-A-AS	D-A-AT
Aesthetics																										
Visual Character/Quality	5	3	5	5	5	5	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Locally Valued Places	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1
Scenic Highways	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1
Raw Score	**10**	**8**	**10**	**10**	**10**	**10**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**9**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**
Biology																										
Wildlife Corridors	4	4	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Avian Collision	3	3	2	3	2	2	3	3	3	3	3	3	3	3	3	1	1	2	1	1	2	1	3	1	3	3
Permitting Time Required	2	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1.1	1.7	1.6	1.6	1.2	1.2	1	1.4	1	1	1	1.6	1	1.6	1.6	2.5	1	1	1	1	1	1	1	1	1	1.3
Special-status Species	2	2	2	2	3	3	2	2	1	1	1	3	1	2	2	2	2	1	1	1	1	1	1	1	1	2
Raw Score	**12.1**	**11.7**	**11.6**	**12.6**	**11.2**	**11.2**	**8**	**8.4**	**7**	**7**	**7**	**9.6**	**7**	**8.6**	**8.6**	**7.5**	**6**	**6**	**5**	**5**	**6**	**5**	**7**	**5**	**7**	**8.3**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	3	3	3	1	1	3	3	4	1	1	1	1	2	2	2	2	2
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	5.3	1	1	1	1	1	1	1	1	1	1	1	1.2	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**17.3**	**13**	**13**	**11**	**11**	**13**	**13**	**14**	**11**	**11**	**11**	**11**	**12.2**	**12**	**12**	**12**	**12**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	1	1	2.9	2.9	3.8	3.8	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources Permitting Time	1	1	5	1	2	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	3	1	4	3	3	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**8**	**6**	**14.9**	**9.9**	**11.8**	**15.8**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**
Subtrans/Trans Design Mgmt																										
Slope of Segment	4.9	4.8	4.3	4.3	4.5	4.5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Remove / Replace Existing Structures	5	5	5	5	5	5	5	3	3	3	2	3	4	2	2	2	3	4	3	3	3	5	3	2	3	3
Pole/Tower Design	3	2	4	3	4	4	1	2	1	1	2	2	2	2	2	2	3	1	2	2	2	2	1	2	2	4
Permits and Restrictions	3	2	4	4	4	4	1	1	1	1	1	1	3	1	1	1	4	1	1	1	1	1	1	1	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	5	4	3	3	3	4	1	1	1	1	1	1	2	2	1	2	3	3	1	1	1	4	2	1	2	1
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	5	5	1	1	1	1	2	2	2	2	2	2	3	3	3	3	2	3	2	2	2	3	1	2	2	2
Availability of ROW for O&M	5	5	5	5	5	5	1	1	1	1	1	1	2	3	2	3	4	2	1	1	2	2	3	1	2	1
Terrain along Segment	5	4	3	3	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	4	4	3	3	4	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**39.9**	**35.8**	**32.3**	**31.3**	**35.5**	**37.5**	**18**	**17**	**16**	**16**	**16**	**17**	**23**	**20**	**18**	**20**	**26**	**21**	**17**	**17**	**18**	**24**	**18**	**16**	**20**	**20**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	4	3	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Constructability-Pole/Tower Design for Subtransmission	5	1	5	5	5	5	1	1	1	1	1	1	3	1	3	3	3	3	1	1	1	1	1	1	1	3
Constructability - Permits and Restrictions	3	2	3	3	3	3	3	3	3	3	3	4	4	4	4	3	3	3	3	3	3	3	3	3	3	3
Surface and Subsurface Obstacles (Visual Observation Only)	3	2	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	1	1	3	1	1	1	3
Access to the Segment for Construction	4	3	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	5	2	5	5	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Terrain along Segment	4	3	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	D-A-AU	D-A-AV	D-A-AW	D-A-AX	D-A-AY	D-A-AZ	D-A-BA	D-A-BB	D-A-BC	D-A-BD	D-A-BE	D-A-BF	D-A-BG	D-A-BH	D-A-BI	D-A-BJ	D-A-BK	D-A-BL	D-A-BM	D-A-BN	D-A-BO	D-A-BP	D-A-BQ	D-A-BR	D-A-BS	D-A-BT
Aesthetics																										
Visual Character/Quality	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Locally Valued Places	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	1	3	1
Scenic Highways	1	1	1	1	1	1	3	3	3	1	1	3	1	3	3	1	1	1	3	1	1	3	2	1	1	1
Raw Score	**5**	**5**	**5**	**5**	**5**	**7**	**7**	**7**	**7**	**5**	**5**	**7**	**5**	**7**	**7**	**7**	**7**	**7**	**9**	**7**	**7**	**9**	**8**	**5**	**7**	**5**
Biology																										
Wildlife Corridors	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1
Avian Collision	3	3	1	3	1	1	1	1	1	3	1	3	2	2	1	1	1	1	1	1	1	1	1	1	1	3
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1.2	1.9	1.8	1.8	1	1.2	2	2	1	1	1	1.4	3	1.2	2	1	1	1.2	2.5	1	1	1.8	1.5	1.4	1.3	1
Special-status Species	2	2	2	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**8.2**	**8.9**	**6.8**	**8.8**	**6**	**6.2**	**6**	**6**	**5**	**7**	**5**	**7.4**	**11**	**7.2**	**7**	**6**	**6**	**6.2**	**7.5**	**6**	**6**	**6.8**	**6.5**	**6.4**	**6.3**	**8**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	2	2	2	2	2	2	2	3	3	3	3	3	1	1	3	3	3	3	3	3	3	3	3	3	3	3
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**13**	**13**	**13**	**13**	**13**	**11**	**11**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**
Subtrans/Trans Design Mgmt																										
Slope of Segment	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Remove / Replace Existing Structures	3	3	3	4	3	3	3	3	3	1	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2
Pole/Tower Design	2	2	2	4	2	2	2	2	2	1	2	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Permits and Restrictions	1	1	1	1	4	1	1	1	1	1	1	4	3	2	1	1	1	1	1	1	1	1	1	1	2	1
Surface and Subsurface Obstacles (Visual Observation Only)	3	2	2	3	3	1	1	1	1	1	2	2	2	2	2	2	2	1	1	2	2	1	1	1	2	1
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	2	2	3	2	2	2	2	1	2	2	2	1	2	2	1	1	2	2	1	2	2	2	2	1	2
Availability of ROW for O&M	1	1	2	2	2	1	1	2	1	1	1	3	4	2	2	1	1	1	1	1	1	1	1	1	1	1
Terrain along Segment	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	1	1	1	1	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**19**	**18**	**19**	**24**	**23**	**17**	**17**	**18**	**16**	**14**	**17**	**25**	**27**	**20**	**19**	**17**	**17**	**17**	**17**	**17**	**18**	**17**	**17**	**17**	**18**	**16**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1
Constructability-Pole/Tower Design for Subtransmission	1	1	1	3	3	1	3	3	3	3	3	4	3	3	3	1	1	1	1	1	1	1	1	1	1	1
Constructability - Permits and Restrictions	3	3	3	4	4	3	3	3	3	3	3	4	3	3	4	3	2	2	3	2	2	3	2	2	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	3	3	1	1	1	1	1	1	2	2	2	2	1	1	1	1	1	1	1	1	1	2	1
Access to the Segment for Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Terrain along Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	D-A-BU	D-A-BV	D-A-BW	D-A-BX	D-A-BY	D-A-BZ	D-A-CA	D-A-CC	D-A-CD	D-A-CE	D-A-CF	D-A-CG	D-A-CH	D-A-CI	D-A-CJ	D-A-CK	D-A-CL	D-A-CM	D-A-CN	D-A-CO	D-B-AA	D-B-AB	D-B-AC	D-B-AD	D-B-AE	D-B-AF
Aesthetics																										
Visual Character/Quality	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2
Locally Valued Places	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	1	1	1	3	3	1	1	3	3	1	1	1	1	1	1	1	1	3	1	2	2	2	2	2	2
Scenic Highways	1	1	1	1	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**5**	**5**	**5**	**5**	**9**	**9**	**5**	**5**	**7**	**7**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**7**	**5**	**5**	**5**	**5**	**5**	**5**	**5**
Biology																										
Wildlife Corridors	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	3	2	3	3	3	3	3	3
Avian Collision	1	1	2	3	1	1	1	3	1	1	1	4	1	3	3	3	1	3	2	1	3	2	3	2	2	3
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1	1	1	1	1.5	1.6	1.4	1	1	1	1	1.6	2.5	2.4	1.4	0.9	1.5	1	1.6	1.2	2.7	1.6	1.5	1	1	1
Special-status Species	2	2	2	2	2	2	2	2	1	1	1	2	1	1	1	1	2	2	3	1	3	3	3	3	3	3
Raw Score	**6**	**6**	**7**	**8**	**6.5**	**6.6**	**6.4**	**8**	**5**	**5**	**5**	**11.6**	**6.5**	**8.4**	**7.4**	**6.9**	**6.5**	**8**	**10.6**	**6.2**	**12.7**	**10.6**	**11.5**	**10**	**10**	**11**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**
Subtrans/Trans Design Mgmt																										
Slope of Segment	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Remove / Replace Existing Structures	3	3	3	2	3	3	3	3	3	3	3	5	3	3	2	2	3	2	5	3	2	3	2	3	3	2
Pole/Tower Design	2	2	2	2	2	2	2	2	2	2	2	4	2	4	2	2	1	2	4	2	2	2	2	1	2	2
Permits and Restrictions	1	1	1	1	4	1	1	1	1	1	1	5	2	4	1	1	1	1	5	1	1	1	1	1	1	1
Surface and Subsurface Obstacles (Visual Observation Only)	2	2	1	1	2	2	2	1	1	1	1	3	1	2	2	1	2	2	3	2	1	1	1	1	1	1
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	1	2	2	2	2	2	1	1	2	3	2	2	3	3	1	3	1	2	2	2	2	1	2	2
Availability of ROW for O&M	1	1	1	1	2	3	3	2	1	1	1	5	5	2	2	2	1	2	5	1	1	3	2	2	2	2
Terrain along Segment	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	4	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	1	1	1	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	4	1	1	1	1	1	1	1
Raw Score	**17**	**17**	**16**	**16**	**22**	**20**	**20**	**18**	**16**	**16**	**17**	**37**	**22**	**24**	**19**	**18**	**16**	**19**	**36**	**18**	**16**	**19**	**17**	**16**	**18**	**17**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	1	1	1	1	2	1	2	1	1	1	1	4	1	1	1	2	2	2	4	2	2	1	1	1	1	1
Constructability-Pole/Tower Design for Subtransmission	1	1	1	1	3	1	1	3	3	3	3	4	1	3	3	3	3	1	4	1	1	1	1	1	1	1
Constructability - Permits and Restrictions	2	2	2	2	3	2	1	3	3	3	1	5	2	4	2	2	2	2	3	2	2	1	2	1	1	1
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	2	1	1	2	1	3	2	2	1	4	1	4	1	1	1	1	1	1	2	1	2	1	1	1
Access to the Segment for Construction	1	1	1	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	4	1	1	1	1	2	1	1
Access Roads Needed for Construction	1	1	1	1	1	1	1	1	1	1	1	5	1	1	1	1	1	1	5	1	1	1	1	4	1	1
Terrain along Segment	1	1	1	1	1	1	1	1	1	1	1	4	1	1	1	1	2	2	2	2	2	2	2	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-A-AA	E-A-AB	E-A-AC	E-A-AD	E-B-AA	E-B-AB	E-B-AC	E-B-AD	E-B-AE	E-B-AF	E-B-AG	E-B-AH	E-B-AI	E-B-AJ	E-B-AK	E-B-AL	E-B-AM	E-B-AR	E-B-AS	E-B-AT	E-B-AU	E-B-AV	E-B-AZ	E-B-BA	E-B-BB	E-B-BC
Aesthetics																										
Visual Character/Quality	3	3	3	3	1	3	3	3	1	2	2	2	3	2	2	3	3	4	4	4	4	4	3	3	3	3
Locally Valued Places	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Impacts to Scenic Vistas	2	2	2	2	3	3	3	3	3	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3
Scenic Highways	1	1	1	1	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**7**	**7**	**7**	**7**	**9**	**11**	**11**	**8**	**6**	**6**	**7**	**6**	**7**	**6**	**6**	**7**	**7**	**8**	**8**	**8**	**8**	**8**	**7**	**7**	**7**	**8**
Biology																										
Wildlife Corridors	1	1	1	1	2	2	2	3	3	2	3	3	2	3	3	2	2	2	2	2	2	2	2	1	1	2
Avian Collision	3	3	3	3	2	2	2	2	2	3	2	3	3	3	3	3	3	3	3	3	3	3	2	2	3	2
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1.2	2.4	2.2	2.8	1	1	1.1	1	1	1	1	1	1	1.5	1.2	1	1.8	1.2	1	1.5	2.6	1.1	1	2.1	1.2	1
Special-status Species	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	2	1	1	1	1	1	1
Raw Score	**7.2**	**8.4**	**8.2**	**8.8**	**8**	**8**	**8.1**	**9**	**9**	**9**	**9**	**10**	**9**	**10.5**	**10.2**	**9**	**9.8**	**8.2**	**8**	**9.5**	**9.6**	**8.1**	**7**	**7.1**	**7.2**	**7**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	1
Raw Score	**13**	**13**	**13**	**13**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**13**	**13**	**13**	**13**	**13**	**13**	**11**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**
Subtrans/Trans Design Mgmt																										
Slope of Segment	4.8	3	3	3.2	3.2	4.8	4.8	4.8	0	0	0	0	0	0	0	0	0	4.8	4.6	4.6	4.9	4.9	4.9	4.9	4.8	4.3
Remove / Replace Existing Structures	3	3	2	2	4	4	4	2	5	4	3	4	4	4	4	4	3	4	3	4	4	3	3	5	3	3
Pole/Tower Design	2	1	2	2	4	3	3	2	4	2	2	2	2	3	4	2	4	3	1	2	2	2	1	2	2	2
Permits and Restrictions	1	1	1	1	2	3	3	1	3	2	2	2	2	4	4	2	4	2	2	3	4	2	4	1	1	3
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	2	4	3	3	2	4	2	1	1	2	3	3	3	4	3	1	1	3	3	4	4	1	3
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	2	2	3	2	3	3	5	3	1	3	3	3	3	3	1	3	1	3	3	1	1	3	1	1
Availability of ROW for O&M	1	1	1	1	4	4	4	1	2	5	5	4	4	4	4	4	5	4	5	4	4	5	5	5	1	5
Terrain along Segment	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	1	4	1	1	1	1	1	2	2	1	3
Access to the Segment for Construction / Operations	1	1	1	1	2	2	2	1	2	2	4	2	2	2	2	2	4	1	1	1	2	1	2	2	1	4
Raw Score	**15.8**	**13**	**14**	**15.2**	**28.2**	**27.8**	**28.8**	**18.8**	**27**	**22**	**20**	**20**	**21**	**25**	**27**	**21**	**29**	**25.8**	**19.6**	**23.6**	**27.9**	**22.9**	**26.9**	**28.9**	**15.8**	**28.3**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	1	2	1	1	1	1	1	1	1	1	1	1	1	1	2	2	3	1	1	1	1	1	1	1	1	2
Constructability-Pole/Tower Design for Subtransmission	2	2	2	3	3	3	3	3	1	1	1	3	1	1	2	1	3	3	3	3	3	1	1	1	2	1
Constructability - Permits and Restrictions	1	2	1	2	4	3	3	2	1	2	1	2	1	1	2	1	3	2	2	2	2	1	1	1	1	1
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	2	3	2	2	1	1	2	1	1	1	1	1	1	1	2	1	2	2	1	1	1	1	1
Access to the Segment for Construction	1	1	1	1	1	1	1	1	1	3	1	1	1	1	3	1	3	1	1	1	1	1	1	1	1	4
Access Roads Needed for Construction	1	1	1	1	1	1	1	1	1	3	1	2	1	1	3	1	5	1	1	1	1	1	1	1	1	5
Terrain along Segment	1	2	1	1	1	1	1	1	1	2	2	3	1	1	2	2	3	1	1	1	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-B-BD	E-B-BE	E-B-BF	E-B-BG	E-B-BH	E-B-BI	E-B-BJ	E-C-AA	E-C-AB	E-C-AC	E-C-AD	E-C-AE	E-C-AF	E-C-AG	E-C-AH	E-D-AA	E-D-AB	E-D-AC	E-D-AD	E-D-AE	E-D-AF	E-D-AG	E-D-AH	E-D-AI	E-D-AJ	E-D-AK
Aesthetics																										
Visual Character/Quality	3	3	3	3	3	4	3	1	2	1	2	2	2	1	1	3	3	3	3	3	3	3	2	2	2	2
Locally Valued Places	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Impacts to Scenic Vistas	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	1	1	3	3	3	2	2	2	2
Scenic Highways	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	1	1	1	2	3	3	4	1	1	1	1
Raw Score	**8**	**7**	**8**	**8**	**8**	**9**	**8**	**7**	**8**	**7**	**8**	**8**	**8**	**7**	**7**	**7**	**7**	**6**	**7**	**10**	**10**	**11**	**6**	**6**	**6**	**6**
Biology																										
Wildlife Corridors	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	2	2	1	1	3	3	3	2	2	2	2
Avian Collision	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2	3	2	2	2	2	2	2
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1	0	1	1	1	1.5	1.3	1	1	1	1	1	1	1	1	1.8	1	1	1	1	1.1	2.1	2.3	1.8	1	1
Special-status Species	1	1	1	1	1	2	1	2	1	1	1	2	1	2	1	2	2	1	1	2	2	2	2	2	1	1
Raw Score	**7**	**6**	**8**	**8**	**8**	**9.5**	**8.3**	**8**	**7**	**7**	**7**	**8**	**7**	**8**	**7**	**8.8**	**8**	**6**	**6**	**10**	**9.1**	**10.1**	**9.3**	**8.8**	**7**	**7**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**13**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Cultural Resources																										
Paleontological Resources	3	3	3	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1	3	3	3	3	3
Cultural Resources	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**6**	**6**	**6**	**4**	**4**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**4**	**6**	**6**	**6**	**6**	**6**
Subtrans/Trans Design Mgmt																										
Slope of Segment	4.3	3.5	3.5	3.7	3.7	2.5	2.5	1.8	1.8	2.7	2.7	1	1	3.6	3.6	4.7	4.7	3.9	3.9	4.9	4.9	1.9	1.9	2.5	2.5	2
Remove / Replace Existing Structures	3	5	5	5	4	3	5	5	4	5	5	5	3	3	3	4	4	5	5	5	5	5	5	2	2	2
Pole/Tower Design	2	2	1	2	4	2	2	2	2	2	1	2	2	2	2	2	2	1	1	2	2	2	1	1	1	1
Permits and Restrictions	2	4	2	2	3	4	2	2	4	4	1	1	1	3	2	2	2	2	2	4	4	4	2	2	2	1
Surface and Subsurface Obstacles (Visual Observation Only)	2	4	2	3	1	1	3	4	4	4	1	4	1	4	3	3	3	3	3	3	3	3	1	1	1	1
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	2	2	2	1	2	3	3	3	2	3	1	2	2	3	3	3	3	3	3	3	2	1	1	2
Availability of ROW for O&M	5	3	3	3	5	5	3	3	4	5	3	3	5	5	2	2	2	2	2	2	2	2	2	2	2	2
Terrain along Segment	1	3	1	1	3	2	1	2	1	2	1	1	1	2	1	1	1	1	1	2	2	2	2	1	1	1
Access to the Segment for Construction / Operations	1	2	1	1	2	2	2	3	2	3	1	2	3	2	2	1	1	1	1	1	1	2	2	2	2	2
Raw Score	**21.3**	**27.5**	**20.5**	**22.7**	**27.7**	**22.5**	**22.5**	**25.8**	**25.8**	**30.7**	**17.7**	**22**	**18**	**26.6**	**20.6**	**22.7**	**22.7**	**21.9**	**21.9**	**26.9**	**26.9**	**24.9**	**18.9**	**14.5**	**14.5**	**14**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	1	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1
Constructability-Pole/Tower Design for Subtransmission	1	1	1	1	1	2	2	1	1	3	2	2	1	1	1	2	2	2	1	2	2	2	2	2	2	2
Constructability - Permits and Restrictions	1	1	1	1	1	2	1	1	1	1	1	1	2	2	2	1	1	2	1	2	2	2	2	2	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	1	1	1	1	1	1	2	1	3	1	1	2	1	1	2	1	2	2	2	2	2	2	2
Access to the Segment for Construction	1	1	1	1	1	4	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	2	2	2	2	2
Access Roads Needed for Construction	1	1	1	1	1	5	1	1	1	1	1	1	5	1	1	1	1	1	1	1	1	2	2	2	2	2
Terrain along Segment	2	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-D-AL	E-D-AM	E-D-AN	E-D-AO	E-D-AP	E-D-AQ	E-D-AR	E-D-AS	E-D-AT	E-D-AU	E-D-AV	E-D-AW	E-D-AX	E-D-AY	E-D-AZ	E-D-BA	E-D-BB	E-D-BC	E-D-BD	E-D-BE	E-D-BF	E-D-BG	E-D-BH	E-D-BI	E-D-BJ	E-D-BK
Aesthetics																										
Visual Character/Quality	2	3	3	3	3	4	4	4	3	4	4	3	3	3	3	4	2	2	2	2	2	2	2	2	2	2
Locally Valued Places	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Impacts to Scenic Vistas	1	2	2	1	1	2	2	2	2	2	2	2	1	1	1	3	3	3	3	3	3	2	2	2	2	2
Scenic Highways	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	1	1	1	1	1
Raw Score	**5**	**7**	**7**	**6**	**6**	**8**	**8**	**8**	**7**	**8**	**8**	**7**	**6**	**6**	**6**	**11**	**9**	**9**	**9**	**9**	**9**	**6**	**6**	**6**	**6**	**6**
Biology																										
Wildlife Corridors	2	2	2	2	1	2	2	2	2	2	2	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2
Avian Collision	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	2
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1.8	2.1	2	1.1	1	1.3	2	2.4	1.2	2.3	1.6	1	1	1	1	1	1	1	1	1.1	2	2	1.2	1.4	1.9	2.6
Special-status Species	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2	1	2	2
Raw Score	**8.8**	**9.1**	**9**	**8.1**	**7**	**8.3**	**9**	**9.4**	**8.2**	**9.3**	**8.6**	**7**	**6**	**7**	**6**	**8**	**8**	**8**	**8**	**8.1**	**9**	**9**	**8.2**	**7.4**	**8.9**	**9.6**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**
Subtrans/Trans Design Mgmt																										
Slope of Segment	2	4.4	4.4	4.6	4.6	4.3	4.3	4.8	4.8	4.6	4.6	1	1	1	1	1	1	1	1	1	1	1	1	1.5	1.5	1.1
Remove / Replace Existing Structures	3	3	4	5	3	3	3	3	3	5	5	5	5	5	3	3	5	2	3	3	3	3	3	2	2	3
Pole/Tower Design	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1
Permits and Restrictions	1	1	1	4	1	1	1	1	1	3	1	1	1	2	1	1	2	1	1	1	1	1	1	1	1	1
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	1	1	1	1	1	2	3	2	2	2	3	1	1	1	1	1	1	1	1	1	1	1	1
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	2	2	1	2	1	1	2	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1
Availability of ROW for O&M	5	5	5	5	5	5	5	2	5	5	3	3	3	3	5	5	5	5	5	5	5	5	5	1	1	5
Terrain along Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	2	2	1	3	1	2	1	2	1	2	1	1	1	1	1	3	3	1	4	4	4	4	4	1	1	2
Raw Score	**19**	**21.4**	**21.4**	**26.6**	**20.6**	**20.3**	**19.3**	**18.8**	**20.8**	**26.6**	**19.6**	**16**	**16**	**20**	**15**	**19**	**21**	**14**	**18**	**18**	**18**	**18**	**18**	**10.5**	**10.5**	**16.1**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	1	4	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Constructability-Pole/Tower Design for Subtransmission	2	3	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Constructability - Permits and Restrictions	2	4	1	2	1	1	2	2	2	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	1	4	2	1	2	2	2	2	2	3	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1
Access to the Segment for Construction	2	4	1	4	1	1	4	4	2	2	2	2	1	1	1	1	4	4	4	4	4	4	4	4	4	3
Access Roads Needed for Construction	2	5	1	5	1	1	3	3	1	2	2	2	1	1	1	1	5	5	5	5	5	5	2	5	5	2
Terrain along Segment	1	4	1	1	1	1	2	2	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-D-BL	E-D-BM	E-D-BN	E-D-BO	E-D-BP	E-D-BQ	E-D-BR	E-D-BS	E-D-BT	E-D-BU	E-D-BV	E-D-BW	E-D-BX	E-D-BY	E-D-BZ	E-D-CA	E-D-CB	E-D-CC	E-D-CD	E-D-CE	E-D-CF	E-D-CG	E-D-CH	E-D-CI	E-D-CJ	E-D-CK
Aesthetics																										
Visual Character/Quality	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	4	3	3	3	4	5	5	2	2
Locally Valued Places	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Impacts to Scenic Vistas	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	2	3	1	1	1	2	3	3	3	3
Scenic Highways	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**7**	**7**	**7**	**7**	**7**	**7**	**6**	**6**	**6**	**7**	**9**	**6**	**6**	**6**	**8**	**10**	**10**	**7**	**7**
Biology																										
Wildlife Corridors	2	2	2	2	2	2	2	2	1	2	2	1	1	1	1	1	2	4	1	1	1	2	4	4	2	2
Avian Collision	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	3	3	2	2
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1.6	1	1	1	1	1	1	2	1	1.9	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1.4	3.1
Special-status Species	2	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	2	2	1	1	1	2	2	2	2	2
Raw Score	**8.6**	**7**	**7**	**7**	**7**	**7**	**7**	**9**	**7**	**8.9**	**9**	**7**	**6**	**6**	**6**	**6**	**8**	**10**	**6**	**6**	**7**	**8**	**11**	**11**	**8.4**	**10.1**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**
Subtrans/Trans Design Mgmt																										
Slope of Segment	1.1	1.8	1.8	1	1	1.7	1.7	1.4	1.4	2	2	1.4	1.4	1	1	0.4	0.4	0.5	0.5	0	0	1.1	1.1	1	1	5
Remove / Replace Existing Structures	3	3	2	2	3	2	2	4	3	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Pole/Tower Design	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	4	4	1	1
Permits and Restrictions	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	1	3
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	3	4	4	1	1
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	2	1	1	1	1	1
Availability of ROW for O&M	5	5	1	1	1	1	2	1	5	5	5	5	2	2	2	2	5	5	5	2	2	5	5	5	5	5
Terrain along Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	1	1	1	3	4	4	3	3
Access to the Segment for Construction / Operations	2	2	1	1	2	1	2	1	4	2	2	2	1	1	1	1	4	4	1	1	1	2	5	5	4	4
Raw Score	**16.1**	**16.8**	**10.8**	**10**	**12**	**10.7**	**12.7**	**12.4**	**18.4**	**17**	**17**	**16.4**	**14.4**	**15**	**14**	**13.4**	**21.4**	**21.5**	**16.5**	**14**	**15**	**23.1**	**32.1**	**32**	**22**	**28**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	1	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	2	1	1	1	3	3	1	1	1
Constructability-Pole/Tower Design for Subtransmission	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	1	1
Constructability - Permits and Restrictions	2	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1	1	1	1	1	2	2	2	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction	2	1	1	1	1	1	1	3	3	2	2	2	1	1	1	1	1	2	1	1	1	3	3	1	1	1
Access Roads Needed for Construction	2	1	1	1	1	1	1	5	5	1	1	1	1	1	1	1	1	2	1	1	1	5	2	1	1	1
Terrain along Segment	1	1	1	1	1	1	1	4	4	1	1	1	1	1	1	1	1	2	1	1	1	3	3	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-D-CL	E-D-CM	E-D-CN	E-D-CO	E-D-CP	E-D-CQ	E-D-CR	E-D-CS	E-D-CT	E-D-CU	E-D-CV	E-D-CW	E-D-CX	E-D-CY	E-D-CZ	E-E-AA	E-E-AB	E-E-AC	E-E-AD	E-E-AE	E-E-AF	E-E-AG	E-E-AH	E-E-AI	E-E-AJ	E-E-AK
Aesthetics																										
Visual Character/Quality	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	2	3	3
Locally Valued Places	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Impacts to Scenic Vistas	2	2	2	2	3	3	3	3	3	2	2	2	2	2	2	1	2	1	1	1	2	2	3	3	2	2
Scenic Highways	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**6**	**6**	**6**	**6**	**7**	**7**	**7**	**7**	**7**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**7**	**6**	**6**	**6**	**7**	**7**	**8**	**7**	**7**	**7**
Biology																										
Wildlife Corridors	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	2	2	1	1	2	1
Avian Collision	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	2	2	2	2	2	2
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	3	1.5	1	1	1	1	1	1	1.4	3	3	1.8	2.4	3.2	2.9	4.5	1.2	3.5	1.2	1.6	1	1	1.4	1.2	1.2	1
Special-status Species	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	1	2	1	1	1	1	1	1	2	1	1
Raw Score	**10**	**8.5**	**7**	**7**	**8**	**8**	**8**	**8**	**8.4**	**10**	**10**	**8.8**	**9.4**	**10.2**	**9.9**	**9.5**	**7.2**	**8.5**	**7.2**	**7.6**	**7**	**7**	**6.4**	**7.2**	**7.2**	**6**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**
Subtrans/Trans Design Mgmt																										
Slope of Segment	5	0.7	0.7	0.7	0.7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Remove / Replace Existing Structures	5	5	5	5	5	5	5	5	5	5	1	1	5	5	5	2	3	2	5	2	3	5	5	5	3	3
Pole/Tower Design	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	2	2	1	1	2	2	2
Permits and Restrictions	4	4	1	1	1	1	1	1	1	1	1	1	1	1	4	4	2	5	2	4	2	2	2	2	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	1	2	2	2	1	1	1	1	1	1	1	1	1	1	2	2	2	1	3	3	3	3	2	3	2	2
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	3	2	3	1	2	1	1	1	1
Availability of ROW for O&M	5	5	5	5	5	5	5	5	5	5	1	1	5	5	5	2	5	2	3	3	5	5	5	5	5	5
Terrain along Segment	3	3	3	3	3	3	3	2	3	4	1	1	1	2	2	2	1	2	1	1	2	1	1	3	1	1
Access to the Segment for Construction / Operations	3	2	2	2	3	3	3	2	2	3	2	2	4	4	1	1	1	1	1	1	1	1	1	3	1	1
Raw Score	**28**	**23.7**	**20.7**	**20.7**	**20.7**	**21**	**21**	**19**	**20**	**22**	**10**	**10**	**20**	**21**	**22**	**18**	**18**	**18**	**20**	**20**	**20**	**21**	**19**	**25**	**18**	**18**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1
Constructability-Pole/Tower Design for Subtransmission	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1
Constructability - Permits and Restrictions	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	1	1	1	1
Access to the Segment for Construction	3	1	1	1	4	4	4	4	4	4	4	4	4	4	4	1	1	1	1	1	1	1	1	3	1	1
Access Roads Needed for Construction	2	1	1	1	5	5	5	5	5	5	5	5	5	5	5	1	1	1	1	1	1	1	1	2	1	1
Terrain along Segment	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-E-AL	E-E-AM	E-E-AN	E-E-AO	E-E-AP	E-E-AQ	E-E-AR	E-E-AS	E-E-AT	E-E-AU	E-E-AV	E-E-AW	E-E-AX	E-E-AY	F-A-AA	F-A-AB	F-A-AC	F-A-AD	F-A-AE	F-A-AF	F-A-AG	F-A-AH	F-A-AI	F-A-AJ	F-A-AK	F-A-AL
Aesthetics																										
Visual Character/Quality	3	3	4	3	3	3	3	3	3	3	3	3	3	3	1	2	2	3	3	3	3	3	3	3	3	3
Locally Valued Places	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	2	2	2	2	2	2	2	2	2	2	2	1	2	1	2	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**7**	**7**	**8**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**6**	**7**	**6**	**4**	**6**	**6**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**
Biology																										
Wildlife Corridors	1	2	1	1	1	2	1	1	2	2	1	2	1	1	4	4	4	4	4	4	4	4	4	4	4	4
Avian Collision	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4	4	4
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2
Water Bodies	1	1	1	1.2	1	1	1	1	1	1	1	1	1.3	1.8	3	2.5	2.9	3	2.4	2.9	3.1	3.1	3	3	3	3.3
Special-status Species	1	1	2	1	1	1	1	1	1	2	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3
Raw Score	**6**	**7**	**7**	**6.2**	**6**	**7**	**6**	**6**	**7**	**8**	**6**	**7**	**6.3**	**6.8**	**14**	**15.5**	**15.9**	**16**	**15.4**	**15.9**	**16.1**	**16.1**	**16**	**16**	**16**	**16.3**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**
Subtrans/Trans Design Mgmt																										
Slope of Segment	1	1.1	1.1	3.7	3.7	4.1	4.1	2.7	2.7	1	1	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5
Remove / Replace Existing Structures	3	5	3	3	5	5	5	2	5	5	2	2	5	5	3	3	3	3	3	3	3	3	3	3	3	3
Pole/Tower Design	2	1	1	1	2	2	2	2	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Permits and Restrictions	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	4	4
Surface and Subsurface Obstacles (Visual Observation Only)	2	2	3	3	3	3	3	1	2	1	1	1	3	3	2	2	2	2	2	2	2	2	2	2	2	2
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	2	2	1	2	2	2	3	2	2	3	3	2	1	2	1	1	1	1	1	1	1	1	1	1	1
Availability of ROW for O&M	5	3	5	5	3	3	5	1	3	5	1	1	3	5	5	5	5	5	5	5	5	5	5	5	5	5
Terrain along Segment	1	1	2	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	3	2	2	2	2
Access to the Segment for Construction / Operations	1	1	2	1	2	1	1	1	1	1	1	1	1	1	2	2	2	4	3	4	4	4	4	4	4	4
Raw Score	**18**	**18.1**	**21.1**	**20.7**	**23.7**	**23.1**	**25.1**	**15.7**	**20.7**	**20**	**13**	**13**	**20**	**21**	**26**	**25**	**25**	**27**	**26**	**27**	**27**	**28**	**27**	**27**	**28**	**28**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	3	1	2	2	2	3	1	1	1
Constructability-Pole/Tower Design for Subtransmission	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1
Constructability - Permits and Restrictions	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction	1	1	4	1	1	1	1	1	1	1	1	1	1	1	4	3	4	4	1	3	3	3	4	1	3	4
Access Roads Needed for Construction	1	1	5	1	3	1	1	1	1	1	1	1	1	1	5	3	5	5	1	3	3	3	5	1	3	5
Terrain along Segment	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	3	1	2	2	2	2	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	F-A-AM	F-A-AN	F-A-AO	F-A-AP	F-A-AQ	F-A-AR	F-A-AS	F-A-AT	F-A-AU	F-A-AV	F-A-AW	F-A-AX	F-A-AY	F-A-AZ	F-A-BA	F-A-BB	F-A-BC	F-A-BD	F-A-BE	F-A-BF	F-A-BG	F-A-BH	F-A-BI	F-A-BJ	F-A-BK	F-A-BL
Aesthetics																										
Visual Character/Quality	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Locally Valued Places	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**
Biology																										
Wildlife Corridors	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	4	4	4	4	4	4	4	4	3
Avian Collision	3	3	4	4	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	2	2
Permitting Time Required	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	3.1	2.7	3	2.1	2.2	2.2	1.4	1.3	1.4	1.3	1.5	1.3	1	1.8	2	1.8	1.2	1.4	1.7	1.7	1.1	1.4	1.3	2.4	1	1
Special-status Species	3	3	3	3	3	3	5	3	3	5	3	3	3	5	5	5	2	5	5	5	5	5	5	5	5	5
Raw Score	**15.1**	**14.7**	**16**	**15.1**	**15.2**	**14.2**	**16.4**	**14.3**	**13.4**	**15.3**	**13.5**	**13.3**	**13**	**15.8**	**16**	**15.8**	**11.2**	**15.4**	**15.7**	**15.7**	**15.1**	**15.4**	**15.3**	**16.4**	**13**	**12**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources Permitting Time	1	1	1	2	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**9**	**9**	**9**	**10**	**9**	**10**	**10**	**10**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**
Subtrans/Trans Design Mgmt																										
Slope of Segment	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Remove / Replace Existing Structures	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Pole/Tower Design	4	4	4	4	4	4	4	4	4	4	4	2	2	4	2	2	2	4	2	4	4	4	4	4	2	2
Permits and Restrictions	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Surface and Subsurface Obstacles (Visual Observation Only)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Availability of ROW for O&M	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Terrain along Segment	3	3	3	3	3	3	3	3	4	4	4	3	3	3	2	2	1	4	2	2	2	4	4	4	4	2
Access to the Segment for Construction / Operations	4	4	4	4	4	4	4	4	4	4	4	4	4	3	4	3	3	4	2	2	4	4	4	4	4	3
Raw Score	**31**	**31**	**31**	**31**	**31**	**31**	**31**	**31**	**32**	**32**	**32**	**29**	**29**	**30**	**28**	**27**	**26**	**32**	**26**	**28**	**30**	**32**	**32**	**32**	**30**	**27**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	3	3	3	4	4	4	4	4	5	5	4	4	3	3	3	2	1	4	2	2	2	4	4	5	4	2
Constructability-Pole/Tower Design for Subtransmission	3	3	3	3	3	3	3	3	4	4	4	3	3	3	1	1	1	3	1	1	1	3	3	5	1	1
Constructability - Permits and Restrictions	2	3	3	3	3	3	3	3	5	5	5	3	3	3	3	3	2	3	3	3	3	3	3	4	3	2
Surface and Subsurface Obstacles (Visual Observation Only)	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction	3	4	4	5	4	4	4	4	5	5	5	4	4	3	4	4	1	4	1	3	4	4	4	4	3	4
Access Roads Needed for Construction	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5	2	5	1	3	4	5	5	5	4	4
Terrain along Segment	2	3	3	4	4	4	4	4	5	5	5	5	4	3	3	3	1	3	2	2	2	2	2	2	2	2

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	F-A-BM	F-A-BN	F-A-BO	F-A-BP	F-A-BQ	F-A-BR	F-A-BS	F-A-BT	F-A-BU	F-B-AA	F-B-AB	F-B-AC	F-B-AD	F-B-AE	F-B-AF	F-B-AG	F-B-AH	F-B-AI	F-B-AJ	F-C-AA	F-C-AB	F-C-AC	F-C-AD	F-C-AE	F-C-AF	F-C-AG
Aesthetics																										
Visual Character/Quality	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	3	3	3	3	3	3	3	3	3	3	3
Locally Valued Places	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**8**	**8**	**8**	**8**	**8**	**8**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**
Biology																										
Wildlife Corridors	4	3	3	3	3	3	3	3	3	2	1	1	1	1	1	2	3	3	3	1	1	1	1	1	1	2
Avian Collision	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	2	2	2	2	1	1	1	1	1	1	1
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	1	1.7	1.7	1	2	2.2	1.5	3	2.2	1.7	1	1	1	1.6	1.1	1.7	1.5	2.3	1.8	1	1	1	1	1	1	1.7
Special-status Species	3	2	2	2	2	2	2	2	2	2	1	1	1	2	1	2	2	2	2	1	1	1	1	1	1	2
Raw Score	**11**	**9.7**	**9.7**	**9**	**10**	**10.2**	**9.5**	**11**	**10.2**	**7.7**	**5**	**5**	**5**	**6.6**	**5.1**	**8.7**	**9.5**	**10.3**	**9.8**	**5**	**5**	**5**	**5**	**5**	**5**	**7.7**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**
Subtrans/Trans Design Mgmt																										
Slope of Segment	5	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5	5	5
Remove / Replace Existing Structures	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	3	3	4
Pole/Tower Design	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	4	4	2
Permits and Restrictions	4	4	4	4	4	4	4	4	4	1	1	1	1	1	1	3	3	3	3	2	2	3	2	4	4	2
Surface and Subsurface Obstacles (Visual Observation Only)	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	3	3	4	3	4	4	3
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	1	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1	3	3	2	2	4	4	3
Availability of ROW for O&M	5	5	5	5	5	5	5	5	5	2	1	1	1	1	1	5	5	5	5	3	3	4	2	4	4	3
Terrain along Segment	2	1	1	1	1	2	2	2	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	4	3	3	4	4	4	3	3	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**28**	**26**	**26**	**27**	**27**	**28**	**27**	**27**	**29**	**13**	**12**	**12**	**12**	**12**	**11**	**17**	**17**	**17**	**17**	**23**	**24**	**27**	**22**	**30**	**30**	**24**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	2	1	1	1	1	2	2	2	3	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1
Constructability-Pole/Tower Design for Subtransmission	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Constructability - Permits and Restrictions	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction	4	4	4	4	4	4	3	3	4	1	1	1	1	3	1	1	2	2	4	1	1	1	1	1	1	1
Access Roads Needed for Construction	4	5	5	5	5	5	4	4	4	1	1	1	1	3	1	1	2	2	5	1	1	1	1	1	1	1
Terrain along Segment	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	F-C-AH	F-C-AI	F-C-AJ	F-C-AK	F-C-AL	F-C-AM	F-C-AN	F-C-AO	F-C-AP	F-C-AQ	F-C-AR	F-C-AS	F-C-AT	G-A-AA	G-A-AB	G-A-AC	G-A-AD	G-A-AE	G-A-AF	G-A-AG	G-A-AH	G-A-AI	G-A-AJ	G-A-AK	G-A-AL	G-A-AM
Aesthetics																										
Visual Character/Quality	3	3	3	3	3	3	3	3	3	3	3	4	3	1	2	2	1	1	1	2	2	2	2	2	2	2
Locally Valued Places	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	3	3	3	3	3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	2	1
Scenic Highways	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	2	2	1	1	1	1	1	1	1	1
Raw Score	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**8**	**7**	**4**	**4**	**4**	**4**	**4**	**3**	**4**	**4**	**4**	**4**	**4**	**5**	**4**
Biology																										
Wildlife Corridors	2	2	2	2	2	2	3	2	3	2	1	1	3	2	2	3	2	2	2	2	2	2	2	2	2	2
Avian Collision	2	1	1	2	1	2	2	2	2	1	1	1	4	2	2	4	3	3	3	2	2	2	2	2	2	2
Permitting Time Required	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	2.1	1.6	2.8	2.4	3	1.4	1.8	1.4	2.1	3	1	1.7	1.2	1	1	1.6	1	1	1	1	1	1	1	1	1	1
Special-status Species	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	3	1	2	2	2	2	2	2	2	2	2
Raw Score	**9.1**	**7.6**	**8.8**	**9.4**	**9**	**8.4**	**9.8**	**8.4**	**10.1**	**9**	**5**	**5.7**	**11.2**	**8**	**8**	**12.6**	**8**	**9**	**9**	**8**	**8**	**8**	**8**	**8**	**8**	**8**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Community Development Guidelines	3	3	3	3	3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Cultural Resources																										
Paleontological Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Native American Resource Issues	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**
Subtrans/Trans Design Mgmt																										
Slope of Segment	5	5	5	5	5	5	5	5	5	5	5	5	5	5	1	5	2	1	1	2	1	1	1	2	1	2
Remove / Replace Existing Structures	2	4	4	4	4	4	5	4	5	4	4	3	4	3	4	3	3	3	3	3	3	3	3	3	4	3
Pole/Tower Design	1	1	1	1	1	3	3	3	3	1	1	3	2	3	2	4	2	2	2	2	2	2	3	2	4	2
Permits and Restrictions	1	1	1	1	1	3	4	2	4	1	1	3	2	3	2	4	2	2	2	1	1	1	2	2	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	2	2	2	2	2	2	1	2	1	2	2	2	2	2	2	2	3	3	2	1	1	1	1	1	1	1
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	2	2	2	2	2	1	2	1	2	2	2	2	2	2	2	3	3	2	1	1	2	2	3	3	3
Availability of ROW for O&M	2	3	3	3	3	5	5	3	5	2	2	5	3	5	3	5	2	2	2	1	2	1	2	2	1	2
Terrain along Segment	2	1	1	1	1	4	4	2	4	1	1	2	2	2	2	3	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	1	1	1	1	1	4	4	1	4	1	1	4	2	4	2	4	2	2	1	1	1	1	1	1	1	1
Raw Score	**18**	**20**	**20**	**20**	**20**	**32**	**32**	**24**	**32**	**19**	**19**	**29**	**24**	**29**	**20**	**32**	**20**	**19**	**16**	**13**	**13**	**13**	**16**	**17**	**18**	**17**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	1	1	1	1	1	1	1	1	1	1	1	3	1	3	1	2	1	1	1	1	1	1	1	1	3	1
Constructability-Pole/Tower Design for Subtransmission	1	1	1	1	1	1	1	1	1	1	1	3	1	3	1	1	1	1	1	1	1	1	1	1	3	1
Constructability - Permits and Restrictions	1	1	1	1	1	1	2	2	2	2	1	3	1	3	1	2	1	1	1	1	1	1	1	1	3	1
Surface and Subsurface Obstacles (Visual Observation Only)	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	3	1	1	1	1	1	2	2	2	2	2
Access to the Segment for Construction	1	1	1	1	1	2	4	3	4	3	1	4	1	4	4	1	1	1	2	2	2	2	2	2	4	2
Access Roads Needed for Construction	1	1	1	1	1	4	5	3	5	3	1	5	1	5	5	1	1	1	2	2	2	2	2	2	5	2
Terrain along Segment	1	1	1	1	1	1	2	2	2	2	1	3	1	3	1	1	1	1	1	1	1	1	1	1	3	1

Category	G-A-AN	G-A-AO	G-A-AP	G-A-AQ	G-A-AR	G-A-AS	G-A-AT	G-A-AU	G-A-AV
Aesthetics									
Visual Character/Quality	2	3	3	4	4	3	4	4	4
Locally Valued Places	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	2	2	2	2	2	2	2	2	2
Scenic Highways	1	1	1	1	1	1	1	1	1
Raw Score	**5**	**6**	**6**	**7**	**7**	**6**	**7**	**7**	**7**
Biology									
Wildlife Corridors	3	2	2	2	2	1	2	2	2
Avian Collision	4	3	3	3	3	3	3	3	3
Permitting Time Required	1	1	1	1	1	1	1	1	1
Water Bodies	1.3	2	2.1	2.4	2.1	2.5	2.4	1.5	5.2
Special-status Species	3	2	2	1	1	1	1	2	1
Raw Score	**12.3**	**10**	**10.1**	**9.4**	**9.1**	**8.5**	**9.4**	**9.5**	**12.2**
Community									
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	5	5	5	5	5	5	5	5	5
Community Development Guidelines	1	3	3	3	3	3	3	3	3
Current / Past Controversy Along or Near the Route Segment	4	4	4	4	4	4	4	4	4
Planned Future Development Near the Route Segment	1	1	1	1	1	1	1	1	1
Raw Score	**11**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**
Cultural Resources									
Paleontological Resources	3	3	3	3	3	3	3	3	3
Cultural Resources	3	3	3	3	3	3	3	3	3
Cultural Resources Permitting Time	1	1	1	1	1	1	1	1	1
Native American Resource Issues	2	1	1	1	1	1	1	1	1
Raw Score	**9**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**8**
Subtrans/Trans Design Mgmt									
Slope of Segment	5	1	2	5	1	1	2	4	2
Remove / Replace Existing Structures	3	4	4	3	3	3	4	4	4
Pole/Tower Design	4	2	2	2	2	2	3	2	2
Permits and Restrictions	3	2	2	2	2	1	2	3	4
Surface and Subsurface Obstacles (Visual Observation Only)	2	3	3	3	3	1	3	1	3
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	3	3	1	1	1	3	3	3
Availability of ROW for O&M	5	4	4	5	5	1	4	4	4
Terrain along Segment	3	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	4	2	2	1	1	1	1	1	2
Raw Score	**31**	**22**	**23**	**23**	**19**	**12**	**23**	**23**	**25**
Constructability - Trans Project Delivery									
Slope of Segment for Access Roads	3	2	2	1	1	1	1	1	1
Constructability-Pole/Tower Design for Subtransmission	3	1	1	1	1	2	3	3	3
Constructability - Permits and Restrictions	3	1	1	1	1	1	2	2	2
Surface and Subsurface Obstacles (Visual Observation Only)	2	1	1	1	1	1	2	2	2
Access to the Segment for Construction	4	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	5	1	1	1	1	1	1	1	1
Terrain along Segment	3	2	2	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	A-A-AA	A-A-AB	A-A-AC	A-A-AD	A-A-AE	A-A-AF	A-A-AG	A-A-AH	A-A-AI	A-A-AJ	A-A-AK	A-A-AL	A-A-AM	A-A-AN	A-A-AO	A-A-AP	A-A-AQ	A-A-AR	A-A-AS	A-A-AT	A-A-AU	A-A-AV	A-A-AW	A-A-AX	A-A-AY	A-A-AZ
Availability of ROW for Construction	5	5	5	5	5	2	2	2	4	4	4	4	5	5	5	5	5	5	5	5	4	4	4	4	2	3
Raw Score	**31**	**31**	**31**	**33**	**33**	**13**	**13**	**13**	**20**	**23**	**24**	**24**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**28**	**28**	**27**	**23**	**10**	**17**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	1	1	1	2	2	2	2	1	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2
Remove / Replace / Relocate Existing Distribution Structures	1	1	1	1	1	2	2	2	2	1	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**2**	**2**	**2**	**2**	**2**	**4**	**4**	**4**	**4**	**2**	**4**	**4**	**2**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	3	3	2	3	4	3	1	1	1	3	3	3	4	4	4	4	3	4	2	2	3	3	3	3	4	1
Access Roads Needed	3	3	2	3	5	3	1	1	1	3	3	3	4	5	5	5	3	5	2	2	2	2	2	2	2	2
Access Roads Needed for Construction	2	2	2	2	5	1	1	1	1	2	3	2	3	5	2	2	2	2	2	2	2	2	2	2	2	1
Raw Score	**8**	**8**	**6**	**8**	**14**	**7**	**3**	**3**	**3**	**8**	**9**	**8**	**11**	**14**	**11**	**11**	**8**	**11**	**6**	**6**	**7**	**7**	**7**	**7**	**8**	**4**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1.3	1	1	1	1	1	1	1	1	1	1	1	1.5	1.4	1.6	1	1	1.5	1	1	1	1
Raw Score	**1**	**1**	**1**	**1**	**1.3**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.5**	**1.4**	**1.6**	**1**	**1**	**1.5**	**1**	**1**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1	1	1	1.1	1	1	1	1	1.3	1	1	1.4	1	1	1	1.1	1	1	1.1	1	1	1.1	1	1	1	1.3
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1.7	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1.6	1.1	1.7	1.4	1	1	1	2.1	1	2.4	1.2	1	1.5	1	1.6	2	1	1	1.4	1.6	1.4	1.1	1.1	1
Soil Contamination	1	1	1	1	1	1	1	1	1	1.2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**10**	**10**	**10.6**	**10.2**	**10.7**	**10.4**	**10**	**10.7**	**14.3**	**11.3**	**10**	**11.8**	**10.2**	**10**	**10.5**	**10.1**	**10.6**	**11**	**10.1**	**10**	**10.4**	**10.7**	**10.4**	**10.1**	**10.1**	**10.3**
Land Acquisition																										
Easement/Rights Required	1.9	1.7	2.9	3.5	3.3	2	2	1	1	3.3	3.9	4	4	2.4	2	1.9	2	2	2	2	2	2	2	2	2	2
Raw Score	**1.9**	**1.7**	**2.9**	**3.5**	**3.3**	**2**	**2**	**1**	**1**	**3.3**	**3.9**	**4**	**4**	**2.4**	**2**	**1.9**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	5	5	5	5	5	5	4	4	3	5	5	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Existing Land Use(s) Surrounding the Segment	1	1	1	1	1	4	4	4	4	1	4	5	1	1	1	1	1	1	1	1	1	1	1	2	2	1
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Airport Land Use Plan	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**10**	**10**	**10**	**10**	**10**	**13**	**12**	**12**	**11**	**10**	**13**	**13**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**11**	**11**	**10**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	3	4	4	3	3	4	3	2	4	4	3	3	3	3	4	4	4	2	4	4	3	3	3	4	4	4
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	2	2
Telecommunications Route Constructability	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	1	1	1	1	1	2	2
Raw Score	**6**	**7**	**7**	**6**	**6**	**7**	**6**	**5**	**7**	**7**	**6**	**6**	**6**	**6**	**7**	**7**	**7**	**8**	**8**	**7**	**7**	**7**	**7**	**8**	**8**	**8**
Wildfire																										
Fire Threat	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Fire Severity	4	4	2.6	1	2	3.6	3	3	1.5	2.3	4	2.2	1.1	1.3	4	4	4	4	4	4	4	4	3.4	4	3.1	4
Raw Score	**8**	**8**	**6.6**	**5**	**6**	**7.6**	**7**	**7**	**5.5**	**6.3**	**8**	**6.2**	**5.1**	**5.3**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**7.4**	**8**	**7.1**	**8**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	A-A-BA	A-A-BB	A-A-BC	A-A-BD	A-A-BE	A-A-BF	A-A-BG	A-A-BH	A-A-BI	A-A-BJ	A-A-BK	A-A-BL	A-A-BM	A-A-BN	A-A-BO	A-A-BP	A-A-BQ	A-A-BR	A-A-BS	A-A-BT	A-A-BU	A-A-BV	A-A-BW	A-A-BX	A-A-BY	A-A-BZ
Availability of ROW for Construction	4	4	3	4	4	4	3	4	4	2	3	3	3	3	3	2	2	2	3	2	3	3	3	5	2	5
Raw Score	**24**	**23**	**13**	**22**	**30**	**30**	**24**	**29**	**29**	**16**	**15**	**14**	**13**	**13**	**17**	**10**	**11**	**10**	**12**	**13**	**10**	**10**	**11**	**27**	**11**	**33**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	2	2	2	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Remove / Replace / Relocate Existing Distribution Structures	2	2	2	2	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**4**	**4**	**4**	**4**	**2**	**2**	**2**	**2**	**2**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	4	3	1	3	4	3	4	4	4	4	4	3	2	2	3	1	3	4	1	2	1	1	1	4	3	4
Access Roads Needed	4	3	1	3	3	3	3	3	4	5	3	2	2	2	4	1	2	3	1	2	1	1	1	5	2	2
Access Roads Needed for Construction	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	1	1	1	1	1	1	1	2
Raw Score	**10**	**8**	**3**	**8**	**9**	**8**	**9**	**9**	**10**	**11**	**9**	**7**	**6**	**6**	**9**	**3**	**7**	**9**	**3**	**5**	**3**	**3**	**3**	**10**	**6**	**8**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1	1	1	1	1.2	1	1	1	1	1	1	1.3	1	1	1	1	1	1	1	1	1	1
Raw Score	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.2**	**1**	**1**	**1**	**1**	**1**	**1**	**1.3**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1.1	1.1	1	1.1	1	1	1	1	1	1	1	1.1	1	1.2	2.1	1	1	1	1	1	1	1.1	1	1	1	1
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.5	5	1	1	1	1	1	1	1	2.8	1	1
Fault Rupture Hazard Zones	1	1	1.3	1.7	1.2	1.8	1.3	1	1	1	1.4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**10.1**	**10.1**	**10.3**	**10.8**	**10.2**	**10.8**	**10.3**	**10**	**10**	**10**	**10.4**	**10.1**	**10**	**10.2**	**11.6**	**14**	**10**	**10**	**10**	**10**	**10**	**10.1**	**10**	**11.8**	**10**	**10**
Land Acquisition																										
Easement/Rights Required	2.4	1.9	1.9	3.8	4	3.8	3.9	2	3.2	2	2	2	2	2	2	1	2	2	1.9	2	1.8	1	1	1.9	2	1.7
Raw Score	**2.4**	**1.9**	**1.9**	**3.8**	**4**	**3.8**	**3.9**	**2**	**3.2**	**2**	**2**	**2**	**2**	**2**	**2**	**1**	**2**	**2**	**1.9**	**2**	**1.8**	**1**	**1**	**1.9**	**2**	**1.7**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	5	4	4	4	5	5	5	4	4	4	4	4	4	4	5	4	4	4	4	4	4	4	4	4	4	5
Existing Land Use(s) Surrounding the Segment	1	2	4	4	1	1	4	4	1	2	2	1	1	4	4	1	4	4	4	2	2	1	1	1	4	1
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Airport Land Use Plan	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**10**	**10**	**12**	**12**	**10**	**10**	**13**	**12**	**9**	**10**	**10**	**9**	**9**	**12**	**13**	**9**	**12**	**12**	**12**	**10**	**10**	**9**	**9**	**9**	**12**	**10**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	2	3	2	5	5	5	5	5	5	5	3	3	3	4	3	3	2	2	2	2	2	2	2	3	3	2
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	4	4	4	4	4	4	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Telecommunications Route Constructability	1	4	2	4	4	4	4	4	4	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**5**	**9**	**6**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**7**	**7**	**7**	**8**	**7**	**7**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**7**	**7**	**6**
Wildfire																										
Fire Threat	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3.6	4	4	4	4	4	4	4	4	4	4	4
Fire Severity	3.6	3.6	3	1.7	1	1.3	1.1	4	3.2	3	2.4	1	1	1	1	1	1.4	1	1	1	1	2.2	1.5	2.8	1	4
Raw Score	**7.6**	**7.6**	**7**	**5.7**	**5**	**5.3**	**5.1**	**8**	**7.2**	**7**	**6.4**	**5**	**5**	**5**	**4.6**	**5**	**5.4**	**5**	**5**	**5**	**5**	**6.2**	**5.5**	**6.8**	**5**	**8**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	A-A-CA	A-A-CB	A-A-CD	A-A-CE	A-A-CF	A-A-CG	D-A-AA	D-A-AB	D-A-AC	D-A-AD	D-A-AE	D-A-AF	D-A-AG	D-A-AH	D-A-AI	D-A-AJ	D-A-AK	D-A-AL	D-A-AM	D-A-AN	D-A-AO	D-A-AP	D-A-AQ	D-A-AR	D-A-AS	D-A-AT
Availability of ROW for Construction	5	2	5	5	5	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**33**	**18**	**31**	**31**	**31**	**31**	**11**	**11**	**11**	**11**	**11**	**14**	**16**	**14**	**16**	**15**	**15**	**15**	**13**	**11**	**11**	**13**	**11**	**11**	**11**	**15**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	2	2	2	2	2	3	3	3	3	3	3	2	3	3	3	4	3	2	2	3	4	3	3	3	3
Remove / Replace / Relocate Existing Distribution Structures	1	2	1	1	1	1	2	3	3	3	3	3	2	3	3	3	3	3	2	2	3	3	3	3	3	3
Raw Score	**2**	**4**	**3**	**3**	**3**	**3**	**5**	**6**	**6**	**6**	**6**	**6**	**4**	**6**	**6**	**6**	**7**	**6**	**4**	**4**	**6**	**7**	**6**	**6**	**6**	**6**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	4	3	3	3	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed	2	2	4	3	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	2	2	2	2	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**8**	**7**	**9**	**8**	**14**	**14**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1.3	1.3	1	1	1	1	1	1	1	1	1.6	1.8	1	1	1	1	1	1	1	1	2	1.3
Raw Score	**1**	**1**	**1**	**1**	**1.3**	**1.3**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.6**	**1.8**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**2**	**1.3**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Erosion Potential	3	3	3	3	3	3	5	5	5	5	5	5	3	3	3	3	3	5	5	5	5	5	5	5	5	5
Flooding Potential	1	1.1	1	1	1	1	1	1	1	1	1.4	2.8	1	1	1.3	1.3	1	1	1	1	1	1	1	1	1.7	1.5
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1.5	2.7	1	1	1	1	1	1	1	1	1	4.7	3.8	5	3.2	2.1
Fault Rupture Hazard Zones	1	1	1.6	1.6	1.7	1.7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1	1	1	1.2	1	1	1	1	1	1.2	1.2	2	1	1	1	1	1	1	1.2	1	1
Raw Score	**10**	**10.1**	**10.6**	**10.6**	**10.7**	**10.7**	**15**	**15**	**15.2**	**15**	**15.9**	**18.5**	**13**	**13**	**13.5**	**13.5**	**14**	**15**	**15**	**15**	**15**	**18.7**	**17.8**	**19.2**	**17.9**	**16.6**
Land Acquisition																										
Easement/Rights Required	1.8	2	2.9	2.9	3.3	3.3	2	1.9	2	2	2	1	2.6	2	2.1	2	2	1.9	2	2	2	1.9	2	2	2	1.9
Raw Score	**1.8**	**2**	**2.9**	**2.9**	**3.3**	**3.3**	**2**	**1.9**	**2**	**2**	**2**	**1**	**2.6**	**2**	**2.1**	**2**	**2**	**1.9**	**2**	**2**	**2**	**1.9**	**2**	**2**	**2**	**1.9**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	5	4	5	5	5	5	4	2	3	4	4	5	3	2	2	1	4	2	2	4	4	4	4	4	4	4
Existing Land Use(s) Surrounding the Segment	1	4	1	1	1	1	4	2	2	4	4	4	4	4	4	4	1	1	1	4	4	4	4	4	4	4
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	1	1	1	3	3	3	1	1	3	3	3	1	1	3	3	3	3	3	3	3
Airport Land Use Plan	1	1	1	1	1	1	2	1.6	1	1.5	1.4	1.3	2	2	2	2	2	2	1.9	3	3	4	3.5	3.6	1.8	2.7
Raw Score	**10**	**12**	**10**	**10**	**10**	**10**	**11**	**6.6**	**7**	**12.5**	**12.4**	**13.3**	**10**	**9**	**11**	**10**	**10**	**6**	**5.9**	**14**	**14**	**15**	**14.5**	**14.6**	**12.8**	**13.7**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	2	2	5	5	4	4	2	2	3	3	4	4	4	4	5	5	5	2	2	3	4	4	4	4	4	4
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	4	4	3	3	2	2	2	2	2	2	3	2	3	3	3	2	2	2	2	2	2	2	2	3
Telecommunications Route Constructability	2	2	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3
Raw Score	**6**	**6**	**12**	**12**	**10**	**10**	**6**	**6**	**7**	**7**	**8**	**8**	**9**	**8**	**10**	**10**	**10**	**6**	**6**	**7**	**8**	**8**	**8**	**8**	**9**	**10**
Wildfire																										
Fire Threat	4	4	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.2
Fire Severity	4	1	2.6	2.6	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.1
Raw Score	**8**	**5**	**6.6**	**6.6**	**6**	**6**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2.3**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	D-A-AU	D-A-AV	D-A-AW	D-A-AX	D-A-AY	D-A-AZ	D-A-BA	D-A-BB	D-A-BC	D-A-BD	D-A-BE	D-A-BF	D-A-BG	D-A-BH	D-A-BI	D-A-BJ	D-A-BK	D-A-BL	D-A-BM	D-A-BN	D-A-BO	D-A-BP	D-A-BQ	D-A-BR	D-A-BS	D-A-BT
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**11**	**11**	**11**	**16**	**16**	**11**	**13**	**13**	**13**	**13**	**13**	**16**	**15**	**15**	**16**	**11**	**10**	**10**	**11**	**10**	**10**	**11**	**10**	**10**	**11**	**10**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	3	3	2	3	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2
Remove / Replace / Relocate Existing Distribution Structures	4	4	2	3	2	3	2	2	2	3	3	2	2	2	2	3	3	2	3	3	3	2	2	2	2	2
Raw Score	**7**	**7**	**4**	**6**	**4**	**5**	**4**	**4**	**4**	**5**	**5**	**4**	**4**	**4**	**5**	**5**	**5**	**4**	**5**	**5**	**5**	**4**	**4**	**4**	**4**	**4**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1	1.4	1.2	1	1	2.9	1	1.4	1.1	1.3	1	1	1	1	1	1.6	1	1	1	2	1	1
Raw Score	**1**	**1**	**1**	**1**	**1**	**1.4**	**1.2**	**1**	**1**	**2.9**	**1**	**1.4**	**1.1**	**1.3**	**1**	**1**	**1**	**1**	**1**	**1.6**	**1**	**1**	**1**	**2**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	5	5	5	5	5	2	5	5	2	2	2	5	2	2	2	2	2	2	5	2	2	5	2	2	2	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1	1.5	1.3	1.1	1	1	1	1.1	1	1	1	1.1	1.6	1	1	1	1	1	1.1	1	1	1.1	1	1	1	1
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1.7	1	1	1	1	1	1	1	1.2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2.5	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1.5	1	2.3	1	1.1	2.5	1.1	1	1	1	1	2.4	2.2	1.2	1.4	2.5	1.7	1	1.2	1	1
Raw Score	**13**	**13.5**	**13.3**	**13.8**	**13**	**10.5**	**13**	**14.4**	**10**	**10.1**	**11.5**	**13.4**	**10.6**	**10**	**11.5**	**10**	**11.4**	**11.2**	**13.3**	**10.4**	**11.5**	**13.8**	**10**	**10.2**	**10**	**10**
Land Acquisition																										
Easement/Rights Required	1	1	2	1.6	2.1	2.4	2.1	2	2	2	1.9	2	2.2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**1**	**1**	**2**	**1.6**	**2.1**	**2.4**	**2.1**	**2**	**2**	**2**	**1.9**	**2**	**2.2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	3	4	4	4	3	4	1	1	1	4	1	3	1	1	4	3	3	3	1	4	3	4	4	4	4	4
Existing Land Use(s) Surrounding the Segment	3	3	4	4	4	4	2	3	4	4	3	4	1	4	4	4	4	4	4	4	4	4	4	4	4	4
Special Districts, Specific Plans, Redevelopment Project Area	1	3	3	3	3	3	3	3	3	3	3	3	1	1	1	3	3	3	3	3	3	3	3	3	3	3
Airport Land Use Plan	2	2	2.6	2.8	2	2	2	2	1.7	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**9**	**12**	**13.6**	**13.8**	**12**	**13**	**8**	**9**	**9.7**	**12**	**8**	**11**	**4**	**7**	**10**	**12**	**12**	**12**	**10**	**13**	**12**	**13**	**13**	**13**	**13**	**13**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	4	4	4	4	4	5	5	5	5	5	5	3	4	4	3	5	5	2	2	2	3	4	4	4	3	3
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	3	3	3	3	2	3	3	2	2	2	3	2	3	2	2	2	2	3	2	2	2	2	2	2	2
Telecommunications Route Constructability	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**9**	**10**	**10**	**10**	**10**	**10**	**11**	**11**	**9**	**9**	**9**	**8**	**8**	**9**	**7**	**9**	**9**	**6**	**7**	**6**	**7**	**8**	**8**	**8**	**7**	**7**
Wildfire																										
Fire Threat	1	1	1	1	1	1	1	1	1	1	1	1.2	3.1	1.2	1	1	1	1	1	1	1	1	1	1	1	1
Fire Severity	1	1	1	1	1	1	1	1	1	1	1	1	4	4	2.4	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2.2**	**7.1**	**5.2**	**3.4**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	D-A-BU	D-A-BV	D-A-BW	D-A-BX	D-A-BY	D-A-BZ	D-A-CA	D-A-CC	D-A-CD	D-A-CE	D-A-CF	D-A-CG	D-A-CH	D-A-CI	D-A-CJ	D-A-CK	D-A-CL	D-A-CM	D-A-CN	D-A-CO	D-B-AA	D-B-AB	D-B-AC	D-B-AD	D-B-AE	D-B-AF
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**10**	**10**	**11**	**10**	**14**	**11**	**10**	**15**	**14**	**14**	**11**	**32**	**10**	**17**	**12**	**13**	**14**	**12**	**25**	**12**	**13**	**10**	**12**	**13**	**9**	**9**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Remove / Replace / Relocate Existing Distribution Structures	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3**	**3**	**3**	**3**	**3**	**3**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	3	1	2	2	2	2	1	2
Access Roads Needed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	2	2	2	2	1	2
Access Roads Needed for Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	1	1	2
Raw Score	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**3**	**3**	**3**	**3**	**3**	**3**	**7**	**3**	**6**	**6**	**6**	**5**	**3**	**6**
EMF																										
Setbacks from Prioritized Land Uses	4.5	1	1	1	1.2	1.6	1	1.8	1	1	1	1	1.9	1.1	1	0.6	2	1	1	1.1	1.1	1	1	1	1	1
Raw Score	**4.5**	**1**	**1**	**1**	**1.2**	**1.6**	**1**	**1.8**	**1**	**1**	**1**	**1**	**1.9**	**1.1**	**1**	**0.6**	**2**	**1**	**1**	**1.1**	**1.1**	**1**	**1**	**1**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	5	5	2	2	2	5	2	5	2	2	2	2	2	2	5	5	5	5	1	5
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1	1	1	1	1	1	1	1	1	1	1	1.1	2.9	1.3	1	0.7	1	1	1	1	1.3	1	1	1	1	1
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.6	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1	1	1	3.4	1	1	1	1	1	1	1.1	1	0.7	1	1	1.5	2.2	1	1	1	1	1	1
Soil Contamination	1	1.6	1	1	1.3	1.3	1	1.5	1	1	1	1	1	1	1	0.6	1	1	1	1	1	1	1	1	1	1
Raw Score	**10**	**10.6**	**10**	**10**	**10.3**	**10.3**	**15.4**	**13.5**	**10**	**10**	**10**	**13.1**	**11.9**	**13.4**	**10**	**8.6**	**10**	**10**	**10.5**	**11.2**	**13.3**	**13**	**13**	**13**	**9**	**13**
Land Acquisition																										
Easement/Rights Required	2	2	1.9	2	2	2	2	1.9	2	2	2	2	2	2	2	1.2	2	1.9	2	1.7	1	1.9	1	1.9	1.9	1
Raw Score	**2**	**2**	**1.9**	**2**	**2**	**2**	**2**	**1.9**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1.2**	**2**	**1.9**	**2**	**1.7**	**1**	**1.9**	**1**	**1.9**	**1.9**	**1**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	4	4	4	4	4	1	4	3	4	4	4	5	5	4	4	4	4	4	4	4	4	4	4	4	4	4
Existing Land Use(s) Surrounding the Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1	4	2	2	2	2	2	2
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	1	1	1	3	3	3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	3	1
Airport Land Use Plan	1.3	1	1	1	1	1	1	2	2	2	1	1	1	2.9	2	0.7	1	1	1	1	1	1	1	1	1	1
Raw Score	**12.3**	**12**	**12**	**12**	**10**	**7**	**10**	**12**	**13**	**13**	**12**	**13**	**13**	**13.9**	**13**	**11.7**	**12**	**12**	**7**	**10**	**8**	**8**	**8**	**8**	**10**	**8**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	3	3	3	3	4	4	3	3	4	4	4	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	2	2	3	2	2	2	2	2	2	3	2	2	3	2	2	4	2	2	2	2	2	2	2
Telecommunications Route Constructability	2	2	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**7**	**7**	**7**	**7**	**7**	**8**	**7**	**7**	**8**	**8**	**8**	**7**	**8**	**7**	**7**	**8**	**7**	**7**	**9**	**7**	**6**	**6**	**6**	**6**	**6**	**6**
Wildfire																										
Fire Threat	1	1	1	1	1.7	2.1	1	1	1	1	3	2.7	3	1	1	0.6	1	1	3.3	1.6	3	3	3	3	3	3
Fire Severity	1	1	1	1	1.9	2.8	4	1	1	1	1.4	1.7	1.2	1	1	0.6	1	1	1.9	1.3	1	1	1	1	1	1
Raw Score	**2**	**2**	**2**	**2**	**3.6**	**4.9**	**5**	**2**	**2**	**2**	**4.4**	**4.4**	**4.2**	**2**	**2**	**1.2**	**2**	**2**	**5.2**	**2.9**	**4**	**4**	**4**	**4**	**4**	**4**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-A-AA	E-A-AB	E-A-AC	E-A-AD	E-B-AA	E-B-AB	E-B-AC	E-B-AD	E-B-AE	E-B-AF	E-B-AG	E-B-AH	E-B-AI	E-B-AJ	E-B-AK	E-B-AL	E-B-AM	E-B-AR	E-B-AS	E-B-AT	E-B-AU	E-B-AV	E-B-AZ	E-B-BA	E-B-BB	E-B-BC
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**10**	**13**	**10**	**13**	**16**	**14**	**14**	**12**	**9**	**16**	**10**	**15**	**9**	**9**	**17**	**11**	**23**	**13**	**12**	**13**	**13**	**9**	**9**	**9**	**10**	**17**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	3	3	3	3	3	2	2	2	3	2	1	2	2	3	2	3	1	2	2	2	2	2	2	2	3	2
Remove / Replace / Relocate Existing Distribution Structures	3	3	3	3	4	2	3	3	3	2	1	2	3	3	2	3	1	3	3	3	3	3	3	3	3	3
Raw Score	**6**	**6**	**6**	**6**	**7**	**4**	**5**	**5**	**6**	**4**	**2**	**4**	**5**	**6**	**4**	**6**	**2**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**6**	**5**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	2	1	1	1	1	1	1	1	1	2	2	2	1	1	2	1	3	1	1	1	1	1	1	1	2	2
Access Roads Needed	2	1	1	1	1	1	1	1	1	2	2	2	1	1	2	1	2	1	1	1	1	1	1	1	2	2
Access Roads Needed for Construction	2	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
Raw Score	**6**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**6**	**5**	**3**	**3**	**5**	**3**	**6**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**6**	**5**
EMF																										
Setbacks from Prioritized Land Uses	1.9	1	1	2.2	1.9	1	1.6	2.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1.8	1	1	1.9	1.5
Raw Score	**1.9**	**1**	**1**	**2.2**	**1.9**	**1**	**1.6**	**2.5**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.8**	**1**	**1**	**1.9**	**1.5**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1	1.6	1.1	1.3	0	0	0.1	1	5	5	5	2.4	1	4.6	1.1	1	1.6	1	1	2.5	1	1.2	1	1.1	1	1
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	2.5	1	1	1	1	1	1	1	1	1	1	1	1.1
Fault Rupture Hazard Zones	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**10**	**10.6**	**10.1**	**10.3**	**9**	**9**	**9.1**	**10**	**14**	**14**	**14**	**11.4**	**10**	**15.1**	**10.1**	**10**	**10.6**	**10**	**10**	**11.5**	**10**	**10.2**	**10**	**10.1**	**10**	**10.1**
Land Acquisition																										
Easement/Rights Required	2	2	2	2	2	2	2	2	2	2	2	2	2	2.2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2.2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	4	4	4	4	5	4	4	1	1	2	2	2	4	5	5	5	5	4	4	4	4	4	4	4	4	1
Existing Land Use(s) Surrounding the Segment	4	1	3	1	1	2	2	2	1	2	2	2	4	2	5	4	4	4	4	4	4	4	1	1	4	2
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Airport Land Use Plan	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Raw Score	**14**	**11**	**13**	**11**	**12**	**12**	**12**	**9**	**8**	**10**	**10**	**10**	**14**	**13**	**16**	**15**	**15**	**14**	**14**	**14**	**14**	**14**	**11**	**11**	**14**	**9**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	3	3	3	3	3	4	4	4	2	3	3	3	4	4	4	4	4	4	3	3	4	3	4	3	3	3
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Telecommunications Route Constructability	2	2	2	2	2	2	2	2	1	1	2	2	2	2	2	2	4	2	2	2	2	2	2	2	2	2
Raw Score	**7**	**7**	**7**	**7**	**7**	**8**	**8**	**8**	**5**	**6**	**7**	**7**	**8**	**8**	**8**	**8**	**10**	**8**	**7**	**7**	**8**	**7**	**8**	**7**	**7**	**7**
Wildfire																										
Fire Threat	1	1	1	1	1	3	3	1.1	2.4	3	3	3	1	3	3	1.2	3	1.2	1	1	1	1.2	2.2	1	1	2.2
Fire Severity	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.2	1	1.4	1	1	1	1.3	1	1	1	1
Raw Score	**2**	**2**	**2**	**2**	**2**	**4**	**4**	**2.1**	**3.4**	**4**	**4**	**4**	**2**	**4**	**4**	**2.4**	**4**	**2.6**	**2**	**2**	**2**	**2.5**	**3.2**	**2**	**2**	**3.2**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-B-BD	E-B-BE	E-B-BF	E-B-BG	E-B-BH	E-B-BI	E-B-BJ	E-C-AA	E-C-AB	E-C-AC	E-C-AD	E-C-AE	E-C-AF	E-C-AG	E-C-AH	E-D-AA	E-D-AB	E-D-AC	E-D-AD	E-D-AE	E-D-AF	E-D-AG	E-D-AH	E-D-AI	E-D-AJ	E-D-AK
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	1	2	2	2	2	2	2	2
Raw Score	**10**	**11**	**9**	**9**	**10**	**20**	**10**	**9**	**9**	**12**	**10**	**12**	**17**	**10**	**11**	**11**	**11**	**13**	**8**	**14**	**12**	**14**	**14**	**14**	**14**	**14**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	3	2	2	2	2	2	3	2	2	2	2	2	2	3	3	3	2	2	2	2	2	1	1	1	1	1
Remove / Replace / Relocate Existing Distribution Structures	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	1	1	1	1	1
Raw Score	**5**	**4**	**4**	**4**	**4**	**4**	**5**	**4**	**4**	**4**	**4**	**4**	**4**	**5**	**5**	**6**	**4**	**4**	**4**	**4**	**4**	**2**	**2**	**2**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	1	1	1	1	2	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	2	2	2	2	2
Access Roads Needed	1	1	1	1	1	2	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	2	2	2	2	2
Access Roads Needed for Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2
Raw Score	**3**	**3**	**3**	**3**	**3**	**5**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**5**	**5**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**6**	**6**	**6**	**6**
EMF																										
Setbacks from Prioritized Land Uses	2.5	0	1	2.4	1	1	1	1.6	1.7	2	1	1	2	2	1.8	1	1	1	2.2	3.3	1	1	1	1	1	1
Raw Score	**2.5**	**0**	**1**	**2.4**	**1**	**1**	**1**	**1.6**	**1.7**	**2**	**1**	**1**	**2**	**2**	**1.8**	**1**	**1**	**1**	**2.2**	**3.3**	**1**	**1**	**1**	**1**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1	0	1	1	1	1.4	1.9	1.7	1	1	2	4.5	5	3.6	5	2.8	1	1	1	1	1	1.1	4.4	5	3.1	1
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	0	1.1	4.4	1	3.5	2.3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	0	1	1	1	1.5	1	1	1	1	1	1	1	1	1	1	1	1	1.4	1.2	1	1	1	1	1	1
Raw Score	**10**	**7**	**10.1**	**13.4**	**10**	**13.4**	**12.2**	**10.7**	**10**	**10**	**11**	**13.5**	**14**	**12.6**	**14**	**11.8**	**10**	**10**	**10.4**	**10.2**	**10**	**10.1**	**13.4**	**14**	**12.1**	**10**
Land Acquisition																										
Easement/Rights Required	1.7	0	2	2	2	2.1	1.3	2	2	1.5	2	2	2	2	1.9	2	2	2	2	2	2	2	1	1	1	1
Raw Score	**1.7**	**0**	**2**	**2**	**2**	**2.1**	**1.3**	**2**	**2**	**1.5**	**2**	**2**	**2**	**2**	**1.9**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1**	**1**	**1**	**1**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	1	4	1	4	4	4	4	2	2	5	2	2	2	2	2	1	4	4	4	5	5	4	4	4	4	4
Existing Land Use(s) Surrounding the Segment	2	1	2	2	1	4	4	1	1	1	1	1	1	1	1	1	4	4	4	5	1	1	2	2	2	2
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Airport Land Use Plan	3	0	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	3.2	3	1.5	1	1	1	1	1
Raw Score	**9**	**8**	**9**	**12**	**11**	**14**	**14**	**9**	**9**	**12**	**9**	**9**	**9**	**9**	**9**	**9**	**15**	**15**	**14.2**	**16**	**10.5**	**9**	**10**	**10**	**10**	**10**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	3	4	3	3	3	3	3	3	2	3
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Telecommunications Route Constructability	2	2	2	2	2	2	1	1	2	2	1	1	2	1	2	2	2	1	2	2	2	2	2	2	2	2
Raw Score	**7**	**7**	**7**	**7**	**7**	**7**	**6**	**6**	**7**	**7**	**6**	**6**	**7**	**6**	**7**	**8**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**6**	**7**
Wildfire																										
Fire Threat	2.3	0	1.1	3	3	3	1.3	1.2	1	1	1	1	1	1	1	1	1	1	1	2.2	3	3	3	3	2	2.4
Fire Severity	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.6	1	1	1	1	1	1
Raw Score	**3.3**	**0**	**2.1**	**4**	**4**	**4**	**2.3**	**2.2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**3.8**	**4**	**4**	**4**	**4**	**3**	**3.4**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-D-AL	E-D-AM	E-D-AN	E-D-AO	E-D-AP	E-D-AQ	E-D-AR	E-D-AS	E-D-AT	E-D-AU	E-D-AV	E-D-AW	E-D-AX	E-D-AY	E-D-AZ	E-D-BA	E-D-BB	E-D-BC	E-D-BD	E-D-BE	E-D-BF	E-D-BG	E-D-BH	E-D-BI	E-D-BJ	E-D-BK
Availability of ROW for Construction	2	4	1	2	2	2	2	2	2	2	2	2	2	1	1	1	5	5	5	5	5	5	2	5	5	2
Raw Score	**13**	**32**	**9**	**17**	**11**	**11**	**18**	**18**	**13**	**15**	**13**	**13**	**14**	**8**	**8**	**8**	**20**	**21**	**20**	**20**	**20**	**20**	**15**	**20**	**20**	**13**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	3	1	2	1	4	4	3	2	2	2	2	1	2	2	1	1	1	1	1	1	1	1	1	2
Remove / Replace / Relocate Existing Distribution Structures	1	1	3	1	2	1	4	4	3	2	2	2	2	1	2	2	1	1	1	1	1	1	1	1	1	2
Raw Score	**2**	**2**	**6**	**2**	**4**	**2**	**8**	**8**	**6**	**4**	**4**	**4**	**4**	**2**	**4**	**4**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**4**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	2	2	2	2	1	2	2	2	1	2	2	2	1	1	1	2	4	2	4	4	2	2	2	4	4	2
Access Roads Needed	2	2	2	2	1	2	2	2	2	2	2	2	1	1	1	2	5	2	5	5	2	2	2	5	5	2
Access Roads Needed for Construction	2	2	1	1	1	1	2	2	1	2	2	2	1	1	1	2	5	1	5	2	1	2	2	2	2	2
Raw Score	**6**	**6**	**5**	**5**	**3**	**5**	**6**	**6**	**4**	**6**	**6**	**6**	**3**	**3**	**3**	**6**	**14**	**5**	**14**	**11**	**5**	**6**	**6**	**11**	**11**	**6**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1	2	1.2	1	1	1	1	1	1	1	1	2.2	1	1	1	1	1	1	1	1	1	1
Raw Score	**1**	**1**	**1**	**1**	**1**	**2**	**1.2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**2.2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1	2.8	1	1	1	1	1.2	5	1.9	5	3.2	1	1	1	1	1	1	1	1	1	1	1	1.8	5	5	5
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1	1	1	1	1	1.9	1.7	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**10**	**11.8**	**10**	**10**	**10**	**10**	**10.2**	**14**	**10.9**	**14**	**13.1**	**10.7**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10.8**	**14**	**14**	**14**
Land Acquisition																										
Easement/Rights Required	2	2.6	2	2	2	2	2.8	2.1	2	3	2	2	2	2	2	2	2	2	2	2	2	2	1.9	1	1	2.9
Raw Score	**2**	**2.6**	**2**	**2**	**2**	**2**	**2.8**	**2.1**	**2**	**3**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1.9**	**1**	**1**	**2.9**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	1	5	4	4	1	1	1	1	1	5	4	4	4	4	4	4	5	5	5	4	4	4	4	4	4	5
Existing Land Use(s) Surrounding the Segment	1	1	1	4	4	4	1	1	1	1	1	4	4	5	4	5	2	2	2	2	2	2	2	2	2	2
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Airport Land Use Plan	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3.9	3	3	3	1.9	1	1	1	1	1	1	1
Raw Score	**9**	**13**	**12**	**15**	**12**	**12**	**9**	**9**	**9**	**13**	**12**	**15**	**15**	**16**	**14.9**	**15**	**13**	**13**	**11.9**	**10**	**10**	**10**	**10**	**10**	**10**	**11**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	3	3	3	2	2	3	3	2	3	3	3	3	3	2	3	3	2	3	2	3	3	3	3	3	2	3
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Telecommunications Route Constructability	2	2	2	2	2	2	2	2	2	2	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**7**	**7**	**7**	**6**	**6**	**7**	**7**	**6**	**7**	**7**	**6**	**6**	**6**	**5**	**7**	**7**	**6**	**7**	**6**	**7**	**7**	**7**	**7**	**7**	**6**	**7**
Wildfire																										
Fire Threat	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2.1	3	3	3	3	3	3	3	3	3	3
Fire Severity	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.5	2.1	1	1	1	1	1	1	1	1	1	1
Raw Score	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2.5**	**4.2**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-D-BL	E-D-BM	E-D-BN	E-D-BO	E-D-BP	E-D-BQ	E-D-BR	E-D-BS	E-D-BT	E-D-BU	E-D-BV	E-D-BW	E-D-BX	E-D-BY	E-D-BZ	E-D-CA	E-D-CB	E-D-CC	E-D-CD	E-D-CE	E-D-CF	E-D-CG	E-D-CH	E-D-CI	E-D-CJ	E-D-CK
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	2	2	3	2	2
Raw Score	**12**	**9**	**9**	**9**	**9**	**9**	**9**	**20**	**20**	**12**	**11**	**11**	**10**	**10**	**10**	**10**	**10**	**14**	**10**	**10**	**10**	**21**	**18**	**12**	**10**	**10**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	1	2	1	1	2	2	2	1	1	1	1	2	2	2	2	2	1	1	2	2	2	1	2	1	1
Remove / Replace / Relocate Existing Distribution Structures	2	1	2	1	1	2	2	2	1	1	1	1	2	2	2	2	2	1	1	2	2	2	1	2	1	1
Raw Score	**4**	**2**	**4**	**2**	**2**	**4**	**4**	**4**	**2**	**2**	**2**	**2**	**4**	**4**	**4**	**4**	**4**	**2**	**2**	**4**	**4**	**4**	**2**	**4**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	2	2	2	2	2	2	2	1	2	2	1	4	1	1	1	1	2	3	1	1	1	2	3	3	4	2
Access Roads Needed	2	2	2	2	2	2	2	1	2	2	1	5	1	1	1	1	2	2	1	1	1	2	2	2	2	2
Access Roads Needed for Construction	2	2	2	2	2	1	1	1	2	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	2	2
Raw Score	**6**	**6**	**6**	**6**	**6**	**5**	**5**	**3**	**6**	**5**	**3**	**10**	**3**	**3**	**3**	**3**	**6**	**6**	**3**	**3**	**3**	**5**	**6**	**6**	**8**	**6**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	4.8	5	2.4	1	1	1	1	5	3	5	5	5	2.1	2.9	1	1	1	1	1	1	1	1	1	1	2.1	5
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1	1	1.6	3.1	1	1	1	1	2.2	1	1	1	1	2.2	1	1.6	1	1	1	1	1
Raw Score	**13.8**	**14**	**11.4**	**10**	**10**	**10**	**10**	**14.6**	**14.1**	**14**	**14**	**14**	**11.1**	**13.1**	**10**	**10**	**10**	**10**	**11.2**	**10**	**10.6**	**10**	**10**	**10**	**11.1**	**14**
Land Acquisition																										
Easement/Rights Required	1	2.9	1	1	2.4	1	1	3	2.2	3	2.7	2	2	2	2	2	2	2.5	2	2	2	2	2	2	2	2
Raw Score	**1**	**2.9**	**1**	**1**	**2.4**	**1**	**1**	**3**	**2.2**	**3**	**2.7**	**2**	**2**	**2**	**2**	**2**	**2**	**2.5**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Existing Land Use(s) Surrounding the Segment	2	2	2	2	2	2	2	1	4	4	4	4	4	4	4	4	4	1	4	4	4	4	1	1	2	2
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Airport Land Use Plan	1	1	1	1	1	1	1	4	4	4	4	4	4	4	4	4	4	3.6	4	4	4	4	3.2	3.3	3	1
Raw Score	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**12**	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**11.6**	**15**	**15**	**15**	**15**	**11.2**	**11.3**	**12**	**10**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	2	2	3	3	3	3	3	3	3	3	3	3	3	2	2	2	3	3	2	2	2	3	2	2	2	2
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2
Telecommunications Route Constructability	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	2
Raw Score	**6**	**6**	**6**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**8**	**7**	**7**	**6**	**6**	**6**	**8**	**7**	**6**	**6**	**5**	**6**	**6**	**6**	**6**	**6**
Wildfire																										
Fire Threat	3	3	1.6	1	1.5	1	1.9	1	1	1	1	1	1	1	1	1.1	3	2.6	1	1	1	2.8	3	2.4	3	3
Fire Severity	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.8	3	2.8	1	1.8	1	2.9	2.6	2.2	1	1
Raw Score	**4**	**4**	**2.6**	**2**	**2.5**	**2**	**2.9**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2.9**	**6**	**5.4**	**2**	**2.8**	**2**	**5.7**	**5.6**	**4.6**	**4**	**4**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-D-CL	E-D-CM	E-D-CN	E-D-CO	E-D-CP	E-D-CQ	E-D-CR	E-D-CS	E-D-CT	E-D-CU	E-D-CV	E-D-CW	E-D-CX	E-D-CY	E-D-CZ	E-E-AA	E-E-AB	E-E-AC	E-E-AD	E-E-AE	E-E-AF	E-E-AG	E-E-AH	E-E-AI	E-E-AJ	E-E-AK
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**14**	**10**	**10**	**10**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**11**	**12**	**11**	**11**	**12**	**11**	**11**	**11**	**16**	**9**	**9**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	1	1	1	1	1	1	1	1	1	3	1	3	1	3	2	3	3	3	2	2	2	1	2	2
Remove / Replace / Relocate Existing Distribution Structures	1	1	1	1	1	1	1	1	1	1	1	3	1	3	1	3	2	3	3	3	2	2	2	1	2	2
Raw Score	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**6**	**2**	**6**	**2**	**6**	**4**	**6**	**6**	**6**	**4**	**4**	**4**	**2**	**4**	**4**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	2	2	2	2	4	2	4	2	3	2	2	2	4	1	2	1	1	1	1	1	1	1	1	2	1	1
Access Roads Needed	2	2	2	2	5	2	5	2	2	2	2	2	2	1	2	1	1	1	1	1	1	1	1	2	1	1
Access Roads Needed for Construction	2	2	1	1	2	2	2	2	2	1	2	2	2	1	2	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**6**	**6**	**5**	**5**	**11**	**6**	**11**	**6**	**7**	**5**	**6**	**6**	**8**	**3**	**6**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.5	1	1	2.8	1	1	1	1	1	1
Raw Score	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.5**	**1**	**1**	**2.8**	**1**	**1**	**1**	**1**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	5	4.7	3.7	1	1	1	1	1	3	5	5	5	5	5	5	2	1	2.3	1	2.6	1	1	1	1	1	1
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**14**	**13.7**	**12.7**	**10**	**10**	**10**	**10**	**10**	**12**	**14**	**14**	**14**	**14**	**14**	**14**	**11**	**10**	**11.3**	**10**	**11.6**	**10**	**10**	**10**	**10**	**10**	**10**
Land Acquisition																										
Easement/Rights Required	2.2	2.9	2.9	3	2	2	2	2	2	2	1.9	1	1.9	1	2.9	1	2	1.5	2	2.4	2	2	2	2	2	2
Raw Score	**2.2**	**2.9**	**2.9**	**3**	**2**	**2**	**2**	**2**	**2**	**2**	**1.9**	**1**	**1.9**	**1**	**2.9**	**1**	**2**	**1.5**	**2**	**2.4**	**2**	**2**	**2**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	5	4	4	4	4	4	4	4	4	4	4	4	4	4	5	4	4	4	4	4	4	4	3	3	4	4
Existing Land Use(s) Surrounding the Segment	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Airport Land Use Plan	1	1	1	1	3	3	3	2.1	1.7	1	1	1	1	1	1	2	2	2	2	2	2	2	1.3	1.2	1	1
Raw Score	**11**	**10**	**10**	**10**	**12**	**12**	**12**	**11.1**	**10.7**	**10**	**10**	**10**	**10**	**10**	**11**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**7.3**	**7.2**	**8**	**8**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	3	3	3	3	3	3	2	2	3	3	3	2	3	2	2	4	3	3	3	3	3	3	3	3	3	3
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	2	2	2	2	2	3	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2
Telecommunications Route Constructability	2	2	2	1	2	1	2	2	2	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
Raw Score	**7**	**7**	**7**	**6**	**7**	**6**	**6**	**6**	**8**	**6**	**8**	**5**	**7**	**6**	**6**	**8**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**8**	**6**
Wildfire																										
Fire Threat	2.6	1.4	1	1	3	3	3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1
Fire Severity	1	1	1	1	1	2.3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**3.6**	**2.4**	**2**	**2**	**4**	**5.3**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	E-E-AL	E-E-AM	E-E-AN	E-E-AO	E-E-AP	E-E-AQ	E-E-AR	E-E-AS	E-E-AT	E-E-AU	E-E-AV	E-E-AW	E-E-AX	E-E-AY	F-A-AA	F-A-AB	F-A-AC	F-A-AD	F-A-AE	F-A-AF	F-A-AG	F-A-AH	F-A-AI	F-A-AJ	F-A-AK	F-A-AL
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**9**	**8**	**17**	**9**	**11**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**16**	**13**	**19**	**23**	**10**	**16**	**16**	**16**	**20**	**10**	**14**	**17**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	2	1	2	2	2	1	3	2	2	3	3	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Remove / Replace / Relocate Existing Distribution Structures	2	2	1	2	2	2	1	3	2	2	3	3	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**4**	**4**	**2**	**4**	**4**	**4**	**2**	**6**	**4**	**4**	**6**	**6**	**4**	**4**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	1	2	1	1	1	1	1	1	1	1	1	1	1	2	3	3	4	2	2	2	3	4	2	3	4
Access Roads Needed	1	1	2	1	1	1	1	1	1	1	1	1	1	1	2	3	3	5	2	2	2	3	4	2	3	5
Access Roads Needed for Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	2	2	2	2	2	2	2	2	2
Raw Score	**3**	**3**	**5**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**6**	**7**	**8**	**11**	**6**	**6**	**6**	**8**	**10**	**6**	**8**	**11**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1	1	1	1.5	1	1	1.5	1.2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.5**	**1**	**1**	**1.5**	**1.2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1	1	1.7	1.9	4.5	4.1	2.2	1	1.6	1.6	1	1	5	1.7	1	1.1	1.1	1.1	1	1.1	1.2	1.2	1.1	1	1	1.3
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.5	1.2	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**10**	**10**	**10.7**	**10.9**	**13.5**	**13.1**	**11.2**	**10**	**10.6**	**10.6**	**10**	**10**	**14**	**10.7**	**9**	**9.6**	**9.3**	**9.1**	**9**	**9.1**	**9.2**	**9.2**	**9.1**	**9**	**9**	**9.3**
Land Acquisition																										
Easement/Rights Required	2	2	2	2	2	2	2	1	2	2	1	1	2	2	2	1.9	2	2	1.8	1.8	1.9	2	2	2	1.9	2
Raw Score	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1**	**2**	**2**	**1**	**1**	**2**	**2**	**2**	**1.9**	**2**	**2**	**1.8**	**1.8**	**1.9**	**2**	**2**	**2**	**1.9**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	3	4	4	4	4	3	4	4	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5	5
Existing Land Use(s) Surrounding the Segment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5	5	5	5	5	5	5	5
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1
Airport Land Use Plan	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**7**	**8**	**8**	**8**	**8**	**7**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	3	3	3	3	3	3	3	3	3	3	3	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	3	2	2	2	2	2	2	2	2	2	3	3	2	2	4	4	4	4	4	4	4	4	4	4	4	4
Telecommunications Route Constructability	2	2	2	2	2	2	2	2	2	2	2	2	3	3	4	4	4	4	4	4	4	4	4	4	4	4
Raw Score	**8**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**8**	**8**	**8**	**8**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**
Wildfire																										
Fire Threat	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3
Fire Severity	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2.9	3.7	4	4	4	4	4	4	4	4	4
Raw Score	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**4**	**5.9**	**6.7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	F-A-AM	F-A-AN	F-A-AO	F-A-AP	F-A-AQ	F-A-AR	F-A-AS	F-A-AT	F-A-AU	F-A-AV	F-A-AW	F-A-AX	F-A-AY	F-A-AZ	F-A-BA	F-A-BB	F-A-BC	F-A-BD	F-A-BE	F-A-BF	F-A-BG	F-A-BH	F-A-BI	F-A-BJ	F-A-BK	F-A-BL
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**22**	**25**	**24**	**27**	**26**	**26**	**26**	**26**	**32**	**32**	**31**	**27**	**25**	**22**	**22**	**21**	**11**	**25**	**13**	**17**	**19**	**24**	**24**	**28**	**20**	**18**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Remove / Replace / Relocate Existing Distribution Structures	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	3	3	4	4	4	3	4	4	4	4	4	4	4	3	3	3	2	3	2	2	4	4	3	4	2	2
Access Roads Needed	2	2	4	5	5	4	5	5	5	5	5	5	5	2	2	2	2	4	2	2	5	5	3	5	2	2
Access Roads Needed for Construction	2	2	2	4	2	2	2	5	5	5	5	5	2	2	2	2	2	2	2	2	3	5	2	3	2	2
Raw Score	**7**	**7**	**10**	**13**	**11**	**9**	**11**	**14**	**14**	**14**	**14**	**14**	**11**	**7**	**7**	**7**	**6**	**9**	**6**	**6**	**12**	**14**	**8**	**12**	**6**	**6**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1	1	1.1	1	1	1.5	1	1	1	1.7	2	2	1	2	1.2	2	2	2	1.8	2	1.6	1.2
Raw Score	**1**	**1**	**1**	**1**	**1**	**1**	**1.1**	**1**	**1**	**1.5**	**1**	**1**	**1**	**1.7**	**2**	**2**	**1**	**2**	**1.2**	**2**	**2**	**2**	**1.8**	**2**	**1.6**	**1.2**
Geology																										
Adverse Soil Conditions Along Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1.3	1.2	1.3	1.1	1.2	1.2	1.1	1	1.1	1	1	1	1	1	1	1	1	1	1.1	1	1	1	1	1	1	1
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1.7	1.2	1	1.1	1.2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.1	1	2	1.3
Soil Contamination	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**10**	**9.4**	**9.3**	**9.2**	**9.4**	**9.2**	**9.1**	**9**	**9.1**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9.1**	**9**	**9**	**9**	**9.1**	**9**	**10**	**10.3**
Land Acquisition																										
Easement/Rights Required	1.6	2	2	3.5	1.9	3	2.1	2.4	2	2.5	1.9	2	2	2.1	3	3	2	3	1.5	3	3	3	2.8	3	2.6	2
Raw Score	**1.6**	**2**	**2**	**3.5**	**1.9**	**3**	**2.1**	**2.4**	**2**	**2.5**	**1.9**	**2**	**2**	**2.1**	**3**	**3**	**2**	**3**	**1.5**	**3**	**3**	**3**	**2.8**	**3**	**2.6**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4
Existing Land Use(s) Surrounding the Segment	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Special Districts, Specific Plans, Redevelopment Project Area	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
Airport Land Use Plan	1	1	1	1	1	1	1	1	1	1	1	1	1	1.5	1.1	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**12.5**	**12.1**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**14**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Telecommunications Route Constructability	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Raw Score	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**	**13**
Wildfire																										
Fire Threat	3	3	3	3	3	3	3.6	3	3.4	4	4	4	4	4	4	4	1.6	4	4	4	4	4	4	4	4	3.5
Fire Severity	1.8	1.4	2.4	1.1	1	1.3	3.8	3.3	4	4	4	3.9	3.3	3.2	3	3	1.1	3.2	3.3	3	3	3.4	2.9	3.9	2.8	1.5
Raw Score	**4.8**	**4.4**	**5.4**	**4.1**	**4**	**4.3**	**7.4**	**6.3**	**7.4**	**8**	**8**	**7.9**	**7.3**	**7.2**	**7**	**7**	**2.7**	**7.2**	**7.3**	**7**	**7**	**7.4**	**6.9**	**7.9**	**6.8**	**5**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	F-A-BM	F-A-BN	F-A-BO	F-A-BP	F-A-BQ	F-A-BR	F-A-BS	F-A-BT	F-A-BU	F-B-AA	F-B-AB	F-B-AC	F-B-AD	F-B-AE	F-B-AF	F-B-AG	F-B-AH	F-B-AI	F-B-AJ	F-C-AA	F-C-AB	F-C-AC	F-C-AD	F-C-AE	F-C-AF	F-C-AG
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**18**	**17**	**17**	**17**	**17**	**18**	**16**	**16**	**18**	**9**	**9**	**9**	**9**	**13**	**9**	**9**	**11**	**13**	**18**	**9**	**9**	**9**	**9**	**9**	**9**	**9**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Remove / Replace / Relocate Existing Distribution Structures	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	2	2	4	4	4	4	2	2	2	1	1	1	1	1	1	2	2	4	4	1	1	1	1	1	1	1
Access Roads Needed	2	3	5	5	5	5	2	2	2	1	1	1	1	1	1	2	2	5	5	1	1	1	1	1	1	1
Access Roads Needed for Construction	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1
Raw Score	**6**	**7**	**11**	**11**	**11**	**11**	**6**	**6**	**6**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**5**	**11**	**11**	**3**	**3**	**3**	**3**	**3**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	1	1	1	1	1	1	1	1	2	3.4	3	4.6	4.2	4.7	2.9	1.8	2	1	1	1	1	4.3	4	4	3.8	2.4
Raw Score	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**2**	**3.4**	**3**	**4.6**	**4.2**	**4.7**	**2.9**	**1.8**	**2**	**1**	**1**	**1**	**1**	**4.3**	**4**	**4**	**3.8**	**2.4**
Geology																										
Adverse Soil Conditions Along Segment	2	2	2	2	1	1	1	1	1	5	5	5	5	5	5	5	2	1	1	5	5	5	5	5	5	5
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	1	1	1.1	1	1.1	1.1	1	1	1.2	1.6	1	1	1	1.7	1	2.4	1.1	1.1	1.1	1	1	1	1	1	1	2.5
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1.8	5	1.6	1.3	2.9	1	1	1	2	1.4	1	1	1	1.2	1	1	1	1	1	2	1	1	1	1	1	1
Soil Contamination	1	1	1	1	1	1	1	1	1	1	1.7	1	1	1	1	1	1	1	1	1	3.1	1	1	1	1.3	1
Raw Score	**10.8**	**14**	**10.7**	**10.3**	**11**	**9.1**	**9**	**9**	**10.2**	**14**	**13.7**	**13**	**13**	**13.9**	**13**	**14.4**	**10.1**	**9.1**	**9.1**	**14**	**15.1**	**13**	**13**	**13**	**13.3**	**14.5**
Land Acquisition																										
Easement/Rights Required	1.9	1.8	2	1.2	1.9	2	1.9	1.7	3	1.9	1.9	1.9	1.9	1.8	1.9	1.7	2	2	1.9	1.9	1.8	1.9	1.9	1.8	1.8	1
Raw Score	**1.9**	**1.8**	**2**	**1.2**	**1.9**	**2**	**1.9**	**1.7**	**3**	**1.9**	**1.9**	**1.9**	**1.9**	**1.8**	**1.9**	**1.7**	**2**	**2**	**1.9**	**1.9**	**1.8**	**1.9**	**1.9**	**1.8**	**1.8**	**1**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	3	3	3
Existing Land Use(s) Surrounding the Segment	5	5	5	5	5	5	5	5	5	4	4	4	4	4	4	4	1	1	1	4	4	4	4	4	4	4
Special Districts, Specific Plans, Redevelopment Project Area	3	3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3
Airport Land Use Plan	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**13**	**11**	**11**	**11**	**11**	**11**	**11**	**10**	**10**	**10**	**12**	**12**	**12**	**12**	**12**	**12**	**12**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	5	5	5	5	5	5	4	4	4	3	3	3	3	3	2	4	4	4	4	2	2	2	2	3	3	3
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	4	4	4	4	4	3	3	3	4	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2
Telecommunications Route Constructability	4	4	4	4	4	4	3	3	3	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2
Raw Score	**13**	**13**	**13**	**13**	**13**	**12**	**10**	**10**	**11**	**7**	**7**	**7**	**7**	**7**	**6**	**8**	**8**	**8**	**10**	**6**	**6**	**6**	**6**	**7**	**7**	**7**
Wildfire																										
Fire Threat	4	4	3.6	3	2.1	1	1	1	4	1	1	1	1	2	1	2.9	1.7	1	1	1	1	1	1	1	1	1
Fire Severity	1.1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raw Score	**5.1**	**5**	**4.6**	**4**	**3.1**	**2**	**2**	**2**	**8**	**2**	**2**	**2**	**2**	**3**	**2**	**3.9**	**2.7**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**

Attachment D: Completed Score Sheets

Raw Route Segment Scores

Category	F-C-AH	F-C-AI	F-C-AJ	F-C-AK	F-C-AL	F-C-AM	F-C-AN	F-C-AO	F-C-AP	F-C-AQ	F-C-AR	F-C-AS	F-C-AT	G-A-AA	G-A-AB	G-A-AC	G-A-AD	G-A-AE	G-A-AF	G-A-AG	G-A-AH	G-A-AI	G-A-AJ	G-A-AK	G-A-AL	G-A-AM
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**9**	**9**	**9**	**9**	**9**	**13**	**18**	**15**	**18**	**15**	**9**	**25**	**9**	**24**	**16**	**13**	**9**	**9**	**11**	**11**	**11**	**12**	**12**	**12**	**25**	**12**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	2	2	2	2	2	2	2	2	2	2	4	2	3	3	1	4	4	2	1	3	1	1	2	1	3
Remove / Replace / Relocate Existing Distribution Structures	2	2	2	2	2	2	2	2	2	2	2	4	2	2	4	2	2	2	3	1	4	1	1	2	1	2
Raw Score	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**8**	**4**	**5**	**7**	**3**	**6**	**6**	**5**	**2**	**7**	**2**	**2**	**4**	**2**	**5**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	1	1	1	1	3	4	1	4	1	1	2	2	3	2	1	2	2	2	2	2	1	2	1	3	1
Access Roads Needed	1	1	1	1	1	2	5	1	5	1	1	2	2	3	2	1	2	2	2	2	2	1	2	1	2	1
Access Roads Needed for Construction	1	1	1	1	1	1	5	1	5	1	1	2	2	1	2	1	1	1	2	1	2	1	2	1	1	1
Raw Score	**3**	**3**	**3**	**3**	**3**	**6**	**14**	**3**	**14**	**3**	**3**	**6**	**6**	**7**	**6**	**3**	**5**	**5**	**6**	**5**	**6**	**3**	**6**	**3**	**6**	**3**
EMF																										
Setbacks from Prioritized Land Uses	1	2.3	1	1.1	1	1.3	2	1	2	1	2.6	3.4	1	1.4	1	1.1	1.8	1	1.4	1	1.9	2	1.4	2	1.5	1.8
Raw Score	**1**	**2.3**	**1**	**1.1**	**1**	**1.3**	**2**	**1**	**2**	**1**	**2.6**	**3.4**	**1**	**1.4**	**1**	**1.1**	**1.8**	**1**	**1.4**	**1**	**1.9**	**2**	**1.4**	**2**	**1.5**	**1.8**
Geology																										
Adverse Soil Conditions Along Segment	5	5	5	5	5	1	1	5	1	5	5	5	1	2	2	2	2	2	2	2	2	2	2	2	2	2
Erosion Potential	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flooding Potential	2.7	3	3.9	2.9	5	1	1.1	1	1.2	5	1.2	1.6	1	3	1	1	4.9	3.8	2.9	1	1	1	1	1	1	1
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fault Rupture Hazard Zones	1	1	1	1.3	1	1.2	1	1	1	1	1	1.4	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	1.1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.1	1	1	1	1	1	1	1	1	1	1
Raw Score	**14.8**	**15**	**15.9**	**15.2**	**17**	**9.2**	**9.1**	**13**	**9.2**	**17**	**13.2**	**14**	**9**	**12**	**10**	**10.1**	**13.9**	**12.8**	**11.9**	**10**	**10**	**10**	**10**	**10**	**10**	**10**
Land Acquisition																										
Easement/Rights Required	1.2	1.9	1.9	1.1	2	1.7	3	1.9	3	1.9	1.9	1.9	2	2	2	2	1.9	2	1.7	2	2	2	2	2	2	2
Raw Score	**1.2**	**1.9**	**1.9**	**1.1**	**2**	**1.7**	**3**	**1.9**	**3**	**1.9**	**1.9**	**1.9**	**2**	**2**	**2**	**2**	**1.9**	**2**	**1.7**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	3	3	4	4	4	4	4	4	4	4	4	4	5	4	4	4	3	3	4	4	4	4	4	4	4	4
Existing Land Use(s) Surrounding the Segment	4	4	4	4	4	4	5	4	5	4	4	4	5	2	2	2	1	1	2	2	2	2	2	2	2	2
Special Districts, Specific Plans, Redevelopment Project Area	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1
Airport Land Use Plan	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Raw Score	**12**	**12**	**11**	**11**	**11**	**11**	**12**	**11**	**12**	**11**	**11**	**11**	**13**	**10**	**10**	**10**	**10**	**8**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	3	3	3	3	3	3	3	3	3	3	3	3	2	4	2	2	2	2	3	2	3	3	3	3	3	3
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Telecommunications Route Constructability	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2
Raw Score	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**5**	**8**	**6**	**6**	**6**	**6**	**7**	**6**	**7**	**7**	**7**	**7**	**7**	**7**
Wildfire																										
Fire Threat	1	1	1	2.5	1	2.8	4	3.3	4	1	1	1	1.6	2	3	2.7	2.1	1	3	2.8	3	2.8	3	3	3	2.8
Fire Severity	1	1	1	1.2	1	2	4	1.1	4	1	1	1	1.1	1.4	1	2.8	1	1	1	1	1	1	1	1	1	1
Raw Score	**2**	**2**	**2**	**3.7**	**2**	**4.8**	**8**	**4.4**	**8**	**2**	**2**	**2**	**2.7**	**3.4**	**4**	**5.5**	**3.1**	**2**	**4**	**3.8**	**4**	**3.8**	**4**	**4**	**4**	**3.8**

Category	G-A-AN	G-A-AO	G-A-AP	G-A-AQ	G-A-AR	G-A-AS	G-A-AT	G-A-AU	G-A-AV
Availability of ROW for Construction	2	2	2	2	2	2	2	2	2
Raw Score	**25**	**11**	**11**	**9**	**9**	**10**	**13**	**13**	**13**
Electrical Needs - Field Engineering									
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	2	3	3	2	2	3	2	2	2
Remove / Replace / Relocate Existing Distribution Structures	3	3	3	3	3	3	3	3	3
Raw Score	**5**	**6**	**6**	**5**	**5**	**6**	**5**	**5**	**5**
Civil Engineering - Access Roads									
Access to the Segment for Construction / Operations	3	1	1	1	1	2	1	1	1
Access Roads Needed	2	1	1	1	1	2	1	1	1
Access Roads Needed for Construction	1	1	1	1	1	2	1	1	1
Raw Score	**6**	**3**	**3**	**3**	**3**	**6**	**3**	**3**	**3**
EMF									
Setbacks from Prioritized Land Uses	1.9	2	2	2.8	4.1	3.8	2	1	2
Raw Score	**1.9**	**2**	**2**	**2.8**	**4.1**	**3.8**	**2**	**1**	**2**
Geology									
Adverse Soil Conditions Along Segment	2	2	5	5	5	2	5	5	5
Erosion Potential	3	3	3	3	3	3	3	3	3
Flooding Potential	1	2	2	2.3	2.6	2.1	2	2.5	2
Slope Stability/Landslide Hazards	1	1	1	1	1	1	1	1	1
Liquefaction Potential	1	2	2	2	2	2	2	1	2
Fault Rupture Hazard Zones	1	2	2	2	2	2	2	1	2
Soil Contamination	1	2	2	2	2	2	2	1	2
Raw Score	**10**	**14**	**17**	**17.3**	**17.6**	**14.1**	**17**	**14.5**	**17**
Land Acquisition									
Easement/Rights Required	2	4	4	4	4	4	4	2	4
Raw Score	**2**	**4**	**4**	**4**	**4**	**4**	**4**	**2**	**4**
Land Use									
Zoning / General Plan Land Use(s) Surrounding the Segment	4	5	5	4	4	4	4	4	4
Existing Land Use(s) Surrounding the Segment	2	4	4	4	4	4	4	4	4
Special Districts, Specific Plans, Redevelopment Project Area	1	3	3	3	3	3	3	3	3
Airport Land Use Plan	3	6	6	6	6	6	6	3	6
Raw Score	**10**	**18**	**18**	**17**	**17**	**17**	**17**	**14**	**17**
IT/Telecom									
Cable Distance to Existing Telecom Facilities	3	4	4	3	3	3	4	3	4
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	2	2	2	2	2	2	2	2	2
Telecommunications Route Constructability	2	2	2	2	2	2	2	2	2
Raw Score	**7**	**8**	**8**	**7**	**7**	**7**	**8**	**7**	**8**
Wildfire									
Fire Threat	2.9	2.2	2.5	2.8	2.2	2	2.3	1	2
Fire Severity	3.1	2.2	2.4	3.3	2.3	2	2.8	1	2
Raw Score	**6**	**4.4**	**4.9**	**6.1**	**4.5**	**4**	**5.1**	**2**	**4**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	A-A-AA	A-A-AB	A-A-AC	A-A-AD	A-A-AE	A-A-AF	A-A-AG	A-A-AH	A-A-AI	A-A-AJ	A-A-AK	A-A-AL	A-A-AM	A-A-AN	A-A-AO	A-A-AP	A-A-AQ	A-A-AR	A-A-AS	A-A-AT	A-A-AU	A-A-AV	A-A-AW	A-A-AX
Aesthetics																										
Visual Character/Quality	0.25	Insignia	1.25	1.25	1.25	1.25	1.25	0.75	0.75	0.75	0.75	1.25	1.25	1	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	0.75	0.75
Locally Valued Places	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	3	3	3	3	3	3	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	Insignia	1	1	1	1	1	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1
Weighted Score	--	--	**5.75**	**5.75**	**5.75**	**5.75**	**5.75**	**7.25**	**6.25**	**6.25**	**6.25**	**5.75**	**5.75**	**5.5**	**5.75**	**5.75**	**5.75**	**5.75**	**5.75**	**5.75**	**5.75**	**5.75**	**5.75**	**5.75**	**7.25**	**5.25**
Biology																										
Wildlife Corridors	0.25	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Avian Collision	0.5	Insignia	1	1	1	1	1	1.5	1.5	1.5	1.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Permitting Time Required	0.5	Insignia	1	1	1	0.5	0.5	0.5	0.5	0.5	0.5	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	1.2	1.3	1.2	1.5	0.9	1.2	0.8	1.4	1	0.9	0.8	1.2	1.1	1.2	1.3	1.4	1	1.1	1.9	0.8	0.8	1.3	0.8	0.8
Special-status Species	1	Insignia	2	2	2	3	2	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Weighted Score	--	--	**6.2**	**6.3**	**6.2**	**7**	**5.4**	**7.2**	**6.8**	**7.4**	**6**	**5.9**	**6.8**	**6.7**	**6.6**	**6.7**	**6.8**	**6.9**	**6.5**	**6.6**	**7.4**	**6.3**	**6.3**	**6.8**	**6.3**	**6.3**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.25	0.25	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.75	0.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	0.5	0.5	1.4	2.5	1.9	1.2	0.5	0.5	0.5	1.9	2.4	2.5	2.5	2.3	0.5	0.5	0.7	1.2	0.5	0.5	0.5	0.5	0.5	0.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	2	2.5	2.5	1.5	0.5	0.5	0.5	2.5	2.5	2.5	2.5	2.5	1	1	1	2	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	1.5	1.5	2	2	2	1.5	1.5	1.5	1.5	2	2	2	2	2	1.5	1.5	1.5	1	1	1	1	0.5	0.5	0.5
Weighted Score	--	--	**2.75**	**2.75**	**6.15**	**7.75**	**7.15**	**4.95**	**3.25**	**3.25**	**2.75**	**7.15**	**7.15**	**7.75**	**7.75**	**7.55**	**3.75**	**3.75**	**3.95**	**4.95**	**2.75**	**2.75**	**2.75**	**2.25**	**2.25**	**2.25**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	1.1	1.1	1.1	1.1	1.1	1	1	1.2	1.2	1.1	1.1	0.8	0.8	1	1	0.5	0.5	1.2	1.2	1.2	1.2	0.6	0.6	1.2
Remove / Replace Existing Structures	0.25	SCE	1.25	1.25	1.25	1.25	1.25	1.25	1.25	0.75	0.75	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Pole/Tower Design	0.75	SCE	3	3	3	3	3	1.5	1.5	1.5	1.5	3	3	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3	1.5
Permits and Restrictions	0.75	SCE	3	3	3	3.75	3.75	2.25	2.25	2.25	2.25	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	3	3	3	3.75	3.75	1.5	1.5	1.5	1.5	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	3.75	3.75	3.75	3.75	3.75	1.5	1.5	1.5	1.5	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Availability of ROW for O&M	1	SCE	5	5	5	5	5	4	4	4	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Terrain along Segment	1	SCE	4	4	5	5	5	3	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Access to the Segment for Construction / Operations	1	SCE	4	4	5	5	5	2	4	4	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Weighted Score	--	--	**28.1**	**28.1**	**30.1**	**31.6**	**31.6**	**18**	**20**	**19.7**	**16.7**	**30.85**	**30.85**	**31.3**	**31.3**	**31.5**	**31.5**	**31**	**31**	**31.7**	**31.7**	**31.7**	**31.7**	**31.1**	**30.35**	**29.45**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	2	2	2	2	2	0.5	0.5	0.5	1	1	1.5	1.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2	2	2	1.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	3.75	3.75	3.75	3.75	3.75	1.5	1.5	1.5	2.25	1.5	1.5	1.5	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3	3	3	2.25
Constructability - Permits and Restrictions	0.75	SCE	2.25	2.25	2.25	2.25	2.25	1.5	1.5	1.5	1.5	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	1.5
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	2.25	2.25	2.25	2.25	2.25	1.5	1.5	1.5	3	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Access to the Segment for Construction	1	SCE	4	4	4	4	4	1	1	1	1	3	3	3	4	4	4	4	4	4	4	4	3	3	3	3
Access Roads Needed for Construction	1	SCE	4	4	4	5	5	1	1	1	2	4	4	4	5	5	5	5	5	5	5	5	3	3	2	2
Terrain along Segment	1	SCE	3	3	3	4	4	2	2	2	2	2	2	2	5	5	5	5	5	5	5	5	4	4	4	3

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	A-A-AY	A-A-AZ	A-A-BA	A-A-BB	A-A-BC	A-A-BD	A-A-BE	A-A-BF	A-A-BG	A-A-BH	A-A-BI	A-A-BJ	A-A-BK	A-A-BL	A-A-BM	A-A-BN	A-A-BO	A-A-BP	A-A-BQ	A-A-BR	A-A-BS	A-A-BT	A-A-BU	A-A-BV
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	1.25	1.25	0.75	0.75	0.75	1.25	1.25	0.75	0.75	0.5	0.5	0.5	0.75	0.75	0.75	0.75	0.25	0.75	0.75	0.75	0.75	0.75	0.75
Locally Valued Places	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	1	1	1	1	1	1
Weighted Score	--	--	**5.25**	**5.75**	**5.75**	**5.25**	**5.25**	**5.25**	**5.75**	**5.75**	**5.25**	**5.25**	**5**	**5**	**5**	**5.25**	**5.25**	**5.25**	**7.25**	**6.75**	**5.25**	**5.25**	**5.25**	**5.25**	**5.25**	**5.25**
Biology																										
Wildlife Corridors	0.25	Insignia	0.25	1	1	1	0.25	1	1	1	1	1	1	1	0.25	1	1	1	1	0.25	1	1	1	1	0.25	1
Avian Collision	0.5	Insignia	1.5	1	1	1.5	1.5	1.5	1	1	1.5	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	1.1	2	1.3	1.2	2.1	1.3	0.8	0.9	0.8	0.8	0.8	0.8	1	1.5	1.5	1.5	1.3	0.8	1.2	1	0.9	0.8	2.1	1.5
Special-status Species	1	Insignia	3	3	2	2	3	3	3	3	3	3	2	2	2	2	2	2	2	1	2	2	2	2	3	2
Weighted Score	--	--	**6.35**	**7.5**	**5.8**	**6.2**	**7.35**	**7.3**	**6.3**	**6.4**	**6.8**	**6.3**	**5.8**	**5.8**	**5.25**	**6.5**	**6.5**	**6.5**	**6.3**	**4.05**	**6.2**	**6**	**5.9**	**5.8**	**7.35**	**6.5**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.25	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	0.5	0.5	0.7	0.5	0.5	2.1	2.5	2.3	2.4	0.5	0.7	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	2.5	2.5	2.5	2.5	0.5	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	0.5	1	2	1	0.5	2	2	2	2	2	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2.25**	**2.75**	**3.95**	**2.75**	**2.25**	**7.35**	**7.75**	**7.55**	**7.65**	**3.75**	**3.45**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**1.75**	**1.75**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.1	1.1	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	0.6
Remove / Replace Existing Structures	0.25	SCE	1.25	0.75	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	0.75	0.75	0.75	0.75	0.75	0.75	1	1.25	1.25	1.25	1.25	1.25
Pole/Tower Design	0.75	SCE	1.5	1.5	1.5	1.5	0.75	1.5	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75
Permits and Restrictions	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.75	0.75	1.5	1.5	2.25	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	2.25	2.25	3	2.25	1.5	3	3	3	3	3	3	2.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	3.75	3.75	3.75	3.75	2.25	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	2.25	3.75	3.75	3.75	3.75	1.5	1.5
Availability of ROW for O&M	1	SCE	5	5	4	5	2	5	5	5	5	5	5	5	5	5	5	5	5	2	5	5	5	5	3	3
Terrain along Segment	1	SCE	1	2	4	2	1	4	5	5	4	4	5	4	1	2	2	2	3	1	2	3	1	2	1	2
Access to the Segment for Construction / Operations	1	SCE	4	3	5	3	2	5	5	4	5	5	5	4	3	3	2	3	4	1	3	4	2	3	2	4
Weighted Score	--	--	**21.45**	**20.95**	**25.2**	**21.45**	**13.45**	**26.2**	**27.95**	**26.95**	**26.95**	**26.95**	**27.95**	**22.85**	**17.6**	**19.45**	**18.45**	**20.2**	**22.2**	**12.7**	**20.45**	**22.7**	**17.2**	**19.2**	**12.95**	**15.35**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	0.5	1	1	1	1	1	2	2	1.5	2	2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1	1	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	1.5	1.5	1.5	1.5	1.5	3	3	2.25	3	3	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	1.5	1.5	1.5	1.5	1.5	2.25	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	1.5	2.25	2.25	0.75	2.25	3	3	2.25	3	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75
Access to the Segment for Construction	1	SCE	1	2	3	3	1	3	4	4	3	3	3	3	3	3	3	3	3	1	2	1	1	2	1	1
Access Roads Needed for Construction	1	SCE	1	2	4	4	1	3	4	4	3	4	4	4	3	1	1	1	3	1	2	1	1	2	1	1
Terrain along Segment	1	SCE	1	2	4	3	1	2	3	3	3	3	3	2	1	2	1	1	2	1	1	1	2	2	1	1

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	A-A-BW	A-A-BX	A-A-BY	A-A-BZ	A-A-CA	A-A-CB	A-A-CD	A-A-CE	A-A-CF	A-A-CG	D-A-AA	D-A-AB	D-A-AC	D-A-AD	D-A-AE	D-A-AF	D-A-AG	D-A-AH	D-A-AI	D-A-AJ	D-A-AK	D-A-AL	D-A-AM	D-A-AN
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	0.75	0.75	1.25	1.25	0.75	1.25	1.25	1.25	1.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Locally Valued Places	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	Insignia	3	3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	3	1	1	1
Scenic Highways	1	Insignia	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1
Weighted Score	--	--	**7.25**	**5.25**	**5.25**	**5.75**	**5.75**	**5.25**	**5.75**	**5.75**	**5.75**	**5.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**6.75**	**2.75**	**2.75**	**2.75**
Biology																										
Wildlife Corridors	0.25	Insignia	1	1	1	1	1	1	1	1	1	1	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Avian Collision	0.5	Insignia	1.5	1.5	1	1	1.5	1.5	1	1.5	1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.5	0.5	1	0.5	0.5
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	1	1	0.5	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	1.6	1.5	0.9	1.5	0.8	1.3	1.2	1.2	0.9	0.9	0.8	1.1	0.8	0.8	0.8	1.2	0.8	1.2	1.2	1.9	0.8	0.8	0.8	0.8
Special-status Species	1	Insignia	3	2	3	2	2	2	2	2	3	3	2	2	1	1	1	3	1	2	2	2	2	1	1	1
Weighted Score	--	--	**7.6**	**6.5**	**6.4**	**6.5**	**6.3**	**6.3**	**6.2**	**6.7**	**6.4**	**6.4**	**5.05**	**5.35**	**4.05**	**4.05**	**4.05**	**6.45**	**4.05**	**5.45**	**5.45**	**5.15**	**4.05**	**3.55**	**3.05**	**3.05**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5	0.5	0.5	1.5	1.5	2	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2.7	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**9.95**	**7.75**	**7.75**	**6.75**	**6.75**	**7.75**	**7.75**	**8.25**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	1.4	1.4	1.9	1.9	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	2.5	0.5	1	2.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	0.5	0.5	0.5	1.5	1.5	0.5	2	1.5	1.5	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**2.25**	**2.25**	**2.25**	**3.25**	**3.25**	**2.25**	**6.65**	**4.15**	**5.15**	**7.15**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	0.6	0.9	0.9	1.2	1.2	1.2	1.1	1.1	1.1	1.1	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Remove / Replace Existing Structures	0.25	SCE	1.25	0.75	0.75	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	0.75	0.75	0.75	0.5	0.75	1	0.5	0.5	0.5	0.75	1	0.75	0.75
Pole/Tower Design	0.75	SCE	0.75	1.5	0.75	2.25	2.25	1.5	3	2.25	3	3	0.75	1.5	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	2.25	0.75	1.5	1.5
Permits and Restrictions	0.75	SCE	0.75	1.5	0.75	2.25	2.25	1.5	3	3	3	3	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	0.75	0.75	3	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	1.5	2.25	1.5	3	3.75	3	2.25	2.25	2.25	3	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	0.75	1.5	2.25	2.25	0.75	0.75
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	3.75	3.75	3.75	3.75	3.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	2.25	2.25	2.25	2.25	1.5	2.25	1.5	1.5
Availability of ROW for O&M	1	SCE	3	5	5	5	5	5	5	5	5	5	1	1	1	1	1	1	2	3	2	3	4	2	1	1
Terrain along Segment	1	SCE	1	4	1	4	5	4	3	3	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	1	SCE	2	4	4	2	4	4	3	3	4	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**12.35**	**23.65**	**18.4**	**24.7**	**28.45**	**25.2**	**22.35**	**21.6**	**25.35**	**27.1**	**9.3**	**9.55**	**8.8**	**8.8**	**9.3**	**9.55**	**13.8**	**12.8**	**11.05**	**12.8**	**17.05**	**12.3**	**9.55**	**9.55**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	1	2	0.5	2	2	1.5	2	2	2	2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	1.5	0.75	3.75	3.75	0.75	3.75	3.75	3.75	3.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	2.25	2.25	2.25	2.25	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	0.75	1.5	0.75	2.25	2.25	1.5	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	3	3	3	3	2.25	2.25	2.25	2.25	2.25
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	1.5	0.75	2.25	2.25	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	0.75
Access to the Segment for Construction	1	SCE	1	3	1	4	4	3	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	1	5	3	5	5	2	5	5	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Terrain along Segment	1	SCE	1	4	1	4	4	3	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	D-A-AO	D-A-AP	D-A-AQ	D-A-AR	D-A-AS	D-A-AT	D-A-AU	D-A-AV	D-A-AW	D-A-AX	D-A-AY	D-A-AZ	D-A-BA	D-A-BB	D-A-BC	D-A-BD	D-A-BE	D-A-BF	D-A-BG	D-A-BH	D-A-BI	D-A-BJ	D-A-BK	D-A-BL
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Locally Valued Places	0.5	GIS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	3	3	3
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	3	1	3	3	1	1	1
Weighted Score	--	--	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**4.75**	**4.75**	**4.75**	**4.75**	**2.75**	**2.75**	**4.75**	**2.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**
Biology																										
Wildlife Corridors	0.25	Insignia	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.75	0.25	0.25	0.25	0.25	0.25
Avian Collision	0.5	Insignia	1	0.5	1.5	0.5	1.5	1.5	1.5	1.5	0.5	1.5	0.5	0.5	0.5	0.5	0.5	1.5	0.5	1.5	1	1	0.5	0.5	0.5	0.5
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	0.8	0.8	0.8	0.8	0.8	1	0.9	1.4	1.4	1.4	0.8	0.9	1.5	1.5	0.8	0.8	0.8	1.1	2.2	0.9	1.5	0.8	0.8	0.9
Special-status Species	1	Insignia	1	1	1	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2
Weighted Score	--	--	**3.55**	**3.05**	**4.05**	**3.05**	**4.05**	**5.25**	**5.15**	**5.65**	**4.65**	**5.65**	**4.05**	**4.15**	**3.75**	**3.75**	**3.05**	**4.05**	**3.05**	**4.35**	**6.45**	**4.65**	**4.75**	**4.05**	**4.05**	**4.15**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1.5	1.5	1.5	1.5	1.5	0.5	0.5	1.5	1.5	1.5	1.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**7.35**	**7.25**	**7.25**	**7.25**	**7.25**	**7.25**	**7.25**	**7.25**	**7.25**	**7.25**	**7.25**	**7.25**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**6.75**	**6.75**	**7.75**	**7.75**	**7.75**	**7.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Remove / Replace Existing Structures	0.25	SCE	0.75	1.25	0.75	0.5	0.75	0.75	0.75	0.75	0.75	1	0.75	0.75	0.75	0.75	0.75	0.25	0.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Pole/Tower Design	0.75	SCE	1.5	1.5	0.75	1.5	1.5	3	1.5	1.5	1.5	3	1.5	1.5	1.5	1.5	1.5	0.75	1.5	3	1.5	1.5	1.5	1.5	1.5	1.5
Permits and Restrictions	0.75	SCE	0.75	0.75	0.75	0.75	1.5	1.5	0.75	0.75	0.75	0.75	3	0.75	0.75	0.75	0.75	0.75	0.75	3	2.25	1.5	0.75	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	3	1.5	0.75	1.5	0.75	2.25	1.5	1.5	2.25	2.25	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.75
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	2.25	0.75	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	1.5	1.5	1.5	0.75	1.5	1.5	1.5	0.75	1.5	1.5	0.75	0.75	1.5
Availability of ROW for O&M	1	SCE	2	2	3	1	2	1	1	1	2	2	2	1	1	2	1	1	1	3	4	2	2	1	1	1
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1
Access to the Segment for Construction / Operations	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	1	1	1	1	1
Weighted Score	--	--	**10.55**	**14.05**	**10.8**	**9.3**	**12.05**	**11.8**	**11.05**	**10.3**	**11.3**	**14.55**	**14.3**	**9.55**	**9.55**	**10.55**	**8.8**	**8.3**	**10.05**	**16.05**	**19.05**	**12.05**	**11.3**	**9.55**	**9.55**	**9.55**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1	1	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	0.75	0.75	0.75	0.75	2.25	0.75	0.75	0.75	2.25	2.25	0.75	2.25	2.25	2.25	2.25	2.25	3	2.25	2.25	2.25	0.75	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	3	3	2.25	2.25	2.25	2.25	2.25	2.25	3	2.25	2.25	3	2.25	1.5	1.5
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	2.25	0.75	0.75	0.75	2.25	0.75	0.75	0.75	2.25	2.25	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	0.75	0.75	0.75
Access to the Segment for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	D-A-BM	D-A-BN	D-A-BO	D-A-BP	D-A-BQ	D-A-BR	D-A-BS	D-A-BT	D-A-BU	D-A-BV	D-A-BW	D-A-BX	D-A-BY	D-A-BZ	D-A-CA	D-A-CC	D-A-CD	D-A-CE	D-A-CF	D-A-CG	D-A-CH	D-A-CI	D-A-CJ	D-A-CK
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Locally Valued Places	0.5	GIS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	Insignia	3	3	3	3	3	1	3	1	1	1	1	1	3	3	1	1	3	3	1	1	1	1	1	1
Scenic Highways	1	Insignia	3	1	1	3	2	1	1	1	1	1	1	1	3	3	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**6.75**	**4.75**	**4.75**	**6.75**	**5.75**	**2.75**	**4.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**6.75**	**6.75**	**2.75**	**2.75**	**4.75**	**4.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**	**2.75**
Biology																										
Wildlife Corridors	0.25	Insignia	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.75	0.25	0.25	0.25	0.25
Avian Collision	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	0.5	0.5	1	1.5	0.5	0.5	0.5	1.5	0.5	0.5	0.5	2	0.5	1.5	1.5	1.5
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	1.8	0.8	0.8	1.3	1.2	1.1	1	0.8	0.8	0.8	0.8	0.8	1.1	1.2	1.1	0.8	0.8	0.8	0.8	1.2	1.9	1.8	1	0.7
Special-status Species	1	Insignia	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	2	1	1	1	1
Weighted Score	--	--	**5.05**	**4.05**	**4.05**	**4.55**	**4.45**	**4.35**	**4.25**	**5.05**	**4.05**	**4.05**	**4.55**	**5.05**	**4.35**	**4.45**	**4.35**	**5.05**	**3.05**	**3.05**	**3.05**	**6.45**	**4.15**	**5.05**	**4.25**	**3.95**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Remove / Replace Existing Structures	0.25	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.5	0.75	0.75	0.75	0.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.25	0.75	0.75	0.5	0.5
Pole/Tower Design	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	1.5	3	1.5	1.5
Permits and Restrictions	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	3	0.75	0.75	0.75	0.75	0.75	0.75	3.75	1.5	3	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	1.5	1.5	0.75	0.75	0.75	1.5	0.75	1.5	1.5	0.75	0.75	1.5	1.5	1.5	0.75	0.75	0.75	0.75	2.25	0.75	1.5	1.5	0.75
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	0.75	1.5	1.5	1.5	1.5	0.75	1.5	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	0.75	0.75	1.5	2.25	1.5	1.5	2.25	2.25
Availability of ROW for O&M	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	2	3	3	2	1	1	1	5	5	2	2	2
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1
Access to the Segment for Construction / Operations	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	1	1	1	1
Weighted Score	--	--	**9.55**	**9.55**	**10.3**	**9.55**	**9.55**	**9.55**	**10.3**	**9.3**	**9.55**	**9.55**	**8.8**	**9.3**	**13.55**	**12.3**	**12.3**	**10.55**	**8.8**	**8.8**	**9.55**	**25.8**	**14.3**	**15.05**	**11.8**	**11.05**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	0.5	1	0.5	0.5	0.5	0.5	2	0.5	0.5	0.5	1
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	0.75	2.25	2.25	2.25	2.25	3	0.75	2.25	2.25	2.25
Constructability - Permits and Restrictions	0.75	SCE	2.25	1.5	1.5	2.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	0.75	2.25	2.25	2.25	0.75	3.75	1.5	3	1.5	1.5
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	1.5	0.75	0.75	1.5	0.75	2.25	1.5	1.5	0.75	3	0.75	3	0.75	0.75
Access to the Segment for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	1	1	1	1
Access Roads Needed for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	1	1	1	1
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	1	1	1	1

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	D-A-CL	D-A-CM	D-A-CN	D-A-CO	D-B-AA	D-B-AB	D-B-AC	D-B-AD	D-B-AE	D-B-AF	E-A-AA	E-A-AB	E-A-AC	E-A-AD	E-B-AA	E-B-AB	E-B-AC	E-B-AD	E-B-AE	E-B-AF	E-B-AG	E-B-AH	E-B-AI	E-B-AJ
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	0.75	0.75	0.75	0.5	0.5	0.5	0.5	0.5	0.5	0.75	0.75	0.75	0.75	0.25	0.75	0.75	0.75	0.25	0.5	0.5	0.5	0.75	0.5
Locally Valued Places	0.5	GIS	0	0	0	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	1	1	3	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	2	3	2	2	2
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4	4	1	1	1	1	1	1	1
Weighted Score	--	--	**2.75**	**2.75**	**4.75**	**2.75**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**4.25**	**4.25**	**4.25**	**4.25**	**7.75**	**8.25**	**8.25**	**5.25**	**4.75**	**4**	**5**	**4**	**4.25**	**4**
Biology																										
Wildlife Corridors	0.25	Insignia	0.25	0.25	0.75	0.5	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.5	0.5	0.5	0.75	0.75	0.5	0.75	0.75	0.5	0.75
Avian Collision	0.5	Insignia	0.5	1.5	1	0.5	1.5	1	1.5	1	1	1.5	1.5	1.5	1.5	1.5	1	1	1	1	1	1.5	1	1.5	1.5	1.5
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	1.1	0.8	1.2	0.9	2.1	1.2	1.1	0.8	0.8	0.8	0.9	1.8	1.6	2.1	0.8	0.8	0.9	0.8	0.8	0.8	0.7	0.8	0.8	1.1
Special-status Species	1	Insignia	2	2	3	1	3	3	3	3	3	3	1	1	1	1	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**4.35**	**5.05**	**6.45**	**3.4**	**7.85**	**6.45**	**6.85**	**6.05**	**6.05**	**6.55**	**4.15**	**5.05**	**4.85**	**5.35**	**4.8**	**4.8**	**4.9**	**5.05**	**5.05**	**5.3**	**4.95**	**5.55**	**5.3**	**5.85**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.2	0.7	0.7	0.8	0.8	1.2	1.2	1.2	0	0	0	0	0	0
Remove / Replace Existing Structures	0.25	SCE	0.75	0.5	1.25	0.75	0.5	0.75	0.5	0.75	0.75	0.5	0.75	0.75	0.5	0.5	1	1	1	0.5	1.25	1	0.75	1	1	1
Pole/Tower Design	0.75	SCE	0.75	1.5	3	1.5	1.5	1.5	1.5	0.75	1.5	1.5	1.5	0.75	1.5	1.5	3	2.25	2.25	1.5	3	1.5	1.5	1.5	1.5	2.25
Permits and Restrictions	0.75	SCE	0.75	0.75	3.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	2.25	2.25	0.75	2.25	1.5	1.5	1.5	1.5	3
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	1.5	1.5	2.25	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	3	2.25	2.25	1.5	3	1.5	0.75	0.75	1.5	2.25
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	2.25	0.75	1.5	1.5	1.5	1.5	0.75	1.5	1.5	0.75	0.75	1.5	1.5	2.25	1.5	2.25	2.25	3.75	2.25	0.75	2.25	2.25	2.25
Availability of ROW for O&M	1	SCE	1	2	5	1	1	3	2	2	2	2	1	1	1	1	4	4	4	1	2	5	5	4	4	4
Terrain along Segment	1	SCE	1	1	4	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2
Access to the Segment for Construction / Operations	1	SCE	1	1	4	1	1	1	1	1	1	1	1	1	1	1	2	2	2	1	2	2	4	2	2	2
Weighted Score	--	--	**8.8**	**11.8**	**25.3**	**10.3**	**9.3**	**11.55**	**10.3**	**9.05**	**10.55**	**10.3**	**8.7**	**7.45**	**8.7**	**9.55**	**19.55**	**18.45**	**19.2**	**11.7**	**19.25**	**16.75**	**16.25**	**15**	**15.75**	**18.75**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	1	1	2	1	1	0.5	0.5	0.5	0.5	0.5	0.5	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	2.25	0.75	3	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	2.25	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	1.5	1.5	2.25	1.5	1.5	0.75	1.5	0.75	0.75	0.75	0.75	1.5	0.75	1.5	3	2.25	2.25	1.5	0.75	1.5	0.75	1.5	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	1.5	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	1.5	2.25	1.5	1.5	0.75	0.75	1.5	0.75	0.75	0.75	0.75
Access to the Segment for Construction	1	SCE	1	1	4	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1
Access Roads Needed for Construction	1	SCE	1	1	5	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1	3	1	2	1	1
Terrain along Segment	1	SCE	2	2	2	2	2	2	2	1	1	1	1	2	1	1	1	1	1	1	1	2	2	3	1	1

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	E-B-AK	E-B-AL	E-B-AM	E-B-AR	E-B-AS	E-B-AT	E-B-AU	E-B-AV	E-B-AZ	E-B-BA	E-B-BB	E-B-BC	E-B-BD	E-B-BE	E-B-BF	E-B-BG	E-B-BH	E-B-BI	E-B-BJ	E-C-AA	E-C-AB	E-C-AC	E-C-AD	E-C-AE
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.5	0.75	0.75	1	1	1	1	1	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1	0.75	0.25	0.5	0.25	0.5	0.5
Locally Valued Places	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	2	2	2	2	2	2	2	2	2	2	2	3	3	2	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2
Weighted Score	**--**	**--**	**4**	**4.25**	**4.25**	**4.5**	**4.5**	**4.5**	**4.5**	**4.5**	**4.25**	**4.25**	**4.25**	**5.25**	**5.25**	**4.25**	**5.25**	**5.25**	**5.25**	**5.5**	**5.25**	**5.75**	**6**	**5.75**	**6**	**6**
Biology																										
Wildlife Corridors	0.25	Insignia	0.75	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.25	0.25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.25	0.25	0.25	0.25	0.25
Avian Collision	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1	1	1.5	1	1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	0.9	0.8	1.3	0.9	0.8	1.1	2	0.8	0.8	1.6	0.9	0.8	0.8	0	0.8	0.8	0.8	1.1	1	0.8	0.8	0.8	0.8	0.8
Special-status Species	1	Insignia	2	2	2	1	1	2	1	1	1	1	1	1	1	1	1	1	1	2	1	2	1	1	1	2
Weighted Score	**--**	**--**	**5.65**	**5.3**	**5.8**	**4.4**	**4.3**	**5.6**	**5.5**	**4.3**	**3.8**	**4.35**	**4.15**	**3.8**	**3.8**	**3**	**4.3**	**4.3**	**4.3**	**5.6**	**4.5**	**5.05**	**4.05**	**4.05**	**4.05**	**5.05**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5	1.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	**--**	**--**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**7.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	**--**	**--**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**1.75**	**1.75**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	0	0	0	1.2	1.1	1.1	1.2	1.2	1.2	1.2	1.2	1.1	1.1	0.9	0.9	0.9	0.9	0.6	0.6	0.4	0.4	0.7	0.7	0.2
Remove / Replace Existing Structures	0.25	SCE	1	1	0.75	1	0.75	1	1	0.75	0.75	1.25	0.75	0.75	0.75	1.25	1.25	1.25	1	0.75	1.25	1.25	1	1.25	1.25	1.25
Pole/Tower Design	0.75	SCE	3	1.5	3	2.25	0.75	1.5	1.5	1.5	0.75	1.5	1.5	1.5	1.5	1.5	0.75	1.5	3	1.5	1.5	1.5	1.5	1.5	0.75	1.5
Permits and Restrictions	0.75	SCE	3	1.5	3	1.5	1.5	2.25	3	1.5	3	0.75	0.75	2.25	1.5	3	1.5	1.5	2.25	3	1.5	1.5	3	3	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	2.25	2.25	3	2.25	0.75	0.75	2.25	2.25	3	3	0.75	2.25	1.5	3	1.5	2.25	0.75	0.75	2.25	3	3	3	0.75	3
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	2.25	2.25	0.75	2.25	0.75	2.25	2.25	0.75	0.75	2.25	0.75	0.75	0.75	0.75	1.5	1.5	1.5	0.75	1.5	2.25	2.25	2.25	1.5	2.25
Availability of ROW for O&M	1	SCE	4	4	5	4	5	4	4	5	5	5	1	5	5	3	3	3	5	5	3	3	4	5	3	3
Terrain along Segment	1	SCE	3	1	4	1	1	1	1	1	2	2	1	3	1	3	1	1	3	2	1	2	1	2	1	1
Access to the Segment for Construction / Operations	1	SCE	2	2	4	1	1	1	2	1	2	2	1	4	1	2	1	1	2	2	2	3	2	3	1	2
Weighted Score	**--**	**--**	**20.5**	**15.5**	**23.5**	**16.45**	**12.6**	**14.85**	**18.2**	**14.95**	**18.45**	**18.95**	**8.7**	**20.6**	**14.1**	**18.4**	**12.4**	**13.9**	**19.4**	**16.35**	**14.6**	**17.9**	**18.15**	**21.7**	**10.7**	**14.95**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	1	1	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	0.5	1	0.5	0.5	1	1	0.5	0.5	0.5	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	1.5	0.75	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	0.75	0.75	2.25	1.5	1.5
Constructability - Permits and Restrictions	0.75	SCE	1.5	0.75	2.25	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	1.5	0.75	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	0.75	2.25
Access to the Segment for Construction	1	SCE	3	1	3	1	1	1	1	1	1	1	1	4	1	1	1	1	1	4	1	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	3	1	5	1	1	1	1	1	1	1	1	5	1	1	1	1	1	5	1	1	1	1	1	1
Terrain along Segment	1	SCE	2	2	3	1	1	1	1	1	1	1	1	1	2	2	1	1	1	2	1	1	1	1	1	1

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	E-C-AF	E-C-AG	E-C-AH	E-D-AA	E-D-AB	E-D-AC	E-D-AD	E-D-AE	E-D-AF	E-D-AG	E-D-AH	E-D-AI	E-D-AJ	E-D-AK	E-D-AL	E-D-AM	E-D-AN	E-D-AO	E-D-AP	E-D-AQ	E-D-AR	E-D-AS	E-D-AT	E-D-AU
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.5	0.25	0.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.5	0.5	0.5	0.5	0.5	0.75	0.75	0.75	0.75	1	1	1	0.75	1
Locally Valued Places	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	3	3	3	2	2	1	1	3	3	3	2	2	2	2	1	2	2	1	1	2	2	2	2	2
Scenic Highways	1	Insignia	2	2	2	1	1	1	2	3	3	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	**--**	**--**	**6**	**5.75**	**5.75**	**4.25**	**4.25**	**3.25**	**4.25**	**7.25**	**7.25**	**8.25**	**4**	**4**	**4**	**4**	**3**	**4.25**	**4.25**	**3.25**	**3.25**	**4.5**	**4.5**	**4.5**	**4.25**	**4.5**
Biology																										
Wildlife Corridors	0.25	Insignia	0.25	0.25	0.25	0.5	0.5	0.25	0.25	0.75	0.75	0.75	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.25	0.5	0.5	0.5	0.5	0.5
Avian Collision	0.5	Insignia	1.5	1.5	1.5	1	1	1	1	1.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	0.8	0.8	0.8	1.3	0.8	0.8	0.8	0.8	0.8	1.6	1.7	1.4	0.8	0.8	1.4	1.6	1.5	0.8	0.8	1	1.5	1.8	0.9	1.7
Special-status Species	1	Insignia	1	2	1	2	2	1	1	2	2	2	2	2	1	1	2	2	2	2	2	2	2	2	2	2
Weighted Score	**--**	**--**	**4.05**	**5.05**	**4.05**	**5.3**	**4.8**	**3.55**	**3.55**	**5.55**	**5.05**	**5.85**	**5.7**	**5.4**	**3.8**	**3.8**	**5.4**	**5.6**	**5.5**	**4.8**	**4.55**	**5**	**5.5**	**5.8**	**4.9**	**5.7**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	**--**	**--**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	**--**	**--**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**1.75**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	0.2	0.9	0.9	1.2	1.2	1	1	1.2	1.2	0.5	0.5	0.6	0.6	0.5	0.5	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.1
Remove / Replace Existing Structures	0.25	SCE	0.75	0.75	0.75	1	1	1.25	1.25	1.25	1.25	1.25	1.25	0.5	0.5	0.5	0.75	0.75	1	1.25	0.75	0.75	0.75	0.75	0.75	1.25
Pole/Tower Design	0.75	SCE	1.5	1.5	1.5	1.5	1.5	0.75	0.75	1.5	1.5	1.5	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Permits and Restrictions	0.75	SCE	0.75	2.25	1.5	1.5	1.5	1.5	1.5	3	3	3	1.5	1.5	1.5	0.75	0.75	0.75	0.75	3	0.75	0.75	0.75	0.75	0.75	2.25
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	3	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	2.25
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	1.5	1.5	2.25	2.25	2.25	2.25	2.25	2.25	2.25	1.5	0.75	0.75	1.5	1.5	1.5	1.5	0.75	1.5	0.75	0.75	1.5	0.75	0.75
Availability of ROW for O&M	1	SCE	5	5	2	2	2	2	2	2	2	2	2	2	2	2	5	5	5	5	5	5	5	2	5	5
Terrain along Segment	1	SCE	1	2	1	1	1	1	1	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	1	SCE	3	2	2	1	1	1	1	1	1	2	2	2	2	2	2	2	1	3	1	2	1	2	1	2
Weighted Score	**--**	**--**	**13.7**	**18.9**	**13.4**	**13.7**	**13.7**	**13**	**13**	**16.45**	**16.45**	**16.75**	**12.25**	**9.85**	**9.85**	**9.75**	**13.75**	**14.35**	**13.6**	**17.35**	**13.35**	**13.6**	**12.6**	**11.45**	**13.45**	**17.1**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	0.75	0.75	1.5	1.5	1.5	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5
Constructability - Permits and Restrictions	0.75	SCE	1.5	1.5	1.5	0.75	0.75	1.5	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	0.75	1.5	0.75	0.75	1.5	1.5	1.5	1.5
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	1.5	0.75	0.75	1.5	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.75	3	1.5	0.75	1.5	1.5	1.5	1.5	1.5	2.25
Access to the Segment for Construction	1	SCE	4	1	1	1	1	1	1	1	1	2	2	2	2	2	2	4	1	4	1	1	4	4	2	2
Access Roads Needed for Construction	1	SCE	5	1	1	1	1	1	1	1	1	2	2	2	2	2	2	5	1	5	1	1	3	3	1	2
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	4	1	1	1	1	2	2	1	1

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	E-D-AV	E-D-AW	E-D-AX	E-D-AY	E-D-AZ	E-D-BA	E-D-BB	E-D-BC	E-D-BD	E-D-BE	E-D-BF	E-D-BG	E-D-BH	E-D-BI	E-D-BJ	E-D-BK	E-D-BL	E-D-BM	E-D-BN	E-D-BO	E-D-BP	E-D-BQ	E-D-BR	E-D-BS
Aesthetics																										
Visual Character/Quality	0.25	Insignia	1	0.75	0.75	0.75	0.75	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.75
Locally Valued Places	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	2	2	1	1	1	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2
Scenic Highways	1	Insignia	1	1	1	1	1	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4.5**	**4.25**	**3.25**	**3.25**	**3.25**	**7.5**	**7**	**7**	**7**	**7**	**7**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4.25**
Biology																										
Wildlife Corridors	0.25	Insignia	0.5	0.25	0.25	0.25	0.25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Avian Collision	0.5	Insignia	1	1	1	1.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	1.2	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	1.5	1.5	0.9	1.1	1.4	1.9	1.2	0.7	0.8	0.8	0.8	0.8	0.8	1.5
Special-status Species	1	Insignia	2	2	1	1	1	2	2	2	2	2	2	2	2	1	2	2	2	1	1	1	1	1	1	2
Weighted Score	--	--	**5.2**	**4.55**	**3.55**	**4.05**	**3.55**	**4.8**	**4.8**	**4.8**	**4.8**	**4.8**	**5.5**	**5.5**	**4.9**	**4.1**	**5.4**	**5.9**	**5.2**	**3.7**	**3.8**	**3.8**	**3.8**	**3.8**	**3.8**	**5.5**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	1.1	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.3	0.3	0.4	0.4	0.3	0.3	0.4	0.4	0.4
Remove / Replace Existing Structures	0.25	SCE	1.25	1.25	1.25	1.25	0.75	0.75	1.25	0.5	0.75	0.75	0.75	0.75	0.75	0.5	0.5	0.75	0.75	0.75	0.5	0.5	0.75	0.5	0.5	1
Pole/Tower Design	0.75	SCE	0.75	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Permits and Restrictions	0.75	SCE	0.75	0.75	0.75	1.5	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	1.5	1.5	1.5	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Availability of ROW for O&M	1	SCE	3	3	3	3	5	5	5	5	5	5	5	5	5	1	1	5	5	5	1	1	1	1	2	1
Terrain along Segment	1	SCE	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	1	SCE	1	1	1	1	1	3	3	1	4	4	4	4	4	1	1	2	2	2	1	1	2	1	2	1
Weighted Score	--	--	**11.1**	**10.3**	**10.3**	**13.3**	**11.05**	**14.8**	**15.3**	**10.8**	**14.05**	**14.05**	**14.05**	**14.05**	**14.05**	**6.9**	**6.9**	**12.05**	**12.05**	**12.15**	**6.9**	**6.8**	**8.05**	**6.9**	**8.9**	**7.4**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	0.5	0.5	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	1.5	1.5	1.5	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	1.5
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	1.5	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Access to the Segment for Construction	1	SCE	2	2	1	1	1	1	4	4	4	4	4	4	4	4	4	3	2	1	1	1	1	1	1	3
Access Roads Needed for Construction	1	SCE	2	2	1	1	1	1	5	5	5	5	5	5	2	5	5	2	2	1	1	1	1	1	1	5
Terrain along Segment	1	SCE	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	E-D-BT	E-D-BU	E-D-BV	E-D-BW	E-D-BX	E-D-BY	E-D-BZ	E-D-CA	E-D-CB	E-D-CC	E-D-CD	E-D-CE	E-D-CF	E-D-CG	E-D-CH	E-D-CI	E-D-CJ	E-D-CK	E-D-CL	E-D-CM	E-D-CN	E-D-CO	E-D-CP	E-D-CQ
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1	0.75	0.75	0.75	1	1.25	1.25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Locally Valued Places	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	2	2	2	2	2	1	1	1	2	3	1	1	1	2	3	3	3	3	2	2	2	2	3	3
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4.25**	**4.25**	**4.25**	**4.25**	**4.25**	**3.25**	**3.25**	**3.25**	**4.25**	**5.5**	**3.25**	**3.25**	**3.25**	**4.5**	**5.75**	**5.75**	**5**	**5**	**4**	**4**	**4**	**4**	**5**	**5**
Biology																										
Wildlife Corridors	0.25	Insignia	0.25	0.5	0.5	0.25	0.25	0.25	0.25	0.25	0.5	1	0.25	0.25	0.25	0.5	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Avian Collision	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1.5	1	1.5	1.5	1	1	1	1	1	1	1	1
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	0.8	1.4	1.5	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	1	2.3	2.3	1.2	0.8	0.8	0.8	0.8
Special-status Species	1	Insignia	2	2	2	2	1	1	1	1	2	2	1	1	1	2	2	2	2	2	2	2	1	1	2	2
Weighted Score	--	--	**4.55**	**5.4**	**5.5**	**4.55**	**3.55**	**3.55**	**3.55**	**3.55**	**4.8**	**5.3**	**3.55**	**3.55**	**4.05**	**4.8**	**5.8**	**5.8**	**5**	**6.3**	**6.3**	**5.2**	**3.8**	**3.8**	**4.8**	**4.8**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	0.4	0.5	0.5	0.3	0.3	0.3	0.3	0.1	0.1	0.1	0.1	0	0	0.3	0.3	0.3	0.3	1.2	1.2	0.2	0.2	0.2	0.2	0.3
Remove / Replace Existing Structures	0.25	SCE	0.75	0.75	0.75	0.75	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Pole/Tower Design	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	3	3	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Permits and Restrictions	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	2.25	0.75	2.25	3	3	0.75	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	2.25	3	3	0.75	0.75	0.75	1.5	1.5	1.5	0.75	0.75
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Availability of ROW for O&M	1	SCE	5	5	5	5	2	2	2	2	5	5	5	2	2	5	5	5	5	5	5	5	5	5	5	5
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	1	3	3	1	1	1	3	4	4	3	3	3	3	3	3	3	3
Access to the Segment for Construction / Operations	1	SCE	4	2	2	2	1	1	1	1	4	4	1	1	1	2	5	5	4	4	3	2	2	2	3	3
Weighted Score	--	--	**14.15**	**12.25**	**12.25**	**12.05**	**8.55**	**9.3**	**8.55**	**8.35**	**16.35**	**16.35**	**11.35**	**9**	**9.75**	**16.8**	**24.55**	**24.55**	**16.55**	**18.95**	**18.7**	**17.45**	**15.2**	**15.2**	**15.45**	**15.55**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	0.5	0.5	0.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Access to the Segment for Construction	1	SCE	3	2	2	2	1	1	1	1	1	2	1	1	1	3	3	1	1	1	3	1	1	1	4	4
Access Roads Needed for Construction	1	SCE	5	1	1	1	1	1	1	1	1	2	1	1	1	5	2	1	1	1	2	1	1	1	5	5
Terrain along Segment	1	SCE	4	1	1	1	1	1	1	1	1	2	1	1	1	3	3	1	1	1	2	1	1	1	1	1

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	E-D-CR	E-D-CS	E-D-CT	E-D-CU	E-D-CV	E-D-CW	E-D-CX	E-D-CY	E-D-CZ	E-E-AA	E-E-AB	E-E-AC	E-E-AD	E-E-AE	E-E-AF	E-E-AG	E-E-AH	E-E-AI	E-E-AJ	E-E-AK	E-E-AL	E-E-AM	E-E-AN	E-E-AO
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.5	0.75	0.75	0.75	0.75	1	0.75
Locally Valued Places	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Impacts to Scenic Vistas	1	Insignia	3	3	3	2	2	2	2	2	2	1	2	1	1	1	2	2	3	3	2	2	2	2	2	2
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**5**	**5**	**5**	**4**	**4**	**4**	**4**	**4**	**4**	**3.25**	**4.25**	**3.25**	**3.25**	**3.25**	**4.25**	**4.25**	**5.25**	**5**	**4.25**	**4.25**	**4.25**	**4.25**	**4.5**	**4.25**
Biology																										
Wildlife Corridors	0.25	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.25	0.25	0.25	0.25	0.25	0.5	0.5	0.25	0.25	0.5	0.25	0.25	0.5	0.25	0.25
Avian Collision	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1.5	1.5	1	1	1	1	1	1	1	1	1	1
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	0.8	0.8	1.1	2.3	2.3	1.4	1.8	2.4	2.2	3.3	0.9	2.7	0.9	1.2	0.8	0.8	1	0.9	0.9	0.8	0.8	0.8	0.8	0.9
Special-status Species	1	Insignia	2	2	2	2	2	2	2	2	2	1	2	1	1	1	1	1	1	2	1	1	1	1	2	1
Weighted Score	--	--	**4.8**	**4.8**	**5.1**	**6.3**	**6.3**	**5.4**	**5.8**	**6.4**	**6.2**	**6.05**	**4.65**	**5.45**	**4.15**	**4.45**	**3.8**	**3.8**	**3.75**	**4.65**	**3.9**	**3.55**	**3.55**	**3.8**	**4.55**	**3.65**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.9
Remove / Replace Existing Structures	0.25	SCE	1.25	1.25	1.25	1.25	0.25	0.25	1.25	1.25	1.25	0.5	0.75	0.5	1.25	0.5	0.75	1.25	1.25	1.25	0.75	0.75	0.75	1.25	0.75	0.75
Pole/Tower Design	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	0.75	1.5	1.5	1.5	0.75	0.75	1.5	1.5	1.5	1.5	0.75	0.75	0.75
Permits and Restrictions	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	3	3	1.5	3.75	1.5	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	0.75	2.25	2.25	2.25	2.25	1.5	2.25	1.5	1.5	1.5	1.5	2.25	2.25
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	2.25	1.5	2.25	0.75	1.5	0.75	0.75	0.75	0.75	0.75	1.5	1.5	0.75
Availability of ROW for O&M	1	SCE	5	5	5	5	1	1	5	5	5	2	5	2	3	3	5	5	5	5	5	5	5	3	5	5
Terrain along Segment	1	SCE	3	2	3	4	1	1	1	2	2	2	1	2	1	1	2	1	1	3	1	1	1	1	2	1
Access to the Segment for Construction / Operations	1	SCE	3	2	2	3	2	2	4	4	1	1	1	1	1	1	1	1	1	3	1	1	1	1	2	1
Weighted Score	--	--	**15.55**	**13.55**	**14.55**	**16.55**	**7.55**	**7.55**	**14.55**	**15.55**	**15.55**	**13.3**	**13.3**	**13.3**	**13.3**	**14.8**	**15.05**	**14.55**	**13.05**	**18.55**	**13.3**	**13.3**	**13.3**	**11.8**	**16.05**	**13.9**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	0.5	0.5	0.5	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	1.5	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	0.75	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Access to the Segment for Construction	1	SCE	4	4	4	4	4	4	4	4	4	1	1	1	1	1	1	1	1	3	1	1	1	1	4	1
Access Roads Needed for Construction	1	SCE	5	5	5	5	5	5	5	5	5	1	1	1	1	1	1	1	1	2	1	1	1	1	5	1
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	0	1	1

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	E-E-AP	E-E-AQ	E-E-AR	E-E-AS	E-E-AT	E-E-AU	E-E-AV	E-E-AW	E-E-AX	E-E-AY	F-A-AA	F-A-AB	F-A-AC	F-A-AD	F-A-AE	F-A-AF	F-A-AG	F-A-AH	F-A-AI	F-A-AJ	F-A-AK	F-A-AL	F-A-AM	F-A-AN
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.5	0.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Locally Valued Places	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	Insignia	2	2	2	2	2	2	2	1	2	1	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4.25**	**4.25**	**4.25**	**4.25**	**4.25**	**4.25**	**4.25**	**3.25**	**4.25**	**3.25**	**3.25**	**4.5**	**4.5**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**
Biology																										
Wildlife Corridors	0.25	Insignia	0.25	0.5	0.25	0.25	0.5	0.5	0.25	0.5	0.25	0.25	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Avian Collision	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	1.5	1.5
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Bodies	0.75	GIS	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	1	1.3	2.3	1.9	2.2	2.3	1.8	2.2	2.3	2.3	2.3	2.3	2.3	2.5	2.3	2.1
Special-status Species	1	Insignia	1	1	1	1	1	2	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Weighted Score	--	--	**3.55**	**3.8**	**3.55**	**3.55**	**3.8**	**4.8**	**3.55**	**3.8**	**3.75**	**4.05**	**8.3**	**8.9**	**9.2**	**9.3**	**8.8**	**9.2**	**9.3**	**9.3**	**9.3**	**9.3**	**9.3**	**9.5**	**8.8**	**8.6**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	0.9	1	1	0.7	0.7	0.3	0.3	0.3	0.3	0.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Remove / Replace Existing Structures	0.25	SCE	1.25	1.25	1.25	0.5	1.25	1.25	0.5	0.5	1.25	1.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Pole/Tower Design	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3
Permits and Restrictions	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	3	3	3	3
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	2.25	2.25	2.25	0.75	1.5	0.75	0.75	0.75	2.25	2.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	1.5	1.5	2.25	1.5	1.5	2.25	2.25	1.5	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Availability of ROW for O&M	1	SCE	3	3	5	1	3	5	1	1	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	3	2	2	2	2	3	3
Access to the Segment for Construction / Operations	1	SCE	2	1	1	1	1	1	1	1	1	1	2	2	2	4	3	4	4	4	4	4	4	4	4	4
Weighted Score	--	--	**14.9**	**14**	**16**	**10.2**	**12.95**	**13.8**	**9.05**	**9.05**	**13.3**	**14.55**	**17.8**	**17.05**	**17.05**	**19.05**	**18.05**	**19.05**	**19.05**	**20.05**	**19.05**	**19.05**	**19.8**	**19.8**	**22.3**	**22.3**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1.5	0.5	1	1	1	1.5	0.5	0.5	0.5	1.5	1.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	2.25
Constructability - Permits and Restrictions	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5
Access to the Segment for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	4	3	4	4	1	3	3	3	4	1	3	4	3	4
Access Roads Needed for Construction	1	SCE	3	1	1	1	1	1	1	1	1	1	5	3	5	5	1	3	3	3	5	1	3	5	5	5
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	2	3	1	2	2	2	2	1	1	1	2	3

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	F-A-AO	F-A-AP	F-A-AQ	F-A-AR	F-A-AS	F-A-AT	F-A-AU	F-A-AV	F-A-AW	F-A-AX	F-A-AY	F-A-AZ	F-A-BA	F-A-BB	F-A-BC	F-A-BD	F-A-BE	F-A-BF	F-A-BG	F-A-BH	F-A-BI	F-A-BJ	F-A-BK	F-A-BL
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Locally Valued Places	0.5	GIS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	Insignia	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**
Biology																										
Wildlife Corridors	0.25	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.75	1	1	1	1	1	1	1	1	0.75
Avian Collision	0.5	Insignia	2	2	2	1.5	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Permitting Time Required	0.5	Insignia	1	1	1	1	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	2.2	1.6	1.7	1.6	1	1	1.1	1	1.1	0.9	0.8	1.3	1.5	1.4	0.9	1.1	1.3	1.3	0.8	1.1	0.9	1.8	0.8	0.8
Special-status Species	1	Insignia	3	3	3	3	5	3	3	5	3	3	3	5	5	5	2	5	5	5	5	5	5	5	5	5
Weighted Score	--	--	**9.2**	**8.6**	**8.7**	**8.1**	**10**	**8**	**7.6**	**9.5**	**7.6**	**7.4**	**7.3**	**9.8**	**10**	**9.9**	**6.15**	**9.6**	**9.8**	**9.8**	**9.3**	**9.6**	**9.4**	**10.3**	**8.3**	**8.05**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	1	0.5	1	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**3.75**	**4.25**	**3.75**	**4.25**	**4.25**	**4.25**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Remove / Replace Existing Structures	0.25	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Pole/Tower Design	0.75	SCE	3	3	3	3	3	3	3	3	3	1.5	1.5	3	1.5	1.5	1.5	3	1.5	3	3	3	3	3	1.5	1.5
Permits and Restrictions	0.75	SCE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Availability of ROW for O&M	1	SCE	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Terrain along Segment	1	SCE	3	3	3	3	3	3	4	4	4	3	3	3	2	2	1	4	2	2	2	4	4	4	4	2
Access to the Segment for Construction / Operations	1	SCE	4	4	4	4	4	4	4	4	4	4	4	3	4	3	3	4	2	2	4	4	4	4	4	3
Weighted Score	--	--	**22.3**	**22.3**	**22.3**	**22.3**	**22.3**	**22.3**	**23.3**	**23.3**	**23.3**	**20.8**	**20.8**	**21.3**	**19.8**	**18.8**	**17.8**	**23.3**	**17.8**	**19.3**	**21.3**	**23.3**	**23.3**	**23.3**	**21.8**	**18.8**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	1.5	2	2	2	2	2	2.5	2.5	2	2	1.5	1.5	1.5	1	0.5	2	1	1	1	2	2	2.5	2	1
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	2.25	2.25	2.25	2.25	2.25	2.25	3	3	3	2.25	2.25	2.25	0.75	0.75	0.75	2.25	0.75	0.75	0.75	2.25	2.25	3.75	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	2.25	2.25	2.25	2.25	2.25	2.25	3.75	3.75	3.75	2.25	2.25	2.25	2.25	2.25	1.5	2.25	2.25	2.25	2.25	2.25	2.25	3	2.25	1.5
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Access to the Segment for Construction	1	SCE	4	5	4	4	4	4	5	5	5	4	4	3	4	4	1	4	1	3	4	4	4	4	3	4
Access Roads Needed for Construction	1	SCE	5	5	5	5	5	5	5	5	5	5	5	4	5	5	2	5	1	3	4	5	5	5	4	4
Terrain along Segment	1	SCE	3	4	4	4	4	4	5	5	5	5	4	3	3	3	1	3	2	2	2	2	2	2	2	2

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	F-A-BM	F-A-BN	F-A-BO	F-A-BP	F-A-BQ	F-A-BR	F-A-BS	F-A-BT	F-A-BU	F-B-AA	F-B-AB	F-B-AC	F-B-AD	F-B-AE	F-B-AF	F-B-AG	F-B-AH	F-B-AI	F-B-AJ	F-C-AA	F-C-AB	F-C-AC	F-C-AD	F-C-AE
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1	1	1	1	1	1	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Locally Valued Places	0.5	GIS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	Insignia	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**5**	**5**	**5**	**5**	**5**	**5**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**
Biology																										
Wildlife Corridors	0.25	Insignia	1	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.5	0.25	0.25	0.25	0.25	0.25	0.5	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25
Avian Collision	0.5	Insignia	1	1	1	1	1	1	1	1	1	0.5	0.5	0.5	0.5	0.5	0.5	1	1	1	1	0.5	0.5	0.5	0.5	0.5
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	0.8	1.3	1.3	0.8	1.5	1.6	1.1	2.3	1.6	1.3	0.8	0.8	0.8	1.2	0.8	1.2	1.2	1.7	1.4	0.8	0.8	0.8	0.8	0.8
Special-status Species	1	Insignia	3	2	2	2	2	2	2	2	2	2	1	1	1	2	1	2	2	2	2	1	1	1	1	1
Weighted Score	--	--	**6.3**	**5.55**	**5.55**	**5.05**	**5.75**	**5.85**	**5.35**	**6.55**	**5.85**	**4.8**	**3.05**	**3.05**	**3.05**	**4.45**	**3.05**	**5.2**	**5.45**	**5.95**	**5.65**	**3.05**	**3.05**	**3.05**	**3.05**	**3.05**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	0	0	0	0	0	0	0	0	0	0	1.3	1.3	1.3	1.3	1.3
Remove / Replace Existing Structures	0.25	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1	1	1	0.75
Pole/Tower Design	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	3
Permits and Restrictions	0.75	SCE	3	3	3	3	3	3	3	3	3	0.75	0.75	0.75	0.75	0.75	0.75	2.25	2.25	2.25	2.25	1.5	1.5	2.25	1.5	3
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	2.25	3	2.25	3
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	2.25	2.25	1.5	1.5	3
Availability of ROW for O&M	1	SCE	5	5	5	5	5	5	5	5	5	2	1	1	1	1	1	5	5	5	5	3	3	4	2	4
Terrain along Segment	1	SCE	2	1	1	1	1	2	2	2	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	1	SCE	4	3	3	4	4	4	3	3	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**19.8**	**17.8**	**17.8**	**18.8**	**18.8**	**19.8**	**18.8**	**18.8**	**20.8**	**9.25**	**8.25**	**8.25**	**8.25**	**8.25**	**7.5**	**13**	**13**	**13**	**13**	**14.55**	**14.8**	**17.3**	**13.05**	**20.05**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	1	0.5	0.5	0.5	0.5	1	1	1	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1	0.5	0.5	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Access to the Segment for Construction	1	SCE	4	4	4	4	4	4	3	3	4	1	1	1	1	3	1	1	2	2	4	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	4	5	5	5	5	5	4	4	4	1	1	1	1	3	1	1	2	2	5	1	1	1	1	1
Terrain along Segment	1	SCE	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1

Category	Weight	Source	F-C-AF	F-C-AG	F-C-AH	F-C-AI	F-C-AJ	F-C-AK	F-C-AL	F-C-AM	F-C-AN	F-C-AO	F-C-AP	F-C-AQ	F-C-AR	F-C-AS	F-C-AT	G-A-AA	G-A-AB	G-A-AC	G-A-AD	G-A-AE	G-A-AF	G-A-AG	G-A-AH	G-A-AI
Aesthetics																										
Visual Character/Quality	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1	0.75	0.25	0.5	0.5	0.25	0.25	0.25	0.5	0.5	0.5
Locally Valued Places	0.5	GIS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	Insignia	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	2	2	1	1	1	1
Weighted Score	--	--	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**4.75**	**5**	**4.75**	**3.25**	**2.5**	**2.5**	**3.25**	**3.25**	**2.25**	**2.5**	**2.5**	**2.5**
Biology																										
Wildlife Corridors	0.25	Insignia	0.25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.75	0.5	0.75	0.5	0.25	0.25	0.75	0.5	0.5	0.75	0.5	0.5	0.5	0.5	0.5	0.5
Avian Collision	0.5	Insignia	0.5	0.5	1	0.5	0.5	1	0.5	1	1	1	1	0.5	0.5	0.5	2	1	1	2	1.5	1.5	1.5	1	1	1
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	0.8	1.3	1.6	1.2	2.1	1.8	2.3	1	1.4	1	1.6	2.3	0.8	1.3	0.9	0.8	0.8	1.2	0.8	0.8	0.8	0.8	0.8	0.8
Special-status Species	1	Insignia	1	2	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	3	1	2	2	2	2	2
Weighted Score	--	--	**3.05**	**4.8**	**5.6**	**4.7**	**5.6**	**5.8**	**5.8**	**5**	**5.65**	**5**	**5.85**	**5.8**	**3.05**	**3.55**	**6.15**	**4.8**	**4.8**	**7.45**	**4.3**	**5.3**	**5.3**	**4.8**	**4.8**	**4.8**
Community																										
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
Cultural Resources																										
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**
Subtrans/Trans Design Mgmt																										
Slope of Segment	0.25	GIS	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	0.3	1.3	0.5	0.3	0.3	0.5	0.3	0.3
Remove / Replace Existing Structures	0.25	SCE	0.75	1	0.5	1	1	1	1	1	1.25	1	1.25	1	1	0.75	1	0.75	1	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Pole/Tower Design	0.75	SCE	3	1.5	0.75	0.75	0.75	0.75	0.75	2.25	2.25	2.25	2.25	0.75	0.75	2.25	1.5	2.25	1.5	3	1.5	1.5	1.5	1.5	1.5	1.5
Permits and Restrictions	0.75	SCE	3	1.5	0.75	0.75	0.75	0.75	0.75	2.25	3	1.5	3	0.75	0.75	2.25	1.5	2.25	1.5	3	1.5	1.5	1.5	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	3	2.25	1.5	1.5	1.5	1.5	1.5	1.5	0.75	1.5	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	2.25	1.5	0.75	0.75	0.75
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	3	2.25	1.5	1.5	1.5	1.5	1.5	1.5	0.75	1.5	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	2.25	1.5	0.75	0.75	1.5
Availability of ROW for O&M	1	SCE	4	3	2	3	3	3	3	5	5	3	5	2	2	5	3	5	3	5	2	2	2	1	2	1
Terrain along Segment	1	SCE	1	1	2	1	1	1	1	4	4	2	4	1	1	2	2	2	2	3	1	1	1	1	1	1
Access to the Segment for Construction / Operations	1	SCE	1	1	1	1	1	1	1	4	4	1	4	1	1	4	2	4	2	4	2	2	1	1	1	1
Weighted Score	--	--	**20.05**	**14.8**	**11.3**	**11.8**	**11.8**	**11.8**	**11.8**	**22.8**	**22.3**	**15.05**	**22.3**	**10.8**	**10.8**	**20.55**	**15.3**	**20.55**	**14.3**	**23.05**	**13.75**	**13.55**	**11.05**	**8**	**8.8**	**8.55**
Constructability - Trans Project Delivery																										
Slope of Segment for Access Roads	0.5	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	0.5	1.5	0.5	1	0.5	0.5	0.5	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Constructability - Permits and Restrictions	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	0.75	2.25	0.75	2.25	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	0.75	0.75	0.75	2.25	0.75	0.75	0.75	0.75	0.75	1.5
Access to the Segment for Construction	1	SCE	1	1	1	1	1	1	1	2	4	3	4	3	1	4	1	4	4	1	1	1	2	2	2	2
Access Roads Needed for Construction	1	SCE	1	1	1	1	1	1	1	4	5	3	5	3	1	5	1	5	5	1	1	1	2	2	2	2
Terrain along Segment	1	SCE	1	1	1	1	1	1	1	1	2	2	2	2	1	3	1	3	1	1	1	1	1	1	1	1

Category	Weight	Source	G-A-AJ	G-A-AK	G-A-AL	G-A-AM	G-A-AN	G-A-AO	G-A-AP	G-A-AQ	G-A-AR	G-A-AS	G-A-AT	G-A-AU	G-A-AV
Aesthetics															
Visual Character/Quality	0.25	Insignia	0.5	0.5	0.5	0.5	0.5	0.75	0.75	1	1	0.75	1	1	1
Locally Valued Places	0.5	GIS	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacts to Scenic Vistas	1	Insignia	1	1	2	1	2	2	2	2	2	2	2	2	2
Scenic Highways	1	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	**--**	**--**	**2.5**	**2.5**	**3.5**	**2.5**	**3.5**	**3.75**	**3.75**	**4**	**4**	**3.75**	**4**	**4**	**4**
Biology															
Wildlife Corridors	0.25	Insignia	0.5	0.5	0.5	0.5	0.75	0.5	0.5	0.5	0.5	0.25	0.5	0.5	0.5
Avian Collision	0.5	Insignia	1	1	1	1	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Permitting Time Required	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Water Bodies	0.75	GIS	0.8	0.8	0.8	0.8	1	1.5	1.6	1.8	1.6	1.9	1.8	1.1	3.9
Special-status Species	1	Insignia	2	2	2	2	3	2	2	1	1	1	1	2	1
Weighted Score	**--**	**--**	**4.8**	**4.8**	**4.8**	**4.8**	**7.25**	**6**	**6.1**	**5.3**	**5.1**	**5.15**	**5.3**	**5.6**	**7.4**
Community															
Potential Route Segment-Specific Stakeholders (schools, churches, community centers, etc.)	0.75	SCE	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Community Development Guidelines	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Current / Past Controversy Along or Near the Route Segment	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2
Planned Future Development Near the Route Segment	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	**--**	**--**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**
Cultural Resources															
Paleontological Resources	0.25	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Cultural Resources	0.5	GIS	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Cultural Resources Permitting Time	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Native American Resource Issues	0.5	Insignia	1	1	1	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	**--**	**--**	**3.75**	**3.75**	**3.75**	**3.75**	**3.75**	**3.25**	**3.25**	**3.25**	**3.25**	**3.25**	**3.25**	**3.25**	**3.25**
Subtrans/Trans Design Mgmt															
Slope of Segment	0.25	GIS	0.3	0.5	0.3	0.5	1.3	0.3	0.5	1.3	0.3	0.3	0.5	1	0.5
Remove / Replace Existing Structures	0.25	SCE	0.75	0.75	1	0.75	0.75	1	1	0.75	0.75	0.75	1	1	1
Pole/Tower Design	0.75	SCE	2.25	1.5	3	1.5	3	1.5	1.5	1.5	1.5	1.5	2.25	1.5	1.5
Permits and Restrictions	0.75	SCE	1.5	1.5	1.5	1.5	2.25	1.5	1.5	1.5	1.5	0.75	1.5	2.25	3
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	0.75	0.75	0.75	0.75	1.5	2.25	2.25	2.25	2.25	0.75	2.25	0.75	2.25
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	2.25	2.25	2.25	1.5	2.25	2.25	0.75	0.75	0.75	2.25	2.25	2.25
Availability of ROW for O&M	1	SCE	2	2	1	2	5	4	4	5	5	1	4	4	4
Terrain along Segment	1	SCE	1	1	1	1	3	1	1	1	1	1	1	1	1
Access to the Segment for Construction / Operations	1	SCE	1	1	1	1	4	2	2	1	1	1	1	1	2
Weighted Score	**--**	**--**	**11.05**	**11.25**	**11.8**	**11.25**	**22.3**	**15.8**	**16**	**15.05**	**14.05**	**7.8**	**15.75**	**14.75**	**17.5**
Constructability - Trans Project Delivery															
Slope of Segment for Access Roads	0.5	SCE	0.5	0.5	1.5	0.5	1.5	1	1	0.5	0.5	0.5	0.5	0.5	0.5
Constructability-Pole/Tower Design for Subtransmission	0.75	SCE	0.75	0.75	2.25	0.75	2.25	0.75	0.75	0.75	0.75	1.5	2.25	2.25	2.25
Constructability - Permits and Restrictions	0.75	SCE	0.75	0.75	2.25	0.75	2.25	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5
Surface and Subsurface Obstacles (Visual Observation Only)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5
Access to the Segment for Construction	1	SCE	2	2	4	2	4	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	2	2	5	2	5	1	1	1	1	1	1	1	1
Terrain along Segment	1	SCE	1	1	3	1	3	2	2	1	1	1	1	1	1

Category	Weight	Source	A-A-AA	A-A-AB	A-A-AC	A-A-AD	A-A-AE	A-A-AF	A-A-AG	A-A-AH	A-A-AI	A-A-AJ	A-A-AK	A-A-AL	A-A-AM	A-A-AN	A-A-AO	A-A-AP	A-A-AQ	A-A-AR	A-A-AS	A-A-AT	A-A-AU	A-A-AV	A-A-AW	A-A-AX
Availability of ROW for Construction	1	SCE	5	5	5	5	5	2	2	2	4	4	4	4	5	5	5	5	5	5	5	5	4	4	4	4
Weighted Score	--	--	**26.25**	**26.25**	**26.25**	**28.25**	**28.25**	**11**	**11**	**11**	**16.75**	**20**	**20.5**	**20.5**	**29.75**	**29.75**	**29.75**	**29.75**	**29.75**	**29.75**	**29.75**	**29.75**	**23.5**	**23.5**	**22.5**	**19.5**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	0.75	1.5	1.5	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.25	0.25	0.25	0.25	0.25	0.5	0.5	0.5	0.5	0.25	0.5	0.5	0.25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**2**	**2**	**2**	**2**	**1**	**2**	**2**	**1**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	3	3	2	3	4	3	1	1	1	3	3	3	4	4	4	4	3	4	2	2	3	3	3	3
Access Roads Needed	1	SCE	3	3	2	3	5	3	1	1	1	3	3	3	4	5	5	5	3	5	2	2	2	2	2	2
Access Roads Needed for Construction	1	SCE	2	2	2	2	5	1	1	1	1	2	3	2	3	5	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**8**	**8**	**6**	**8**	**14**	**7**	**3**	**3**	**3**	**8**	**9**	**8**	**11**	**14**	**11**	**11**	**8**	**11**	**6**	**6**	**7**	**7**	**7**	**7**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.4	0.3	0.3
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.4**	**0.4**	**0.4**	**0.3**	**0.3**	**0.4**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.7	0.5	0.5	0.7	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.9	2.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1.6	1.1	1.7	1.4	1	1	1	2.1	1	2.4	1.2	1	1.5	1	1.6	2	1	1	1.4	1.6	1.4	1.1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**5.5**	**5.5**	**6.1**	**5.6**	**6.2**	**5.9**	**5.5**	**5.9**	**7.7**	**6.7**	**5.5**	**7.1**	**5.7**	**5.5**	**6**	**5.5**	**6.1**	**6.5**	**5.6**	**5.5**	**5.9**	**6.1**	**5.9**	**5.6**
Land Acquisition																										
Easement/Rights Required	1	GIS	1.9	1.7	2.9	3.5	3.3	2	2	1	1	3.3	3.9	4	4	2.4	2	1.9	2	2	2	2	2	2	2	2
Weighted Score	--	--	**1.9**	**1.7**	**2.9**	**3.5**	**3.3**	**2**	**2**	**1**	**1**	**3.3**	**3.9**	**4**	**4**	**2.4**	**2**	**1.9**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2.5	2.5	2.5	2.5	2.5	2.5	2	2	1.5	2.5	2.5	2	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	2	2	2	2	0.5	2	2.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**7.75**	**7.25**	**7.25**	**6.75**	**6.25**	**7.75**	**7.75**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1.5	2	2	1.5	1.5	2	1.5	1	2	2	1.5	1.5	1.5	1.5	2	2	2	1	2	2	1.5	1.5	1.5	2
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	2.25	2.25	2.25
Telecommunications Route Constructability	0.5	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2	1	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**3.5**	**4**	**4**	**3.5**	**3.5**	**4**	**3.5**	**3**	**4**	**4**	**3.5**	**3.5**	**3.5**	**3.5**	**4**	**4**	**4**	**4.5**	**4.5**	**4**	**4.25**	**4.25**	**4.25**	**4.75**
Wildfire																										
Fire Threat	0.5	GIS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Fire Severity	0.5	GIS	2	2	1.3	0.5	1	1.8	1.5	1.5	0.8	1.1	2	1.1	0.5	0.7	2	2	2	2	2	2	2	2	1.7	2
Weighted Score	--	--	**4**	**4**	**3.3**	**2.5**	**3**	**3.8**	**3.5**	**3.5**	**2.8**	**3.1**	**4**	**3.1**	**2.5**	**2.7**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3.7**	**4**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	A-A-AY	A-A-AZ	A-A-BA	A-A-BB	A-A-BC	A-A-BD	A-A-BE	A-A-BF	A-A-BG	A-A-BH	A-A-BI	A-A-BJ	A-A-BK	A-A-BL	A-A-BM	A-A-BN	A-A-BO	A-A-BP	A-A-BQ	A-A-BR	A-A-BS	A-A-BT	A-A-BU	A-A-BV
Availability of ROW for Construction	1	SCE	2	3	4	4	3	4	4	4	3	4	4	2	3	3	3	3	3	2	2	2	3	2	3	3
Weighted Score	--	--	**8.5**	**14.5**	**21.25**	**20.25**	**10.75**	**19**	**25.25**	**25.25**	**20.25**	**24.25**	**24.25**	**14.5**	**13.5**	**12.5**	**11.5**	**11.5**	**15.25**	**8.5**	**9.75**	**8.25**	**10.25**	**11.25**	**8.75**	**8.75**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.25	0.25	0.25	0.25	0.25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2**	**2**	**2**	**2**	**2**	**2**	**1**	**1**	**1**	**1**	**1**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	4	1	4	3	1	3	4	3	4	4	4	4	4	3	2	2	3	1	3	4	1	2	1	1
Access Roads Needed	1	SCE	2	2	4	3	1	3	3	3	3	3	4	5	3	2	2	2	4	1	2	3	1	2	1	1
Access Roads Needed for Construction	1	SCE	2	1	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	1	1	1	1
Weighted Score	--	--	**8**	**4**	**10**	**8**	**3**	**8**	**9**	**8**	**9**	**9**	**10**	**11**	**9**	**7**	**6**	**6**	**9**	**3**	**7**	**9**	**3**	**5**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.3**	**0.2**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.2**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.2**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.5	0.7	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	1	0.5	0.5	0.5	0.5	0.5	0.5	0.6
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.7	2.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1.1	1	1	1	1.3	1.7	1.2	1.8	1.3	1	1	1	1.4	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**5.6**	**5.7**	**5.6**	**5.5**	**5.8**	**6.2**	**5.7**	**6.3**	**5.8**	**5.5**	**5.5**	**5.5**	**5.9**	**5.5**	**5.5**	**5.6**	**6.2**	**7.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.6**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	2	2.4	1.9	1.9	3.8	4	3.8	3.9	2	3.2	2	2	2	2	2	2	1	2	2	1.9	2	1.8	1
Weighted Score	--	--	**2**	**2**	**2.4**	**1.9**	**1.9**	**3.8**	**4**	**3.8**	**3.9**	**2**	**3.2**	**2**	**2**	**2**	**2**	**2**	**2**	**1**	**2**	**2**	**1.9**	**2**	**1.8**	**1**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2.5	2.5	2.5	2	2	2	2.5	2.5	2.5	2	2	2	2	2	2	2	2.5	2	2	2	2	2	2	2
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	1	0.5	0.5	1	2	2	0.5	0.5	2	2	0.5	1	1	0.5	0.5	2	2	0.5	2	2	2	1	1	0.5
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**6.75**	**6.25**	**6.25**	**6.25**	**7.25**	**7.25**	**6.25**	**6.25**	**7.75**	**7.25**	**5.75**	**6.25**	**6.25**	**5.75**	**5.75**	**7.25**	**7.75**	**5.75**	**7.25**	**7.25**	**7.25**	**6.25**	**6.25**	**5.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	2	2	1	1.5	1	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.5	1.5	1.5	2	1.5	1.5	1	1	1	1	1	1
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	1	0.5	2	1	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4.5**	**4.5**	**3**	**5**	**3.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**4**	**4**	**4**	**4.5**	**4**	**4**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**
Wildfire																										
Fire Threat	0.5	GIS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1.8	2	2	2	2	2	2	2
Fire Severity	0.5	GIS	1.6	2	1.8	1.8	1.5	0.9	0.5	0.6	0.6	2	1.6	1.5	1.2	0.5	0.5	0.5	0.5	0.5	0.7	0.5	0.5	0.5	0.5	1.1
Weighted Score	--	--	**3.6**	**4**	**3.8**	**3.8**	**3.5**	**2.9**	**2.5**	**2.6**	**2.6**	**4**	**3.6**	**3.5**	**3.2**	**2.5**	**2.5**	**2.5**	**2.3**	**2.5**	**2.7**	**2.5**	**2.5**	**2.5**	**2.5**	**3.1**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	A-A-BW	A-A-BX	A-A-BY	A-A-BZ	A-A-CA	A-A-CB	A-A-CD	A-A-CE	A-A-CF	A-A-CG	D-A-AA	D-A-AB	D-A-AC	D-A-AD	D-A-AE	D-A-AF	D-A-AG	D-A-AH	D-A-AI	D-A-AJ	D-A-AK	D-A-AL	D-A-AM	D-A-AN
Availability of ROW for Construction	1	SCE	3	5	2	5	5	2	5	5	5	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**9.25**	**23.5**	**9.75**	**28.25**	**28.25**	**15.25**	**26.75**	**26.75**	**26.75**	**26.75**	**9.25**	**9.25**	**9.25**	**9.25**	**9.25**	**11.5**	**13**	**11.5**	**13**	**12.25**	**12.25**	**12.25**	**10.75**	**9.25**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	1.5	1.5	1.5	0.75	1.5	1.5	1.5	1.5	1.5	2.25	2.25	2.25	2.25	2.25	2.25	1.5	2.25	2.25	2.25	3	2.25	1.5	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.5	0.5	0.5	0.5	0.25	0.5	0.25	0.25	0.25	0.25	0.5	0.75	0.75	0.75	0.75	0.75	0.5	0.75	0.75	0.75	0.75	0.75	0.5	0.5
Weighted Score	--	--	**2**	**2**	**2**	**2**	**1**	**2**	**1.75**	**1.75**	**1.75**	**1.75**	**2.75**	**3**	**3**	**3**	**3**	**3**	**2**	**3**	**3**	**3**	**3.75**	**3**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	1	4	3	4	4	3	3	3	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed	1	SCE	1	5	2	2	2	2	4	3	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	1	1	1	2	2	2	2	2	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**3**	**10**	**6**	**8**	**8**	**7**	**9**	**8**	**14**	**14**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.2	0.3	0.3	0.3	0.4	0.4	0.3	0.3	0.2	0.3
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.2**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.2**	**0.3**	**0.3**	**0.2**	**0.3**	**0.3**	**0.3**	**0.4**	**0.4**	**0.3**	**0.3**	**0.2**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.5	2.5	2.5	2.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5	2.5	2.5	2.5
Flooding Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.7	1.4	0.5	0.5	0.7	0.7	0.5	0.5	0.5	0.5
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	1.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.8	1.3	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1.6	1.6	1.7	1.7	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.6	0.6	1	0.5	0.5	0.5
Weighted Score	--	--	**5.5**	**6.4**	**5.5**	**5.5**	**5.5**	**5.6**	**6.1**	**6.1**	**6.2**	**6.2**	**8**	**8**	**8.1**	**8**	**8.5**	**9.7**	**7**	**7**	**7.3**	**7.3**	**7.5**	**8**	**8**	**8**
Land Acquisition																										
Easement/Rights Required	1	GIS	1	1.9	2	1.7	1.8	2	2.9	2.9	3.3	3.3	2	1.9	2	2	2	1	2.6	2	2.1	2	2	1.9	2	2
Weighted Score	--	--	**1**	**1.9**	**2**	**1.7**	**1.8**	**2**	**2.9**	**2.9**	**3.3**	**3.3**	**2**	**1.9**	**2**	**2**	**2**	**1**	**2.6**	**2**	**2.1**	**2**	**2**	**1.9**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2.5	2.5	2	2.5	2.5	2.5	2.5	2	1	1.5	2	2	2.5	1.5	1	1	0.5	2	1	1	2
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	0.5	0.5	2	0.5	0.5	2	0.5	0.5	0.5	0.5	2	1	1	2	2	2	2	2	2	2	0.5	0.5	0.5	2
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	2.25	2.25	2.25	0.75	0.75	2.25	2.25	2.25	0.75	0.75	2.25
Airport Land Use Plan	1	GIS	1	1	1	1	1	1	1	1	1	1	2	1.6	1	1.5	1.4	1.3	2	2	2	2	2	2	1.9	3
Weighted Score	--	--	**5.75**	**5.75**	**7.25**	**6.25**	**6.25**	**7.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.75**	**4.35**	**4.25**	**7.75**	**7.65**	**8.05**	**6.25**	**5.75**	**7.25**	**6.75**	**6.75**	**4.25**	**4.15**	**9.25**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1	1.5	1.5	1	1	1	2.5	2.5	2	2	1	1	1.5	1.5	2	2	2	2	2.5	2.5	2.5	1	1	1.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	3	3	2.25	2.25	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	2.25	2.25	2.25	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	1	1	1	1	1	1.5	1.5	1.5	1.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**3.5**	**4**	**4**	**3.5**	**3.5**	**3.5**	**7**	**7**	**5.75**	**5.75**	**3.5**	**3.5**	**4**	**4**	**4.5**	**4.5**	**5.25**	**4.5**	**5.75**	**5.75**	**5.75**	**3.5**	**3.5**	**4**
Wildfire																										
Fire Threat	0.5	GIS	2	2	2	2	2	2	2	2	2	2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fire Severity	0.5	GIS	0.8	1.4	0.5	2	2	0.5	1.3	1.3	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2.8**	**3.4**	**2.5**	**4**	**4**	**2.5**	**3.3**	**3.3**	**3**	**3**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	D-A-AO	D-A-AP	D-A-AQ	D-A-AR	D-A-AS	D-A-AT	D-A-AU	D-A-AV	D-A-AW	D-A-AX	D-A-AY	D-A-AZ	D-A-BA	D-A-BB	D-A-BC	D-A-BD	D-A-BE	D-A-BF	D-A-BG	D-A-BH	D-A-BI	D-A-BJ	D-A-BK	D-A-BL
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**9.25**	**10.75**	**9.25**	**9.25**	**9.25**	**12.25**	**9.25**	**9.25**	**9.25**	**13**	**13**	**9.25**	**10.75**	**10.75**	**10.75**	**10.75**	**10.75**	**13**	**12**	**12**	**12.75**	**9.25**	**8.5**	**8.5**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	2.25	3	2.25	2.25	2.25	2.25	2.25	2.25	1.5	2.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	1.5	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.75	0.75	0.75	0.75	0.75	0.75	1	1	0.5	0.75	0.5	0.75	0.5	0.5	0.5	0.75	0.75	0.5	0.5	0.5	0.5	0.75	0.75	0.5
Weighted Score	--	--	**3**	**3.75**	**3**	**3**	**3**	**3**	**3.25**	**3.25**	**2**	**3**	**2**	**2.25**	**2**	**2**	**2**	**2.25**	**2.25**	**2**	**2**	**2**	**2.75**	**2.25**	**2.25**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1
Access Roads Needed	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**3**	**3**	**3**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.3	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.7	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.3**	**0.5**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.4**	**0.3**	**0.3**	**0.3**	**0.7**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1	2.5	2.5	1	1	1	2.5	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	2.5	2.5	2.5	2.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.9	0.8	0.5	0.8	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.8	0.5	0.5	0.5	0.5	0.5
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	2.4	1.9	2.5	1.6	1.1	0.5	0.5	0.5	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2.5	1	1	1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.7	0.5	1.2	0.5	0.6	1.3	0.5	0.5	0.5	0.5	0.5	1.2	1.1
Weighted Score	--	--	**8**	**9.9**	**9.4**	**10.1**	**9.5**	**8.9**	**7**	**7.3**	**7.1**	**7.5**	**7**	**5.7**	**7**	**7.7**	**5.5**	**5.6**	**6.3**	**7.1**	**5.8**	**5.5**	**7**	**5.5**	**6.2**	**6.1**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	1.9	2	2	2	1.9	1	1	2	1.6	2.1	2.4	2.1	2	2	2	1.9	2	2.2	2	2	2	2	2
Weighted Score	--	--	**2**	**1.9**	**2**	**2**	**2**	**1.9**	**1**	**1**	**2**	**1.6**	**2.1**	**2.4**	**2.1**	**2**	**2**	**2**	**1.9**	**2**	**2.2**	**2**	**2**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	1.5	2	2	2	1.5	2	0.5	0.5	0.5	2	0.5	1.5	0.5	0.5	2	1.5	1.5	1.5
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	1.5	1.5	2	2	2	2	1	1.5	2	2	1.5	2	0.5	2	2	2	2	2
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	0.75	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	3	4	3.5	3.6	1.8	2.7	2	2	2.6	2.8	2	2	2	2	1.7	1	1	1	1	1	1	2	2	2
Weighted Score	--	--	**9.25**	**10.25**	**9.75**	**9.85**	**8.05**	**8.95**	**5.75**	**7.75**	**8.85**	**9.05**	**7.75**	**8.25**	**5.75**	**6.25**	**6.45**	**7.25**	**5.25**	**6.75**	**2.75**	**4.25**	**5.75**	**7.75**	**7.75**	**7.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2.5	2.5	2.5	2.5	2.5	2.5	1.5	2	2	1.5	2.5	2.5	1
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	2.25	1.5	2.25	2.25	2.25	2.25	1.5	2.25	2.25	1.5	1.5	1.5	2.25	1.5	2.25	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	1	1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4.5**	**4.5**	**4.5**	**4.5**	**5**	**5.75**	**5**	**5.75**	**5.75**	**5.75**	**5.75**	**5.5**	**6.25**	**6.25**	**5**	**5**	**5**	**4.75**	**4.5**	**5.25**	**4**	**5**	**5**	**3.5**
Wildfire																										
Fire Threat	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	1.5	0.6	0.5	0.5	0.5	0.5
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2	2	1.2	0.5	0.5	0.5
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**1.1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.1**	**3.5**	**2.6**	**1.7**	**1**	**1**	**1**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	D-A-BM	D-A-BN	D-A-BO	D-A-BP	D-A-BQ	D-A-BR	D-A-BS	D-A-BT	D-A-BU	D-A-BV	D-A-BW	D-A-BX	D-A-BY	D-A-BZ	D-A-CA	D-A-CC	D-A-CD	D-A-CE	D-A-CF	D-A-CG	D-A-CH	D-A-CI	D-A-CJ	D-A-CK
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**9.25**	**8.5**	**8.5**	**9.25**	**8.5**	**8.5**	**9.25**	**8.5**	**8.5**	**8.5**	**9.25**	**8.5**	**11.25**	**9.25**	**8.25**	**12.25**	**11.5**	**11.5**	**9.25**	**26.75**	**8.5**	**13.75**	**10**	**10.5**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.75	0.75	0.75	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2.25**	**2.25**	**2.25**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1
Access Roads Needed	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**3**	**3**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.4	0.3	0.3	0.3	0.5	0.3	0.3	1.1	0.3	0.3	0.3	0.3	0.4	0.3	0.4	0.3	0.3	0.3	0.3	0.5	0.3	0.3	0.1
Weighted Score	--	--	**0.3**	**0.4**	**0.3**	**0.3**	**0.3**	**0.5**	**0.3**	**0.3**	**1.1**	**0.3**	**0.3**	**0.3**	**0.3**	**0.4**	**0.3**	**0.4**	**0.3**	**0.3**	**0.3**	**0.3**	**0.5**	**0.3**	**0.3**	**0.1**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	2.5	1	1	2.5	1	1	1	1	1	1	1	1	1	1	2.5	2.5	1	1	1	2.5	1	2.5	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.4	0.6	0.5	0.3
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.3
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3.4	1	1	1	1	1	1	1.1	1	0.7
Soil Contamination	0.5	GIS	0.6	0.7	1.3	0.9	0.5	0.6	0.5	0.5	0.5	0.8	0.5	0.5	0.6	0.6	0.5	0.7	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.3
Weighted Score	--	--	**7.2**	**5.7**	**6.3**	**7.4**	**5.5**	**5.6**	**5.5**	**5.5**	**5.5**	**5.8**	**5.5**	**5.5**	**5.6**	**5.6**	**9.4**	**7.2**	**5.5**	**5.5**	**5.5**	**7**	**6.4**	**7.2**	**5.5**	**4.6**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	2	2	2	2	2	2	2	2	2	1.9	2	2	2	2	1.9	2	2	2	2	2	2	2	1.2
Weighted Score	--	--	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1.9**	**2**	**2**	**2**	**2**	**1.9**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1.2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	0.5	2	1.5	2	2	2	2	2	2	2	2	2	2	0.5	2	1.5	2	2	2	2.5	2.5	2	2	2
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	2	2	2	2	2	2	2	2	1.3	1	1	1	1	1	1	2	2	2	1	1	1	2.9	2	0.7
Weighted Score	--	--	**6.75**	**8.25**	**7.75**	**8.25**	**8.25**	**8.25**	**8.25**	**8.25**	**7.55**	**7.25**	**7.25**	**7.25**	**5.75**	**4.25**	**5.75**	**7.75**	**8.25**	**8.25**	**7.25**	**7.75**	**7.75**	**9.15**	**8.25**	**6.95**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1	1	1.5	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	2	2	1.5	1.5	2	2	2	1.5	1.5	1.5	1.5	1.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	2.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	1.5	2.25
Telecommunications Route Constructability	0.5	SCE	1	1	1	1	1	1	1	1	1	1	1	1	0.5	0.5	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4.25**	**3.5**	**4**	**4.5**	**4.5**	**4.5**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4.75**	**4**	**4**	**4.5**	**4.5**	**4.5**	**4**	**4.75**	**4**	**4**	**4.75**
Wildfire																										
Fire Threat	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.9	1.1	0.5	0.5	0.5	0.5	1.5	1.4	1.5	0.5	0.5	0.3
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1.4	2	0.5	0.5	0.5	0.7	0.8	0.6	0.5	0.5	0.3
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.9**	**2.5**	**2.5**	**1**	**1**	**1**	**2.2**	**2.2**	**2.1**	**1**	**1**	**0.6**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	D-A-CL	D-A-CM	D-A-CN	D-A-CO	D-B-AA	D-B-AB	D-B-AC	D-B-AD	D-B-AE	D-B-AF	E-A-AA	E-A-AB	E-A-AC	E-A-AD	E-B-AA	E-B-AB	E-B-AC	E-B-AD	E-B-AE	E-B-AF	E-B-AG	E-B-AH	E-B-AI	E-B-AJ
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**11.5**	**10**	**21**	**10**	**10.75**	**8.75**	**10.25**	**11.75**	**7.75**	**7.75**	**8.5**	**10.75**	**8.5**	**10.75**	**13**	**11.5**	**11.5**	**10**	**7.75**	**14.25**	**8.75**	**13**	**7.75**	**7.75**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	2.25	2.25	2.25	2.25	2.25	1.5	1.5	1.5	2.25	1.5	0.75	1.5	1.5	2.25
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.75	0.75	0.75	0.75	1	0.5	0.75	0.75	0.75	0.5	0.25	0.5	0.75	0.75
Weighted Score	--	--	**2**	**2**	**2**	**2**	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**3**	**3**	**3**	**3**	**3.25**	**2**	**2.25**	**2.25**	**3**	**2**	**1**	**2**	**2.25**	**3**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	1	1	3	1	2	2	2	2	1	2	2	1	1	1	1	1	1	1	1	2	2	2	1	1
Access Roads Needed	1	SCE	1	1	3	1	2	2	2	2	1	2	2	1	1	1	1	1	1	1	1	2	2	2	1	1
Access Roads Needed for Construction	1	SCE	1	1	1	1	2	2	2	1	1	2	2	1	1	1	1	1	1	1	1	1	2	1	1	1
Weighted Score	--	--	**3**	**3**	**7**	**3**	**6**	**6**	**6**	**5**	**3**	**6**	**6**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**6**	**5**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.5	0.3	0.3	0.5	0.5	0.3	0.4	0.6	0.3	0.3	0.2	0.3	0.3	0.3
Weighted Score	--	--	**0.5**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.5**	**0.3**	**0.3**	**0.5**	**0.5**	**0.3**	**0.4**	**0.6**	**0.3**	**0.3**	**0.2**	**0.3**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	2.5	2.5	2.5	2.5	0.5	2.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.8	0.6	0.6	0	0	0.1	0.5	2.5	2.5	2.5	1.2	0.5	2.3
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.2
Fault Rupture Hazard Zones	1	GIS	1	1	1.5	2.2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**5.5**	**5.5**	**6**	**6.7**	**7.1**	**7**	**7**	**7**	**5**	**7**	**5.5**	**5.8**	**5.6**	**5.6**	**5**	**5**	**5.1**	**5.5**	**7.5**	**7.5**	**7.5**	**6.2**	**5.5**	**8**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	1.9	2	1.7	1	1.9	1	1.9	1.9	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2.2
Weighted Score	--	--	**2**	**1.9**	**2**	**1.7**	**1**	**1.9**	**1**	**1.9**	**1.9**	**1**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2.2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2.5	2	2	0.5	0.5	1	1	1	2	2.5
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	0.5	2	1	1	1	1	1	1	2	0.5	1.5	0.5	0.5	1	1	1	0.5	1	1	1	2	1
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Weighted Score	--	--	**7.25**	**7.25**	**4.25**	**5.75**	**4.75**	**4.75**	**4.75**	**4.75**	**6.25**	**4.75**	**9.25**	**7.75**	**8.75**	**7.75**	**8.25**	**8.25**	**8.25**	**6.75**	**6.25**	**7.25**	**7.25**	**7.25**	**9.25**	**8.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1.5	1.5	1.5	1.5	1	1	1	1	1	1	1.5	1.5	1.5	1.5	1.5	2	2	2	1	1.5	1.5	1.5	2	2
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	0.5	1	1	1	1
Weighted Score	--	--	**4**	**4**	**5.5**	**4**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**4**	**4**	**4**	**4**	**4**	**4.5**	**4.5**	**4.5**	**3**	**3.5**	**4**	**4**	**4.5**	**4.5**
Wildfire																										
Fire Threat	0.5	GIS	0.5	0.5	1.6	0.8	1.5	1.5	1.5	1.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	0.5	1.2	1.5	1.5	1.5	0.5	1.5
Fire Severity	0.5	GIS	0.5	0.5	0.9	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**1**	**1**	**2.5**	**1.4**	**2**	**2**	**2**	**2**	**2**	**2**	**1**	**1**	**1**	**1**	**1**	**2**	**2**	**1**	**1.7**	**2**	**2**	**2**	**1**	**2**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	E-B-AK	E-B-AL	E-B-AM	E-B-AR	E-B-AS	E-B-AT	E-B-AU	E-B-AV	E-B-AZ	E-B-BA	E-B-BB	E-B-BC	E-B-BD	E-B-BE	E-B-BF	E-B-BG	E-B-BH	E-B-BI	E-B-BJ	E-C-AA	E-C-AB	E-C-AC	E-C-AD	E-C-AE
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**14.75**	**9.25**	**19.75**	**10.75**	**10**	**10.75**	**10.75**	**7.75**	**7.75**	**7.75**	**8.5**	**15.25**	**8.75**	**9.25**	**7.75**	**7.75**	**8.25**	**17.75**	**8.5**	**7.75**	**7.75**	**10**	**8.5**	**10**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	2.25	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	2.25	1.5	1.5	1.5	1.5	1.5	2.25	1.5	1.5	1.5	1.5	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.5	0.75	0.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2**	**3**	**1**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**2.25**	**3**	**2.25**	**2.75**	**2**	**2**	**2**	**2**	**2**	**2.75**	**2**	**2**	**2**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	2	1	3	1	1	1	1	1	1	1	2	2	1	1	1	1	1	2	1	1	1	1	1	1
Access Roads Needed	1	SCE	2	1	2	1	1	1	1	1	1	1	2	2	1	1	1	1	1	2	1	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**5**	**3**	**6**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**6**	**5**	**3**	**3**	**3**	**3**	**3**	**5**	**3**	**3**	**3**	**3**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.5	0.3	0.3	0.5	0.4	0.6	0	0.3	0.6	0.3	0.3	0.3	0.4	0.4	0.5	0.3	0.3
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.5**	**0.3**	**0.3**	**0.5**	**0.4**	**0.6**	**0**	**0.3**	**0.6**	**0.3**	**0.3**	**0.3**	**0.4**	**0.4**	**0.5**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.6	0.5	0.8	0.5	0.5	1.3	0.5	0.6	0.5	0.6	0.5	0.5	0.5	0	0.5	0.5	0.5	0.7	0.9	0.9	0.5	0.5	1	2.2
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0	0.5	2.2	0.5	1.7	1.1	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0	0.5	0.5	0.5	0.7	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**5.6**	**5.5**	**5.8**	**5.5**	**5.5**	**6.3**	**5.5**	**5.6**	**5.5**	**5.6**	**5.5**	**5.6**	**5.5**	**4**	**5.5**	**7.2**	**5.5**	**7.1**	**6.5**	**5.9**	**5.5**	**5.5**	**6**	**7.2**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	2	2	2	2	2	2	2	2	2	2	2	1.7	0	2	2	2	2.1	1.3	2	2	1.5	2	2
Weighted Score	--	--	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1.7**	**0**	**2**	**2**	**2**	**2.1**	**1.3**	**2**	**2**	**1.5**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2.5	2.5	2.5	2	2	2	2	2	2	2	2	0.5	0.5	2	0.5	2	2	2	2	1	1	2.5	1	1
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	2.5	2	2	2	2	2	2	2	0.5	0.5	2	1	1	0.5	1	1	0.5	2	2	0.5	0.5	0.5	0.5	0.5
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	3	3	3	3	3	3	3	3	3	3	3	3	3	0	3	3	3	3	3	3	3	3	3	3
Weighted Score	--	--	**10.25**	**9.75**	**9.75**	**9.25**	**9.25**	**9.25**	**9.25**	**9.25**	**7.75**	**7.75**	**9.25**	**6.75**	**6.75**	**4.75**	**6.75**	**8.25**	**7.75**	**9.25**	**9.25**	**6.75**	**6.75**	**8.25**	**6.75**	**6.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	2	2	2	2	1.5	1.5	2	1.5	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	0.5	1	1	0.5	0.5
Weighted Score	--	--	**4.5**	**4.5**	**5.5**	**4.5**	**4**	**4**	**4.5**	**4**	**4.5**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3.5**	**3.5**	**4**	**4**	**3.5**	**3.5**
Wildfire																										
Fire Threat	0.5	GIS	1.5	0.6	1.5	0.6	0.5	0.5	0.5	0.6	1.1	0.5	0.5	1.1	1.2	0	0.6	1.5	1.5	1.5	0.7	0.6	0.5	0.5	0.5	0.5
Fire Severity	0.5	GIS	0.5	0.6	0.5	0.7	0.5	0.5	0.5	0.7	0.5	0.5	0.5	0.5	0.5	0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2**	**1.2**	**2**	**1.3**	**1**	**1**	**1**	**1.3**	**1.6**	**1**	**1**	**1.6**	**1.7**	**0**	**1.1**	**2**	**2**	**2**	**1.2**	**1.1**	**1**	**1**	**1**	**1**

Category	Weight	Source	E-C-AF	E-C-AG	E-C-AH	E-D-AA	E-D-AB	E-D-AC	E-D-AD	E-D-AE	E-D-AF	E-D-AG	E-D-AH	E-D-AI	E-D-AJ	E-D-AK	E-D-AL	E-D-AM	E-D-AN	E-D-AO	E-D-AP	E-D-AQ	E-D-AR	E-D-AS	E-D-AT	E-D-AU
Availability of ROW for Construction	1	SCE	2	2	2	3	3	3	1	2	2	2	2	2	2	2	2	4	1	2	2	2	2	2	2	2
Weighted Score	--	--	**15.5**	**8.5**	**9.25**	**9.5**	**9.5**	**11**	**6.75**	**11.5**	**10**	**12**	**12**	**12**	**12**	**12**	**11.25**	**27.25**	**7.5**	**15.5**	**9.25**	**9.25**	**16**	**16**	**11**	**12.75**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	2.25	2.25	2.25	1.5	1.5	1.5	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	1.5	0.75	3	3	2.25	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.5	0.5	0.5	0.75	0.5	0.5	0.5	0.5	0.5	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.75	0.25	0.5	0.25	1	1	0.75	0.5
Weighted Score	--	--	**2**	**2.75**	**2.75**	**3**	**2**	**2**	**2**	**2**	**2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**3**	**1**	**2**	**1**	**4**	**4**	**3**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	2	2	2	1	2
Access Roads Needed	1	SCE	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2
Access Roads Needed for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	1	1	1	1	2	2	1	2
Weighted Score	--	--	**5**	**5**	**5**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**6**	**6**	**6**	**6**	**6**	**6**	**5**	**5**	**3**	**5**	**6**	**6**	**4**	**6**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.5	0.5	0.5	0.3	0.3	0.3	0.6	0.8	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.5	0.3	0.3	0.3	0.3
Weighted Score	--	--	**0.5**	**0.5**	**0.5**	**0.3**	**0.3**	**0.3**	**0.6**	**0.8**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.5**	**0.3**	**0.3**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	2.5	1.8	2.5	1.4	0.5	0.5	0.5	0.5	0.5	0.6	2.2	2.5	1.5	0.5	0.5	1.4	0.5	0.5	0.5	0.5	0.6	2.5	0.9	2.5
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.7	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**7.5**	**6.8**	**7.5**	**6.4**	**5.5**	**5.5**	**5.7**	**5.6**	**5.5**	**5.6**	**7.2**	**7.5**	**6.5**	**5.5**	**5.5**	**6.4**	**5.5**	**5.5**	**5.5**	**5.5**	**5.6**	**7.5**	**5.9**	**7.5**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	2	1.9	2	2	2	2	2	2	2	1	1	1	1	2	2.6	2	2	2	2	2.8	2.1	2	3
Weighted Score	--	--	**2**	**2**	**1.9**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1**	**1**	**1**	**1**	**2**	**2.6**	**2**	**2**	**2**	**2**	**2.8**	**2.1**	**2**	**3**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	1	1	1	0.5	2	2	2	2.5	2.5	2	2	2	2	2	0.5	2.5	2	2	0.5	0.5	0.5	0.5	0.5	2.5
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	0.5	0.5	0.5	0.5	2	2	2	2.5	0.5	0.5	1	1	1	1	0.5	0.5	0.5	2	2	2	0.5	0.5	0.5	0.5
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	3	3	3	4	4	4	3.2	3	1.5	1	1	1	1	1	4	4	4	4	4	4	4	4	4	4
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**7.25**	**10.25**	**10.25**	**9.45**	**10.25**	**6.75**	**5.75**	**6.25**	**6.25**	**6.25**	**6.25**	**7.25**	**9.25**	**8.75**	**10.25**	**8.75**	**8.75**	**7.25**	**7.25**	**7.25**	**9.25**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1.5	1.5	1.5	2	1.5	2	1.5	1.5	1.5	1.5	1.5	1.5	1	1.5	1.5	1.5	1.5	1	1	1.5	1.5	1	1.5	1.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	0.5	1	1	1	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4**	**3.5**	**4**	**4.5**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3.5**	**4**	**4**	**4**	**4**	**3.5**	**3.5**	**4**	**4**	**3.5**	**4**	**4**
Wildfire																										
Fire Threat	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.1	1.5	1.5	1.5	1.5	1	1.2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.8	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.9**	**2**	**2**	**2**	**2**	**1.5**	**1.7**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**

Category	Weight	Source	E-D-AV	E-D-AW	E-D-AX	E-D-AY	E-D-AZ	E-D-BA	E-D-BB	E-D-BC	E-D-BD	E-D-BE	E-D-BF	E-D-BG	E-D-BH	E-D-BI	E-D-BJ	E-D-BK	E-D-BL	E-D-BM	E-D-BN	E-D-BO	E-D-BP	E-D-BQ	E-D-BR	E-D-BS
Availability of ROW for Construction	1	SCE	2	2	2	1	1	1	5	5	5	5	5	5	2	5	5	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**11.25**	**11.25**	**11.5**	**6.75**	**6.75**	**6.75**	**18.5**	**19.25**	**18.5**	**18.5**	**18.5**	**18.5**	**13.25**	**18.5**	**18.5**	**11.5**	**10.5**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**18**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	1.5	1.5	0.75	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	0.75	1.5	0.75	0.75	1.5	1.5	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.5	0.5	0.5	0.25	0.5	0.5	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.5	0.5	0.25	0.5	0.25	0.25	0.5	0.5	0.5
Weighted Score	--	--	**2**	**2**	**2**	**1**	**2**	**2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**2**	**2**	**1**	**2**	**1**	**1**	**2**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	2	2	1	1	1	2	4	2	4	4	2	2	2	4	4	2	2	2	2	2	2	2	2	1
Access Roads Needed	1	SCE	2	2	1	1	1	2	5	2	5	5	2	2	2	5	5	2	2	2	2	2	2	2	2	1
Access Roads Needed for Construction	1	SCE	2	2	1	1	1	2	5	1	5	2	1	2	2	2	2	2	2	2	2	2	2	1	1	1
Weighted Score	--	--	**6**	**6**	**3**	**3**	**3**	**6**	**14**	**5**	**14**	**11**	**5**	**6**	**6**	**11**	**11**	**6**	**6**	**6**	**6**	**6**	**6**	**5**	**5**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.2	0.2	0.3	0.3	0.6	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3
Weighted Score	--	--	**0.3**	**0.2**	**0.2**	**0.3**	**0.3**	**0.6**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.2**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	1.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.9	2.5	2.5	2.5	2.4	2.5	1.2	0.5	0.5	0.5	0.5	2.5
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	1	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.8
Weighted Score	--	--	**7.1**	**5.9**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.9**	**7.5**	**7.5**	**7.5**	**7.4**	**7.5**	**6.2**	**5.5**	**5.5**	**5.5**	**5.5**	**7.8**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	2	2	2	2	2	2	2	2	2	2	2	1.9	1	1	2.9	1	2.9	1	1	2.4	1	1	3
Weighted Score	--	--	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1.9**	**1**	**1**	**2.9**	**1**	**2.9**	**1**	**1**	**2.4**	**1**	**1**	**3**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	2.5	2.5	2.5	2	2	2	2	2	2	2.5	2	2	2	2	2	2	2	2
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	0.5	2	2	2.5	2	2.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	4	4	4	4	3.9	3	3	3	1.9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
Weighted Score	--	--	**8.75**	**10.25**	**10.25**	**10.75**	**10.15**	**9.75**	**8.75**	**8.75**	**7.65**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.75**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**8.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1.5	1.5	1.5	1	1.5	1.5	1	1.5	1	1.5	1.5	1.5	1.5	1.5	1	1.5	1	1	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	0.5	0.5	0.5	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	1	1	1	1	1
Weighted Score	--	--	**3.5**	**3.5**	**3.5**	**3**	**4**	**4**	**3.5**	**4**	**3.5**	**4**	**4**	**4**	**4**	**4**	**3.5**	**4**	**3.5**	**3.5**	**3.5**	**4**	**4**	**4**	**4**	**4**
Wildfire																										
Fire Threat	0.5	GIS	0.5	0.5	0.5	0.5	0.5	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.8	0.5	0.7	0.5	1	0.5
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	0.8	1.1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1.3**	**2.1**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1.3**	**1**	**1.2**	**1**	**1.5**	**1**

Category	Weight	Source	E-D-BT	E-D-BU	E-D-BV	E-D-BW	E-D-BX	E-D-BY	E-D-BZ	E-D-CA	E-D-CB	E-D-CC	E-D-CD	E-D-CE	E-D-CF	E-D-CG	E-D-CH	E-D-CI	E-D-CJ	E-D-CK	E-D-CL	E-D-CM	E-D-CN	E-D-CO	E-D-CP	E-D-CQ
Availability of ROW for Construction	1	SCE	2	2	2	2	3	3	3	3	3	3	3	3	3	2	2	3	2	2	2	2	2	2	2	2
Weighted Score	--	--	**18**	**10**	**9.5**	**9.5**	**8.75**	**8.75**	**8.75**	**8.75**	**8.75**	**12.25**	**8.75**	**8.75**	**8.75**	**18.25**	**15.25**	**10.25**	**8.5**	**8.5**	**12.5**	**8.5**	**8.5**	**8.5**	**15.5**	**15.5**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	0.75	0.75	1.5	1.5	1.5	0.75	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.25	0.25	0.25	0.25	0.5	0.5	0.5	0.5	0.5	0.25	0.25	0.5	0.5	0.5	0.25	0.5	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Weighted Score	--	--	**1**	**1**	**1**	**1**	**2**	**2**	**2**	**2**	**2**	**1**	**1**	**2**	**2**	**2**	**1**	**2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	2	2	1	4	1	1	1	1	2	3	1	1	1	2	3	3	4	2	2	2	2	2	4	2
Access Roads Needed	1	SCE	2	2	1	5	1	1	1	1	2	2	1	1	1	2	2	2	2	2	2	2	2	2	5	2
Access Roads Needed for Construction	1	SCE	2	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	2	2	2	2	1	1	2	2
Weighted Score	--	--	**6**	**5**	**3**	**10**	**3**	**3**	**3**	**3**	**6**	**6**	**3**	**3**	**3**	**5**	**6**	**6**	**8**	**6**	**6**	**6**	**5**	**5**	**11**	**6**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.2**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	1.5	2.5	2.5	2.5	1	1.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	2.5	2.5	2.3	1.8	0.5	0.5	0.5
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	1.5	0.5	0.5	0.5	0.5	1.1	0.5	0.5	0.5	0.5	1.1	0.5	0.8	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**7.5**	**7.5**	**7.5**	**7.5**	**6**	**7**	**5.5**	**5.5**	**5.5**	**5.5**	**6.1**	**5.5**	**5.8**	**5.5**	**5.5**	**5.5**	**6**	**7.5**	**7.5**	**7.3**	**6.8**	**5.5**	**5.5**	**5.5**
Land Acquisition																										
Easement/Rights Required	1	GIS	2.2	3	2.7	2	2	2	2	2	2	2.5	2	2	2	2	2	2	2	2	2.2	2.9	2.9	3	2	2
Weighted Score	--	--	**2.2**	**3**	**2.7**	**2**	**2**	**2**	**2**	**2**	**2**	**2.5**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2.2**	**2.9**	**2.9**	**3**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2.5	2	2	2	2	2
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	2	2	2	0.5	2	2	2	2	0.5	0.5	1	1	1	1	1	1	1	1
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	4	4	4	4	4	4	4	4	4	3.6	4	4	4	4	3.2	3.3	3	1	1	1	1	1	3	3
Weighted Score	--	--	**10.25**	**10.25**	**10.25**	**10.25**	**10.25**	**10.25**	**10.25**	**10.25**	**10.25**	**8.35**	**10.25**	**10.25**	**10.25**	**10.25**	**7.95**	**8.05**	**8.25**	**6.25**	**6.75**	**6.25**	**6.25**	**6.25**	**8.25**	**8.25**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1.5	1.5	1.5	1.5	1.5	1	1	1	1.5	1.5	1	1	1	1.5	1	1	1	1	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	2.25	1.5	1.5	1.5	1.5	1.5	2.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	1	1	1	1	1	1	1	1	1	1	1	0.5	0.5	1	1	1	1	1	1	1	0.5	1	0.5
Weighted Score	--	--	**4**	**4**	**4.75**	**4**	**4**	**3.5**	**3.5**	**3.5**	**4.75**	**4**	**3.5**	**3.5**	**3**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**4**	**4**	**4**	**3.5**	**4**	**3.5**
Wildfire																										
Fire Threat	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	1.5	1.3	0.5	0.5	0.5	1.4	1.5	1.2	1.5	1.5	1.3	0.7	0.5	0.5	1.5	1.5
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.9	1.5	1.4	0.5	0.9	0.5	1.5	1.3	1.1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.1
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1.5**	**3**	**2.7**	**1**	**1.4**	**1**	**2.9**	**2.8**	**2.3**	**2**	**2**	**1.8**	**1.2**	**1**	**1**	**2**	**2.6**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	E-D-CR	E-D-CS	E-D-CT	E-D-CU	E-D-CV	E-D-CW	E-D-CX	E-D-CY	E-D-CZ	E-E-AA	E-E-AB	E-E-AC	E-E-AD	E-E-AE	E-E-AF	E-E-AG	E-E-AH	E-E-AI	E-E-AJ	E-E-AK	E-E-AL	E-E-AM	E-E-AN	E-E-AO
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**15.5**	**15.5**	**15.5**	**15.5**	**15.5**	**15.5**	**15.5**	**15.5**	**15.5**	**9.25**	**10**	**9.25**	**9.25**	**10**	**9.25**	**9.25**	**9.25**	**13.75**	**7.75**	**7.75**	**7.75**	**6.75**	**15.5**	**7.75**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	0.75	0.75	2.25	0.75	2.25	0.75	2.25	1.5	2.25	2.25	2.25	1.5	1.5	1.5	0.75	1.5	1.5	1.5	1.5	0.75	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.25	0.25	0.25	0.25	0.25	0.75	0.25	0.75	0.25	0.75	0.5	0.75	0.75	0.75	0.5	0.5	0.5	0.25	0.5	0.5	0.5	0.5	0.25	0.5
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**3**	**1**	**3**	**1**	**3**	**2**	**3**	**3**	**3**	**2**	**2**	**2**	**1**	**2**	**2**	**2**	**2**	**1**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	4	2	3	2	2	2	4	1	2	1	1	1	1	1	1	1	1	2	1	1	1	1	2	1
Access Roads Needed	1	SCE	5	2	2	2	2	2	2	1	2	1	1	1	1	1	1	1	1	2	1	1	1	1	2	1
Access Roads Needed for Construction	1	SCE	2	2	2	1	2	2	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**11**	**6**	**7**	**5**	**6**	**6**	**8**	**3**	**6**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**3**	**3**	**3**	**3**	**5**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.7	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.4**	**0.3**	**0.3**	**0.7**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.5	0.5	1.5	2.5	2.5	2.5	2.5	2.5	2.5	1	0.5	1.1	0.5	1.3	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.8	1
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**5.5**	**5.5**	**6.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**6**	**5.5**	**6.1**	**5.5**	**6.3**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**5.8**	**6**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	2	2	2	1.9	1	1.9	1	2.9	1	2	1.5	2	2.4	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**2**	**2**	**2**	**2**	**1.9**	**1**	**1.9**	**1**	**2.9**	**1**	**2**	**1.5**	**2**	**2.4**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	2	2	2.5	2	2	2	2	2	2	2	1.5	1.5	2	2	1.5	2	2	2
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	3	2.1	1.7	1	1	1	1	1	1	2	2	2	2	2	2	2	1.3	1.2	1	1	1	1	1	1
Weighted Score	--	--	**8.25**	**7.35**	**6.95**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.75**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**6.25**	**5.05**	**4.95**	**5.25**	**5.25**	**4.75**	**5.25**	**5.25**	**5.25**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1	1	1.5	1.5	1.5	1	1.5	1	1	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	2.25	1.5	2.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	2.25	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	1	1	0.5	1	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	1	1	1	1
Weighted Score	--	--	**3.5**	**3.5**	**4.75**	**3.5**	**4.75**	**3**	**4**	**3.5**	**3.5**	**4.5**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4.75**	**3.5**	**4.75**	**4**	**4**	**4**
Wildfire																										
Fire Threat	0.5	GIS	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	E-E-AP	E-E-AQ	E-E-AR	E-E-AS	E-E-AT	E-E-AU	E-E-AV	E-E-AW	E-E-AX	E-E-AY	F-A-AA	F-A-AB	F-A-AC	F-A-AD	F-A-AE	F-A-AF	F-A-AG	F-A-AH	F-A-AI	F-A-AJ	F-A-AK	F-A-AL	F-A-AM	F-A-AN
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**9.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**14.75**	**11.75**	**17**	**20**	**8.5**	**14**	**14**	**14**	**17.5**	**8.5**	**12.5**	**15.5**	**18.75**	**21.5**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	1.5	0.75	2.25	1.5	1.5	2.25	2.25	1.5	1.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.5	0.5	0.25	0.75	0.5	0.5	0.75	0.75	0.5	0.5	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Weighted Score	--	--	**2**	**2**	**1**	**3**	**2**	**2**	**3**	**3**	**2**	**2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	1	1	1	1	1	1	1	1	1	1	2	3	3	4	2	2	2	3	4	2	3	4	3	3
Access Roads Needed	1	SCE	1	1	1	1	1	1	1	1	1	1	2	3	3	5	2	2	2	3	4	2	3	5	2	2
Access Roads Needed for Construction	1	SCE	1	1	1	1	1	1	1	1	1	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**6**	**7**	**8**	**11**	**6**	**6**	**6**	**8**	**10**	**6**	**8**	**11**	**7**	**7**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.4	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.4**	**0.3**	**0.3**	**0.4**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	1	1	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	2.3	2.1	1.1	0.5	0.8	0.8	0.5	0.5	2.5	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.5	0.5	0.5	0.6	0.7	0.6
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.7	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.8	0.6
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**7.3**	**7.1**	**6.1**	**5.5**	**5.8**	**5.8**	**5.5**	**5.5**	**7.5**	**5.9**	**5**	**5.2**	**5.1**	**5**	**5**	**5**	**5.1**	**5.1**	**5**	**5**	**5**	**5.1**	**5.5**	**5.2**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	2	2	1	2	2	1	1	2	2	2	1.9	2	2	1.8	1.8	1.9	2	2	2	1.9	2	1.6	2
Weighted Score	--	--	**2**	**2**	**2**	**1**	**2**	**2**	**1**	**1**	**2**	**2**	**2**	**1.9**	**2**	**2**	**1.8**	**1.8**	**1.9**	**2**	**2**	**2**	**1.9**	**2**	**1.6**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2	1.5	2	2	2	2	2	2	2	2	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	0	0	0	0	0	0	0	0	0	0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Airport Land Use Plan	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**5.25**	**4.75**	**5.25**	**5.25**	**5.25**	**5.25**	**5.25**	**5.25**	**5.25**	**5.25**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	2.25	2.25	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Telecommunications Route Constructability	0.5	SCE	1	1	1	1	1	1	1	1	1.5	1.5	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**4**	**4**	**4**	**4**	**4**	**4**	**4.75**	**4.75**	**4.5**	**4.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**
Wildfire																										
Fire Threat	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	1.8	2	2	2	2	2	2	2	2	2	0.9	0.7
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**2**	**3**	**3.3**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**3.5**	**2.4**	**2.2**

Category	Weight	Source	F-A-AO	F-A-AP	F-A-AQ	F-A-AR	F-A-AS	F-A-AT	F-A-AU	F-A-AV	F-A-AW	F-A-AX	F-A-AY	F-A-AZ	F-A-BA	F-A-BB	F-A-BC	F-A-BD	F-A-BE	F-A-BF	F-A-BG	F-A-BH	F-A-BI	F-A-BJ	F-A-BK	F-A-BL
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**20.75**	**23.25**	**22.25**	**22.25**	**22.25**	**22.25**	**27**	**27**	**26.5**	**23.25**	**21.75**	**18.75**	**19.25**	**18.75**	**9.5**	**21.25**	**10.75**	**14.75**	**16.75**	**20.25**	**20.25**	**23**	**16.75**	**16**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	4	4	4	3	4	4	4	4	4	4	4	3	3	3	2	3	2	2	4	4	3	4	2	2
Access Roads Needed	1	SCE	4	5	5	4	5	5	5	5	5	5	5	2	2	2	2	4	2	2	5	5	3	5	2	2
Access Roads Needed for Construction	1	SCE	2	4	2	2	2	5	5	5	5	5	2	2	2	2	2	2	2	2	3	5	2	3	2	2
Weighted Score	--	--	**10**	**13**	**11**	**9**	**11**	**14**	**14**	**14**	**14**	**14**	**11**	**7**	**7**	**7**	**6**	**9**	**6**	**6**	**12**	**14**	**8**	**12**	**6**	**6**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.4	0.5	0.5	0.3	0.5	0.3	0.5	0.5	0.5	0.5	0.5	0.4	0.3
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.4**	**0.3**	**0.3**	**0.3**	**0.4**	**0.5**	**0.5**	**0.3**	**0.5**	**0.3**	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**	**0.4**	**0.3**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.1	1	2	1.3
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**5.1**	**5.1**	**5.2**	**5.1**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**5.1**	**5**	**6**	**5.8**
Land Acquisition																										
Easement/Rights Required	1	GIS	2	3.5	1.9	3	2.1	2.4	2	2.5	1.9	2	2	2.1	3	3	2	3	1.5	3	3	3	2.8	3	2.6	2
Weighted Score	--	--	**2**	**3.5**	**1.9**	**3**	**2.1**	**2.4**	**2**	**2.5**	**1.9**	**2**	**2**	**2.1**	**3**	**3**	**2**	**3**	**1.5**	**3**	**3**	**3**	**2.8**	**3**	**2.6**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25
Airport Land Use Plan	1	GIS	1	1	1	1	1	1	1	1	1	1	1	1.5	1.1	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**7.25**	**6.85**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**8.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Telecommunications Route Constructability	0.5	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**
Wildfire																										
Fire Threat	0.5	GIS	1.5	1.5	1.5	1.5	1.8	1.5	1.7	2	2	2	2	2	2	2	0.8	2	2	2	2	2	2	2	2	1.8
Fire Severity	0.5	GIS	1.2	0.6	0.5	0.7	1.9	1.6	2	2	2	2	1.7	1.6	1.5	1.5	0.5	1.6	1.7	1.5	1.5	1.7	1.5	2	1.4	0.7
Weighted Score	--	--	**2.7**	**2.1**	**2**	**2.2**	**3.7**	**3.1**	**3.7**	**4**	**4**	**4**	**3.7**	**3.6**	**3.5**	**3.5**	**1.3**	**3.6**	**3.7**	**3.5**	**3.5**	**3.7**	**3.5**	**4**	**3.4**	**2.5**

Attachment D: Completed Score Sheets

Weighted Route Segment Scores

Category	Weight	Source	F-A-BM	F-A-BN	F-A-BO	F-A-BP	F-A-BQ	F-A-BR	F-A-BS	F-A-BT	F-A-BU	F-B-AA	F-B-AB	F-B-AC	F-B-AD	F-B-AE	F-B-AF	F-B-AG	F-B-AH	F-B-AI	F-B-AJ	F-C-AA	F-C-AB	F-C-AC	F-C-AD	F-C-AE
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**16**	**15.75**	**15.75**	**15.75**	**15.75**	**16.25**	**14.25**	**14.25**	**15.75**	**7.75**	**7.75**	**7.75**	**7.75**	**11.75**	**7.75**	**7.75**	**9.75**	**11.25**	**16.25**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	2	2	4	4	4	4	2	2	2	1	1	1	1	1	1	2	2	4	4	1	1	1	1	1
Access Roads Needed	1	SCE	2	3	5	5	5	5	2	2	2	1	1	1	1	1	1	2	2	5	5	1	1	1	1	1
Access Roads Needed for Construction	1	SCE	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1
Weighted Score	--	--	**6**	**7**	**11**	**11**	**11**	**11**	**6**	**6**	**6**	**3**	**3**	**3**	**3**	**3**	**3**	**5**	**5**	**11**	**11**	**3**	**3**	**3**	**3**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.5	0.8	0.7	1.2	1.1	1.2	0.7	0.4	0.5	0.3	0.3	0.3	0.3	1.1	1	1
Weighted Score	--	--	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.3**	**0.5**	**0.8**	**0.7**	**1.2**	**1.1**	**1.2**	**0.7**	**0.4**	**0.5**	**0.3**	**0.3**	**0.3**	**0.3**	**1.1**	**1**	**1**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	0.5	0.5	0.5	0.5	0.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1	0.5	0.5	2.5	2.5	2.5	2.5	2.5
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.6	0.8	0.5	0.5	0.5	0.8	0.5	1.2	0.5	0.6	0.6	0.5	0.5	0.5	0.5	0.5
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1.8	5	1.6	1.3	2.9	1	1	1	2	1.4	1	1	1	1.2	1	1	1	1	1	2	1	1	1	1
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.5	0.5	0.5	0.5
Weighted Score	--	--	**6.3**	**9.5**	**6.1**	**5.8**	**6.9**	**5.1**	**5**	**5**	**6.1**	**7.7**	**7.4**	**7**	**7**	**7.5**	**7**	**7.7**	**5.5**	**5.1**	**5.1**	**8**	**8**	**7**	**7**	**7**
Land Acquisition																										
Easement/Rights Required	1	GIS	1.9	1.8	2	1.2	1.9	2	1.9	1.7	3	1.9	1.9	1.9	1.9	1.8	1.9	1.7	2	2	1.9	1.9	1.8	1.9	1.9	1.8
Weighted Score	--	--	**1.9**	**1.8**	**2**	**1.2**	**1.9**	**2**	**1.9**	**1.7**	**3**	**1.9**	**1.9**	**1.9**	**1.9**	**1.8**	**1.9**	**1.7**	**2**	**2**	**1.9**	**1.9**	**1.8**	**1.9**	**1.9**	**1.8**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2	2	2	2	2	2	2	0.5	0.5	0.5	2	2	2	2	2
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	0.75	0.75	0.75	0.75	0.75	0.75	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**8.75**	**8.75**	**8.75**	**8.75**	**8.75**	**8.75**	**8.75**	**8.75**	**8.75**	**8.25**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	2.5	2.5	2.5	2.5	2.5	2.5	2	2	2	1.5	1.5	1.5	1.5	1.5	1	2	2	2	2	1	1	1	1	1.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	3	3	3	3	3	2.25	2.25	2.25	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.25	1.5	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	2	2	2	2	2	2	1.5	1.5	1.5	1	1	1	1	1	1	1	1	1	1.5	1	1	1	1	1
Weighted Score	--	--	**7.5**	**7.5**	**7.5**	**7.5**	**7.5**	**6.75**	**5.75**	**5.75**	**6.5**	**4**	**4**	**4**	**4**	**4**	**3.5**	**4.5**	**4.5**	**4.5**	**5.75**	**3.5**	**3.5**	**3.5**	**3.5**	**4**
Wildfire																										
Fire Threat	0.5	GIS	2	2	1.8	1.5	1.1	0.5	0.5	0.5	2	0.5	0.5	0.5	0.5	1	0.5	1.4	0.8	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**2.5**	**2.5**	**2.3**	**2**	**1.6**	**1**	**1**	**1**	**4**	**1**	**1**	**1**	**1**	**1.5**	**1**	**1.9**	**1.3**	**1**	**1**	**1**	**1**	**1**	**1**	**1**

Category	Weight	Source	F-C-AF	F-C-AG	F-C-AH	F-C-AI	F-C-AJ	F-C-AK	F-C-AL	F-C-AM	F-C-AN	F-C-AO	F-C-AP	F-C-AQ	F-C-AR	F-C-AS	F-C-AT	G-A-AA	G-A-AB	G-A-AC	G-A-AD	G-A-AE	G-A-AF	G-A-AG	G-A-AH	G-A-AI
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**7.75**	**11.75**	**16.5**	**13.5**	**16.5**	**13.5**	**7.75**	**21.5**	**7.75**	**20.75**	**14.75**	**10.5**	**7.75**	**7.75**	**9.75**	**9.75**	**9.75**	**10.5**
Electrical Needs - Field Engineering																										
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	1.5	2.25	2.25	0.75	3	3	1.5	0.75	2.25	0.75
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0.5	0.75	0.25	1	0.25
Weighted Score	--	--	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**4**	**2**	**2.75**	**3.25**	**1.25**	**3.5**	**3.5**	**2.25**	**1**	**3.25**	**1**
Civil Engineering - Access Roads																										
Access to the Segment for Construction / Operations	1	SCE	1	1	1	1	1	1	1	3	4	1	4	1	1	2	2	3	2	1	2	2	2	2	2	1
Access Roads Needed	1	SCE	1	1	1	1	1	1	1	2	5	1	5	1	1	2	2	3	2	1	2	2	2	2	2	1
Access Roads Needed for Construction	1	SCE	1	1	1	1	1	1	1	1	5	1	5	1	1	2	2	1	2	1	1	1	2	1	2	1
Weighted Score	--	--	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**6**	**14**	**3**	**14**	**3**	**3**	**6**	**6**	**7**	**6**	**3**	**5**	**5**	**6**	**5**	**6**	**3**
EMF																										
Setbacks from Prioritized Land Uses	0.25	GIS	0.9	0.6	0.3	0.6	0.3	0.3	0.3	0.3	0.5	0.3	0.5	0.3	0.6	0.8	0.3	0.4	0.3	0.3	0.4	0.3	0.3	0.3	0.5	0.5
Weighted Score	--	--	**0.9**	**0.6**	**0.3**	**0.6**	**0.3**	**0.3**	**0.3**	**0.3**	**0.5**	**0.3**	**0.5**	**0.3**	**0.6**	**0.8**	**0.3**	**0.4**	**0.3**	**0.3**	**0.4**	**0.3**	**0.3**	**0.3**	**0.5**	**0.5**
Geology																										
Adverse Soil Conditions Along Segment	0.5	Insignia	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.5	0.5	2.5	0.5	2.5	2.5	2.5	0.5	1	1	1	1	1	1	1	1	1
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.5	1.2	1.3	1.5	2	1.4	2.5	0.5	0.5	0.5	0.6	2.5	0.6	0.8	0.5	1.5	0.5	0.5	2.5	1.9	1.4	0.5	0.5	0.5
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	1.3	1	1.2	1	1	1	1	1	1.4	1	1	1	1	1	1	1	1	1	1
Soil Contamination	0.5	GIS	0.7	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**7.2**	**7.7**	**7.8**	**8**	**8.5**	**8.2**	**9**	**5.2**	**5**	**7**	**5.1**	**9**	**7.1**	**7.7**	**5**	**6.5**	**5.5**	**5.6**	**7.5**	**6.9**	**6.4**	**5.5**	**5.5**	**5.5**
Land Acquisition																										
Easement/Rights Required	1	GIS	1.8	1	1.2	1.9	1.9	1.1	2	1.7	3	1.9	3	1.9	1.9	1.9	2	2	2	2	1.9	2	1.7	2	2	2
Weighted Score	--	--	**1.8**	**1**	**1.2**	**1.9**	**1.9**	**1.1**	**2**	**1.7**	**3**	**1.9**	**3**	**1.9**	**1.9**	**1.9**	**2**	**2**	**2**	**2**	**1.9**	**2**	**1.7**	**2**	**2**	**2**
Land Use																										
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	1.5	1.5	1.5	1.5	2	2	2	2	2	2	2	2	2	2	2.5	2	2	2	1.5	1.5	2	2	2	2
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2	2	2	2.5	2	2.5	2	2	2	2.5	1	1	1	0.5	0.5	1	1	1	1
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	2.25	2.25	2.25	2.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	2.25	0.75	0.75	0.75	0.75	0.75
Airport Land Use Plan	1	GIS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
Weighted Score	--	--	**7.75**	**7.75**	**7.75**	**7.75**	**6.75**	**6.75**	**6.75**	**6.75**	**7.25**	**6.75**	**7.25**	**6.75**	**6.75**	**6.75**	**7.75**	**6.75**	**6.75**	**6.75**	**7.25**	**5.75**	**6.75**	**6.75**	**6.75**	**6.75**
IT/Telecom																										
Cable Distance to Existing Telecom Facilities	0.5	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1	2	1	1	1	1	1.5	1	1.5	1.5
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3**	**4.5**	**3.5**	**3.5**	**3.5**	**3.5**	**4**	**3.5**	**4**	**4**
Wildfire																										
Fire Threat	0.5	GIS	0.5	0.5	0.5	0.5	0.5	1.2	0.5	1.4	2	1.7	2	0.5	0.5	0.5	0.8	1	1.5	1.4	1.1	0.5	1.5	1.4	1.5	1.4
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	0.5	0.6	0.5	1	2	0.6	2	0.5	0.5	0.5	0.5	0.7	0.5	1.4	0.5	0.5	0.5	0.5	0.5	0.5
Weighted Score	--	--	**1**	**1**	**1**	**1**	**1**	**1.8**	**1**	**2.4**	**4**	**2.3**	**4**	**1**	**1**	**1**	**1.3**	**1.7**	**2**	**2.8**	**1.6**	**1**	**2**	**1.9**	**2**	**1.9**

Category	Weight	Source	G-A-AJ	G-A-AK	G-A-AL	G-A-AM	G-A-AN	G-A-AO	G-A-AP	G-A-AQ	G-A-AR	G-A-AS	G-A-AT	G-A-AU	G-A-AV
Availability of ROW for Construction	1	SCE	2	2	2	2	2	2	2	2	2	2	2	2	2
Weighted Score	--	--	**10.5**	**10.5**	**21.5**	**10.5**	**21.5**	**9.25**	**9.25**	**7.75**	**7.75**	**8.5**	**10.75**	**10.75**	**10.75**
Electrical Needs - Field Engineering															
Difficulty Scheduling Outages on Existing Lines to Proceed with Construction	0.75	SCE	0.75	1.5	0.75	2.25	1.5	2.25	2.25	1.5	1.5	2.25	1.5	1.5	1.5
Remove / Replace / Relocate Existing Distribution Structures	0.25	SCE	0.25	0.5	0.25	0.5	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Weighted Score	--	--	**1**	**2**	**1**	**2.75**	**2.25**	**3**	**3**	**2.25**	**2.25**	**3**	**2.25**	**2.25**	**2.25**
Civil Engineering - Access Roads															
Access to the Segment for Construction / Operations	1	SCE	2	1	3	1	3	1	1	1	1	2	1	1	1
Access Roads Needed	1	SCE	2	1	2	1	2	1	1	1	1	2	1	1	1
Access Roads Needed for Construction	1	SCE	2	1	1	1	1	1	1	1	1	2	1	1	1
Weighted Score	--	--	**6**	**3**	**6**	**3**	**6**	**3**	**3**	**3**	**3**	**6**	**3**	**3**	**3**
EMF															
Setbacks from Prioritized Land Uses	0.25	GIS	0.4	0.5	0.4	0.4	0.5	0.5	0.5	0.7	1	0.9	0.5	0.3	0.5
Weighted Score	--	--	**0.4**	**0.5**	**0.4**	**0.4**	**0.5**	**0.5**	**0.5**	**0.7**	**1**	**0.9**	**0.5**	**0.3**	**0.5**
Geology															
Adverse Soil Conditions Along Segment	0.5	Insignia	1	1	1	1	1	1	2.5	2.5	2.5	1	2.5	2.5	2.5
Erosion Potential	0.5	Insignia	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Flooding Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	1	1	1.1	1.3	1	1	1.3	1
Slope Stability/Landslide Hazards	0.5	Insignia	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Liquefaction Potential	0.5	GIS	0.5	0.5	0.5	0.5	0.5	1	1	1	1	1	1	0.5	1
Fault Rupture Hazard Zones	1	GIS	1	1	1	1	1	2	2	2	2	2	2	1	2
Soil Contamination	0.5	GIS	0.5	0.5	0.5	0.5	0.5	1	1	1	1	1	1	0.5	1
Weighted Score	--	--	**5.5**	**5.5**	**5.5**	**5.5**	**5.5**	**8**	**9.5**	**9.6**	**9.8**	**8**	**9.5**	**7.8**	**9.5**
Land Acquisition															
Easement/Rights Required	1	GIS	2	2	2	2	2	4	4	4	4	4	4	2	4
Weighted Score	--	--	**2**	**2**	**2**	**2**	**2**	**4**	**4**	**4**	**4**	**4**	**4**	**2**	**4**
Land Use															
Zoning / General Plan Land Use(s) Surrounding the Segment	0.5	Insignia	2	2	2	2	2	2.5	2.5	2	2	2	2	2	2
Existing Land Use(s) Surrounding the Segment	0.5	Insignia	1	1	1	1	1	2	2	2	2	2	2	2	2
Special Districts, Specific Plans, Redevelopment Project Area	0.75	Insignia	0.75	0.75	0.75	0.75	0.75	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Airport Land Use Plan	1	GIS	3	3	3	3	3	6	6	6	6	6	6	3	6
Weighted Score	--	--	**6.75**	**6.75**	**6.75**	**6.75**	**6.75**	**12.75**	**12.75**	**12.25**	**12.25**	**12.25**	**12.25**	**9.25**	**12.25**
IT/Telecom															
Cable Distance to Existing Telecom Facilities	0.5	SCE	1.5	1.5	1.5	1.5	1.5	2	2	1.5	1.5	1.5	2	1.5	2
Telecommunications Permitting Requirements (ROW, easements, franchise, etc.)	0.75	SCE	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Telecommunications Route Constructability	0.5	SCE	1	1	1	1	1	1	1	1	1	1	1	1	1
Weighted Score	--	--	**4**	**4**	**4**	**4**	**4**	**4.5**	**4.5**	**4**	**4**	**4**	**4.5**	**4**	**4.5**
Wildfire															
Fire Threat	0.5	GIS	1.5	1.5	1.5	1.4	1.4	1.1	1.3	1.4	1.1	1	1.2	0.5	1
Fire Severity	0.5	GIS	0.5	0.5	0.5	0.5	1.5	1.1	1.2	1.7	1.2	1	1.4	0.5	1
Weighted Score	--	--	**2**	**2**	**2**	**1.9**	**2.9**	**2.2**	**2.5**	**3.1**	**2.3**	**2**	**2.6**	**1**	**2**

ATTACHMENT E: END-TO-END ROUTE SCORES

Attachment E: End-to-End Route Scores

SDG&E (A-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
171	11.01	125	110	155.31	95.82	1	AA, AD, AF, AG, AH, AI, AJ, BP, BZ, CA, CF, CG	A-A-07
181	11.01	125	110	155.31	95.82	2	AA, AD, AF, AG, AH, AI, AJ, BP, BZ, CA, CF, CG	A-A-07
191	11.01	125	110	155.31	95.82	3	AA, AD, AF, AG, AH, AI, AJ, BP, BZ, CA, CF, CG	A-A-07
201	11.01	125	110	155.31	95.82	4	AA, AD, AF, AG, AH, AI, AJ, BP, BZ, CA, CF, CG	A-A-07
173	11.00	115	100	155.32	95.83	5	AB, AD, AF, AG, AH, AI, AJ, BP, CA, CF, CG	A-A-07
183	11.00	115	100	155.32	95.83	6	AB, AD, AF, AG, AH, AI, AJ, BP, CA, CF, CG	A-A-07
193	11.00	115	100	155.32	95.83	7	AB, AD, AF, AG, AH, AI, AJ, BP, CA, CF, CG	A-A-07
203	11.00	115	100	155.32	95.83	8	AB, AD, AF, AG, AH, AI, AJ, BP, CA, CF, CG	A-A-07
169	11.04	119	102	155.80	96.35	9	AA, AD, AF, AG, AH, AI, BP, CD, CE, CF, CG	A-A-07
179	11.04	119	102	155.80	96.35	10	AA, AD, AF, AG, AH, AI, BP, CD, CE, CF, CG	A-A-07
189	11.04	119	102	155.80	96.35	11	AA, AD, AF, AG, AH, AI, BP, CD, CE, CF, CG	A-A-07
199	11.04	119	102	155.80	96.35	12	AA, AD, AF, AG, AH, AI, BP, CD, CE, CF, CG	A-A-07
174	11.23	125	111	155.61	96.63	13	AB, AD, AF, AG, AH, AJ, BO, BP, BX, CA, CF, CG	A-A-04
184	11.23	125	111	155.61	96.63	14	AB, AD, AF, AG, AH, AJ, BO, BP, BX, CA, CF, CG	A-A-04
194	11.23	125	111	155.61	96.63	15	AB, AD, AF, AG, AH, AJ, BO, BP, BX, CA, CF, CG	A-A-04
204	11.23	125	111	155.61	96.63	16	AB, AD, AF, AG, AH, AJ, BO, BP, BX, CA, CF, CG	A-A-06
269	9.78	172	115	150.51	99.55	17	AA, AH, AI, AK, BB, BC, BD, BG, BH, BI, BJ, BP, BU, BV, BW, BZ, CA	A-A-07
263	9.77	162	105	150.51	99.57	18	AB, AH, AI, AK, BB, BC, BD, BG, BH, BI, BJ, BP, BU, BV, BW, CA	A-A-07
251	9.62	158	109	150.66	99.64	19	AA, AH, AI, AK, BB, BC, BD, BF, BI, BJ, BP, BU, BV, BW, BZ, CA	A-A-07
257	9.61	148	99	150.66	99.66	20	AB, AH, AI, AK, BB, BC, BD, BF, BI, BJ, BP, BU, BV, BW, CA	A-A-07
271	10.01	184	126	150.58	99.76	21	AA, AI, AK, BB, BC, BD, BG, BH, BI, BJ, BN, BP, BQ, BU, BV, BX, BZ, CA	A-A-02
253	9.85	170	120	150.73	99.85	22	AA, AI, AK, BB, BC, BD, BF, BI, BJ, BN, BP, BQ, BU, BV, BX, BZ, CA	A-A-03
259	9.84	160	110	150.73	99.87	23	AB, AI, AK, BB, BC, BD, BF, BI, BJ, BN, BP, BQ, BU, BV, BX, CA	A-A-03
79	9.59	178	123	150.71	99.96	24	AA, AH, AI, AK, BD, BG, BH, BI, BJ, BK, BP, BS, BT, BV, BW, BZ, CA, CB	A-A-07
71	9.58	168	113	150.71	99.98	25	AB, AH, AI, AK, BD, BG, BH, BI, BJ, BK, BP, BS, BT, BV, BW, CA, CB	A-A-07
67	9.52	168	110	150.60	99.99	26	AB, AH, AI, AK, BD, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
311	9.52	168	110	150.60	99.99	27	AB, AH, AI, AK, BD, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
163	9.73	167	118	150.62	100.03	28	AA, AH, AI, AK, BD, BG, BH, BI, BJ, BK, BL, BM, BP, BQ, BW, BZ, CA	A-A-07
161	9.72	157	108	150.62	100.05	29	AB, AH, AI, AK, BD, BG, BH, BI, BJ, BK, BL, BM, BP, BQ, BW, CA	A-A-07
75	9.52	178	120	150.76	100.08	30	AA, AH, AI, AK, BD, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
317	9.52	178	120	150.76	100.08	31	AA, AH, AI, AK, BD, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
159	9.57	153	112	150.77	100.13	32	AA, AH, AI, AK, BD, BF, BI, BJ, BK, BL, BM, BP, BQ, BW, BZ, CA	A-A-07
157	9.56	143	102	150.77	100.15	33	AB, AH, AI, AK, BD, BF, BI, BJ, BK, BL, BM, BP, BQ, BW, CA	A-A-07
299	9.36	164	114	150.92	100.18	34	AA, AH, AI, AK, BD, BF, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
305	9.35	154	104	150.92	100.19	35	AB, AH, AI, AK, BD, BF, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
270	10.01	182	126	150.94	100.37	36	AA, AH, AK, BB, BC, BD, BG, BH, BI, BJ, BO, BP, BU, BV, BW, BX, BZ, CA	A-A-07
264	10.00	172	116	150.94	100.38	37	AB, AH, AK, BB, BC, BD, BG, BH, BI, BJ, BO, BP, BU, BV, BW, BX, CA	A-A-07
252	9.85	168	120	151.10	100.47	38	AA, AH, AK, BB, BC, BD, BF, BI, BJ, BO, BP, BU, BV, BW, BX, BZ, CA	A-A-07
258	9.84	158	110	151.10	100.48	39	AB, AH, AK, BB, BC, BD, BF, BI, BJ, BO, BP, BU, BV, BW, BX, CA	A-A-07
80	9.82	188	134	151.14	100.78	40	AA, AH, AK, BD, BG, BH, BI, BJ, BK, BO, BP, BS, BT, BV, BW, BX, BZ, CA, CB	A-A-03
72	9.81	178	124	151.15	100.80	41	AB, AH, AK, BD, BG, BH, BI, BJ, BK, BO, BP, BS, BT, BV, BW, BX, CA, CB	A-A-03
281	9.60	187	132	151.78	100.88	42	AA, AH, AI, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BP, BU, BV, BW, BZ, CA	A-A-07
76	9.75	188	131	151.20	100.90	43	AA, AH, AK, BD, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-06
275	9.59	177	122	151.78	100.90	44	AB, AH, AI, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BP, BU, BV, BW, CA	A-A-07
318	9.75	188	131	151.20	100.90	45	AA, AH, AK, BD, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-06
68	9.74	178	121	151.20	100.91	46	AB, AH, AK, BD, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
312	9.74	178	121	151.20	100.91	47	AB, AH, AK, BD, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07

Attachment E: End-to-End Route Scores

SDG&E (A-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
160	9.80	163	123	151.21	100.95	48	AA, AH, AK, BD, BF, BI, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, BZ, CA	A-A-07
158	9.79	153	113	151.21	100.96	49	AB, AH, AK, BD, BF, BI, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, CA	A-A-07
239	9.44	173	126	151.96	100.99	50	AA, AH, AI, AK, AL, BB, BC, BE, BF, BI, BJ, BP, BU, BV, BW, BZ, CA	A-A-07
245	9.43	163	116	151.96	101.01	51	AB, AH, AI, AK, AL, BB, BC, BE, BF, BI, BJ, BP, BU, BV, BW, CA	A-A-07
300	9.59	174	125	151.36	101.01	52	AA, AH, AK, BD, BF, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
306	9.58	164	115	151.36	101.03	53	AB, AH, AK, BD, BF, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
283	9.83	199	143	151.83	101.06	54	AA, AI, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BN, BP, BQ, BU, BV, BX, BZ, CA	A-A-07
277	9.82	189	133	151.83	101.08	55	AB, AI, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BN, BP, BQ, BU, BV, BX, CA	A-A-07
241	9.67	185	137	152.00	101.18	56	AA, AI, AK, AL, BB, BC, BE, BF, BI, BJ, BN, BP, BQ, BU, BV, BX, BZ, CA	A-A-07
247	9.66	175	127	152.01	101.19	57	AB, AI, AK, AL, BB, BC, BE, BF, BI, BJ, BN, BP, BQ, BU, BV, BX, CA	A-A-07
63	9.41	193	140	152.01	101.32	58	AA, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BS, BT, BV, BW, BZ, CA, CB	A-A-07
55	9.40	183	130	152.01	101.34	59	AB, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BS, BT, BV, BW, CA, CB	A-A-07
167	9.55	182	135	151.90	101.37	60	AA, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BL, BM, BP, BQ, BW, BZ, CA	A-A-07
165	9.54	172	125	151.90	101.39	61	AB, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BL, BM, BP, BQ, BW, CA	A-A-07
47	9.25	179	134	152.20	101.45	62	AA, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BP, BS, BT, BV, BW, BZ, CA, CB	A-A-07
59	9.34	193	137	152.07	101.45	63	AA, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
131	9.34	193	137	152.07	101.45	64	AA, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
139	9.34	193	137	152.07	101.45	65	AA, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
329	9.34	193	137	152.07	101.45	66	AA, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
39	9.24	169	124	152.20	101.47	67	AB, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BP, BS, BT, BV, BW, CA, CB	A-A-07
51	9.33	183	127	152.08	101.47	68	AB, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
127	9.33	183	127	152.08	101.47	69	AB, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
135	9.33	183	127	152.08	101.47	70	AB, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
323	9.33	183	127	152.08	101.47	71	AB, AH, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
286	9.74	202	151	152.42	101.48	72	AA, AI, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BM, BN, BP, BR, BS, BU, BX, BZ, CA	A-A-04
155	9.39	168	129	152.08	101.50	73	AA, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BP, BQ, BW, BZ, CA	A-A-07
280	9.73	192	141	152.42	101.50	74	AB, AI, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BM, BN, BP, BR, BS, BU, BX, CA	A-A-06
153	9.38	158	119	152.08	101.51	75	AB, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BP, BQ, BW, CA	A-A-07
15	9.56	143	121	151.55	101.55	76	AB, AD, AH, AI, AJ, AN, BA, BJ, BK, BP, BS, BT, BV, BW, CA, CB	A-A-01
143	9.71	142	126	151.45	101.57	77	AA, AD, AH, AI, AJ, AN, BA, BJ, BK, BL, BM, BP, BQ, BW, BZ, CA	A-A-01
43	9.18	179	131	152.26	101.58	78	AA, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
123	9.18	179	131	152.26	101.58	79	AA, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
287	9.18	179	131	152.26	101.58	80	AA, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
35	9.17	169	121	152.27	101.59	81	AB, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
145	9.70	132	116	151.45	101.59	82	AB, AD, AH, AI, AJ, AN, BA, BJ, BK, BL, BM, BP, BQ, BW, CA	A-A-01
119	9.17	169	121	152.27	101.59	83	AB, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
293	9.17	169	121	152.27	101.59	84	AB, AH, AI, AK, AL, BE, BF, BI, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
244	9.58	188	145	152.61	101.61	85	AA, AI, AK, AL, BB, BC, BE, BF, BI, BJ, BM, BN, BP, BR, BS, BU, BX, BZ, CA	A-A-07
130	9.57	205	148	152.12	101.62	86	AA, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-03
250	9.57	178	135	152.61	101.62	87	AB, AI, AK, AL, BB, BC, BE, BF, BI, BJ, BM, BN, BP, BR, BS, BU, BX, CA	A-A-07
331	9.57	205	148	152.12	101.62	88	AA, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-03
126	9.56	195	138	152.12	101.64	89	AB, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-04
325	9.56	195	138	152.12	101.64	90	AB, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-04
11	9.49	143	118	151.61	101.67	91	AB, AD, AH, AI, AJ, AN, BA, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-01
282	9.83	197	143	152.20	101.68	92	AA, AH, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BO, BP, BU, BV, BW, BX, BZ, CA	A-A-07
276	9.82	187	133	152.20	101.69	93	AB, AH, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BO, BP, BU, BV, BW, BX, CA	A-A-07
122	9.41	191	142	152.30	101.75	94	AA, AI, AK, AL, BE, BF, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-07

Attachment E: End-to-End Route Scores

SDG&E (A-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
289	9.41	191	142	152.30	101.75	95	AA, AI, AK, AL, BE, BF, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-07
87	9.38	115	118	152.16	101.77	96	AB, AD, AH, AI, AJ, AN, AP, AZ, BC, BP, BU, BV, BW, CA	A-A-01
118	9.40	181	132	152.30	101.77	97	AB, AI, AK, AL, BE, BF, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-07
295	9.40	181	132	152.30	101.77	98	AB, AI, AK, AL, BE, BF, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-07
246	9.66	173	127	152.38	101.82	99	AB, AH, AK, AL, BB, BC, BE, BF, BI, BJ, BO, BP, BU, BV, BW, BX, CA	A-A-07
343	9.73	165	139	151.66	101.82	100	AA, AD, AI, AJ, AN, BA, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-01
102	9.72	155	129	151.66	101.84	101	AB, AD, AI, AJ, AN, BA, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-01
349	9.72	155	129	151.66	101.84	102	AB, AD, AI, AJ, AN, BA, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-01
217	9.62	137	139	152.20	101.91	103	AA, AD, AI, AJ, AN, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, BZ, CA	A-A-01
240	9.66	183	137	152.53	101.91	104	AA, AH, AK, AL, BB, BC, BE, BF, BI, BJ, BO, BP, BU, BV, BW, BX, BZ, CA	A-A-07
86	9.61	127	129	152.20	101.93	105	AB, AD, AI, AJ, AN, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, CA	A-A-01
223	9.61	127	129	152.20	101.93	106	AB, AD, AI, AJ, AN, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, CA	A-A-01
248	9.59	165	122	152.57	101.98	107	AB, AK, AL, BB, BC, BE, BF, BI, BJ, BN, BO, BP, BQ, BU, BV, CA	A-A-03
242	9.59	175	132	152.73	102.07	108	AA, AK, AL, BB, BC, BE, BF, BI, BJ, BN, BO, BP, BQ, BU, BV, BZ, CA	A-A-03
7	9.60	147	123	152.12	102.12	109	AA, AD, AH, AI, AN, BA, BJ, BK, BP, BS, BT, BV, BW, CB, CD, CE	A-A-01
64	9.64	203	151	152.43	102.12	110	AA, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BS, BT, BV, BW, BX, BZ, CA, CB	A-A-07
56	9.63	193	141	152.43	102.14	111	AB, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BS, BT, BV, BW, BX, CA, CB	A-A-07
141	9.74	136	118	152.00	102.16	112	AA, AD, AH, AI, AN, BA, BJ, BK, BL, BM, BP, BQ, BW, CD, CE	A-A-01
298	9.31	184	140	152.93	102.22	113	AB, AI, AK, AL, BE, BF, BI, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, CA, CB	A-A-03
3	9.53	147	120	152.18	102.25	114	AA, AD, AH, AI, AN, BA, BJ, BK, BP, BU, BV, BW, BY, CB, CD, CE	A-A-01
60	9.57	203	148	152.49	102.25	115	AA, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
107	9.53	147	120	152.18	102.25	116	AA, AD, AH, AI, AN, BA, BJ, BK, BP, BU, BV, BW, BY, CB, CD, CE	A-A-01
132	9.57	203	148	152.49	102.25	117	AA, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
330	9.57	203	148	152.49	102.25	118	AA, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
335	9.53	147	120	152.18	102.25	119	AA, AD, AH, AI, AN, BA, BJ, BK, BP, BU, BV, BW, BY, CB, CD, CE	A-A-01
346	9.64	168	147	152.25	102.25	120	AA, AD, AI, AJ, AN, BA, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, BZ, CA, CB	A-A-01
48	9.48	189	145	152.62	102.26	121	AA, AH, AK, AL, BE, BF, BI, BJ, BK, BO, BP, BS, BT, BV, BW, BX, BZ, CA, CB	A-A-07
52	9.56	193	138	152.49	102.27	122	AB, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
128	9.56	193	138	152.49	102.27	123	AB, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
324	9.56	193	138	152.49	102.27	124	AB, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
352	9.63	158	137	152.25	102.27	125	AB, AD, AI, AJ, AN, BA, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, CA, CB	A-A-01
40	9.47	179	135	152.62	102.28	126	AB, AH, AK, AL, BE, BF, BI, BJ, BK, BO, BP, BS, BT, BV, BW, BX, CA, CB	A-A-07
156	9.62	178	140	152.50	102.29	127	AA, AH, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, BZ, CA	A-A-07
154	9.61	168	130	152.50	102.31	128	AB, AH, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, CA	A-A-07
16	9.79	153	132	151.97	102.33	129	AB, AD, AH, AJ, AN, BA, BJ, BK, BO, BP, BS, BT, BV, BW, BX, CA, CB	A-A-01
144	9.94	152	137	151.86	102.34	130	AA, AD, AH, AJ, AN, BA, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, BZ, CA	A-A-01
220	9.53	140	147	152.81	102.35	131	AA, AD, AI, AJ, AN, AP, AZ, BC, BM, BN, BP, BR, BS, BU, BX, BZ, CA	A-A-01
146	9.93	142	127	151.86	102.36	132	AB, AD, AH, AJ, AN, BA, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, CA	A-A-01
226	9.52	130	137	152.81	102.37	133	AB, AD, AI, AJ, AN, AP, AZ, BC, BM, BN, BP, BR, BS, BU, BX, CA	A-A-01
44	9.41	189	142	152.68	102.39	134	AA, AH, AK, AL, BE, BF, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
124	9.41	189	142	152.68	102.39	135	AA, AH, AK, AL, BE, BF, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
288	9.41	189	142	152.68	102.39	136	AA, AH, AK, AL, BE, BF, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
106	9.76	159	131	152.21	102.40	137	AA, AD, AI, AN, BA, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CB, CD, CE	A-A-01
337	9.76	159	131	152.21	102.40	138	AA, AD, AI, AN, BA, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CB, CD, CE	A-A-01
36	9.40	179	132	152.69	102.41	139	AB, AH, AK, AL, BE, BF, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
120	9.40	179	132	152.69	102.41	140	AB, AH, AK, AL, BE, BF, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
294	9.40	179	132	152.69	102.41	141	AB, AH, AK, AL, BE, BF, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07

Attachment E: End-to-End Route Scores

SDG&E (A-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
137	9.50	195	143	152.69	102.42	142	AA, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-01
133	9.49	185	133	152.69	102.44	143	AB, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-01
342	9.73	163	139	152.03	102.44	144	AA, AD, AH, AJ, AN, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-01
12	9.72	153	129	152.03	102.46	145	AB, AD, AH, AJ, AN, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-01
104	9.72	153	129	152.03	102.46	146	AB, AD, AH, AJ, AN, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-01
348	9.72	153	129	152.03	102.46	147	AB, AD, AH, AJ, AN, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-01
74	8.94	163	121	153.66	102.47	148	AA, AI, AK, BD, BG, BH, BI, BJ, BK, BL, BM, BN, BP, BX, BZ, CA	A-A-06
66	8.93	153	111	153.67	102.49	149	AB, AI, AK, BD, BG, BH, BI, BJ, BK, BL, BM, BN, BP, BX, CA	A-A-07
88	9.61	125	129	152.57	102.56	150	AB, AD, AH, AJ, AN, AP, AZ, BC, BO, BP, BU, BV, BW, BX, CA	A-A-01
117	9.33	171	127	152.89	102.58	151	AB, AK, AL, BE, BF, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-04
82	9.64	131	131	152.92	102.61	152	AA, AD, AI, AN, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, CD, CE	A-A-01
211	9.64	131	131	152.92	102.61	153	AA, AD, AI, AN, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, CD, CE	A-A-01
344	9.66	155	134	152.22	102.61	154	AA, AD, AJ, AN, BA, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-01
101	9.65	145	124	152.22	102.63	155	AB, AD, AJ, AN, BA, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-01
350	9.65	145	124	152.22	102.63	156	AB, AD, AJ, AN, BA, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-01
218	9.55	127	134	152.77	102.71	157	AA, AD, AJ, AN, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, BZ, CA	A-A-01
85	9.54	117	124	152.77	102.73	158	AB, AD, AJ, AN, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, CA	A-A-01
224	9.54	117	124	152.77	102.73	159	AB, AD, AJ, AN, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, CA	A-A-01
340	9.67	162	139	152.81	102.84	160	AA, AD, AI, AN, BA, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, CB, CD, CE	A-A-01
8	9.83	157	134	152.52	102.89	161	AA, AD, AH, AN, BA, BJ, BK, BO, BP, BS, BT, BV, BW, BX, CB, CD, CE	A-A-01
142	9.96	146	129	152.56	103.01	162	AA, AD, AH, AN, BA, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, CD, CE	A-A-01
148	9.96	146	129	152.56	103.01	163	AA, AD, AH, AN, BA, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, CD, CE	A-A-01
4	9.76	157	131	152.58	103.02	164	AA, AD, AH, AN, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CB, CD, CE	A-A-01
108	9.76	157	131	152.58	103.02	165	AA, AD, AH, AN, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CB, CD, CE	A-A-01
336	9.76	157	131	152.58	103.02	166	AA, AD, AH, AN, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CB, CD, CE	A-A-01
214	9.55	134	139	153.53	103.05	167	AA, AD, AI, AN, AP, AZ, BC, BM, BN, BP, BR, BS, BU, BX, CD, CE	A-A-01
345	9.57	158	142	152.82	103.05	168	AA, AD, AJ, AN, BA, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, BZ, CA, CB	A-A-01
351	9.56	148	132	152.82	103.07	169	AB, AD, AJ, AN, BA, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, CA, CB	A-A-01
225	9.45	120	132	153.39	103.18	170	AB, AD, AJ, AN, AP, AZ, BC, BM, BN, BO, BP, BR, BS, BU, CA	A-A-01
105	9.69	149	126	152.78	103.19	171	AA, AD, AN, BA, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CB, CD, CE	A-A-01
338	9.69	149	126	152.78	103.19	172	AA, AD, AN, BA, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CB, CD, CE	A-A-01
62	9.11	196	149	154.26	103.25	173	AA, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BM, BN, BP, BR, BT, BX, BZ, CA, CB	A-A-06
219	9.45	130	142	153.55	103.27	174	AA, AD, AJ, AN, AP, AZ, BC, BM, BN, BO, BP, BR, BS, BU, BZ, CA	A-A-01
54	9.10	186	139	154.26	103.28	175	AB, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BM, BN, BP, BR, BT, BX, CA, CB	A-A-06
73	8.87	153	116	154.29	103.33	176	AA, AK, BD, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BZ, CA	A-A-02
81	9.57	121	126	153.49	103.41	177	AA, AD, AN, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, CD, CE	A-A-01
212	9.57	121	126	153.49	103.41	178	AA, AD, AN, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, CD, CE	A-A-01
14	9.26	146	130	153.74	103.45	179	AB, AD, AI, AJ, AN, BA, BJ, BK, BM, BN, BP, BR, BT, BX, CA, CB	A-A-01
46	8.94	182	143	154.66	103.53	180	AA, AI, AK, AL, BE, BF, BI, BJ, BK, BM, BN, BP, BR, BT, BX, BZ, CA, CB	A-A-07
38	8.93	172	133	154.67	103.55	181	AB, AI, AK, AL, BE, BF, BI, BJ, BK, BM, BN, BP, BR, BT, BX, CA, CB	A-A-07
31	9.65	155	128	153.84	103.56	182	AA, AH, AI, AK, AL, AM, BA, BJ, BK, BP, BS, BT, BV, BW, BZ, CA, CB	A-A-07
23	9.64	145	118	153.84	103.58	183	AB, AH, AI, AK, AL, AM, BA, BJ, BK, BP, BS, BT, BV, BW, CA, CB	A-A-07
149	9.79	144	123	153.71	103.58	184	AA, AH, AI, AK, AL, AM, BA, BJ, BK, BL, BM, BP, BQ, BW, BZ, CA	A-A-07
151	9.78	134	113	153.71	103.60	185	AB, AH, AI, AK, AL, AM, BA, BJ, BK, BL, BM, BP, BQ, BW, CA	A-A-07
339	9.60	152	134	153.39	103.64	186	AA, AD, AN, BA, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, CB, CD, CE	A-A-01
27	9.58	155	125	153.91	103.70	187	AA, AH, AI, AK, AL, AM, BA, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
115	9.58	155	125	153.91	103.70	188	AA, AH, AI, AK, AL, AM, BA, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07

Attachment E: End-to-End Route Scores

SDG&E (A-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
353	9.58	155	125	153.91	103.70	189	AA, AH, AI, AK, AL, AM, BA, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-07
19	9.57	145	115	153.92	103.72	190	AB, AH, AI, AK, AL, AM, BA, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
111	9.57	145	115	153.92	103.72	191	AB, AH, AI, AK, AL, AM, BA, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
359	9.57	145	115	153.92	103.72	192	AB, AH, AI, AK, AL, AM, BA, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-07
110	9.81	157	126	153.76	103.73	193	AB, AI, AK, AL, AM, BA, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-07
361	9.81	157	126	153.76	103.73	194	AB, AI, AK, AL, AM, BA, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-07
114	9.81	167	136	153.91	103.81	195	AA, AI, AK, AL, AM, BA, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-07
355	9.81	167	136	153.91	103.81	196	AA, AI, AK, AL, AM, BA, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-07
99	9.47	127	125	154.49	103.82	197	AA, AH, AI, AK, AL, AM, AP, AZ, BC, BP, BU, BV, BW, BZ, CA	A-A-07
227	9.47	127	125	154.49	103.82	198	AA, AH, AI, AK, AL, AM, AP, AZ, BC, BP, BU, BV, BW, BZ, CA	A-A-07
95	9.46	117	115	154.49	103.84	199	AB, AH, AI, AK, AL, AM, AP, AZ, BC, BP, BU, BV, BW, CA	A-A-07
233	9.46	117	115	154.49	103.84	200	AB, AH, AI, AK, AL, AM, AP, AZ, BC, BP, BU, BV, BW, CA	A-A-07
213	9.48	124	134	154.12	103.86	201	AA, AD, AN, AP, AZ, BC, BM, BN, BO, BP, BR, BS, BU, CD, CE	A-A-01
98	9.70	139	136	154.47	103.93	202	AA, AI, AK, AL, AM, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, BZ, CA	A-A-07
229	9.70	139	136	154.47	103.93	203	AA, AI, AK, AL, AM, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, BZ, CA	A-A-07
94	9.69	129	126	154.48	103.95	204	AB, AI, AK, AL, AM, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, CA	A-A-07
235	9.69	129	126	154.48	103.95	205	AB, AI, AK, AL, AM, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, CA	A-A-07
58	8.76	178	138	155.13	103.98	206	AA, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BL, BM, BN, BP, BX, BZ, CA	A-A-07
50	8.75	168	128	155.13	104.00	207	AB, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BL, BM, BN, BP, BX, CA	A-A-07
6	9.29	150	132	154.48	104.15	208	AA, AD, AI, AN, BA, BJ, BK, BM, BN, BP, BR, BT, BX, CB, CD, CE	A-A-01
42	8.60	164	132	155.39	104.16	209	AA, AI, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BN, BP, BX, BZ, CA	A-A-07
10	8.91	128	119	154.58	104.18	214	AB, AD, AI, AJ, AN, BA, BJ, BK, BL, BM, BN, BP, BX, CA	A-A-01
34	8.59	154	122	155.39	104.19	215	AB, AI, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BN, BP, BX, CA	A-A-07
358	9.72	170	144	154.52	104.26	216	AA, AI, AK, AL, AM, BA, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, BZ, CA, CB	A-A-07
364	9.71	160	134	154.53	104.28	217	AB, AI, AK, AL, AM, BA, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, CA, CB	A-A-07
32	9.88	165	139	154.20	104.29	218	AA, AH, AK, AL, AM, BA, BJ, BK, BO, BP, BS, BT, BV, BW, BX, BZ, CA, CB	A-A-07
13	9.19	136	125	154.34	104.30	219	AB, AD, AJ, AN, BA, BJ, BK, BM, BN, BO, BP, BR, BT, CA, CB	A-A-01
24	9.87	155	129	154.21	104.31	220	AB, AH, AK, AL, AM, BA, BJ, BK, BO, BP, BS, BT, BV, BW, BX, CA, CB	A-A-07
232	9.61	142	144	155.10	104.39	221	AA, AI, AK, AL, AM, AP, AZ, BC, BM, BN, BP, BR, BS, BU, BX, BZ, CA	A-A-07
238	9.60	132	134	155.10	104.41	222	AB, AI, AK, AL, AM, AP, AZ, BC, BM, BN, BP, BR, BS, BU, BX, CA	A-A-07
28	9.81	165	136	154.28	104.43	223	AA, AH, AK, AL, AM, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
116	9.81	165	136	154.28	104.43	224	AA, AH, AK, AL, AM, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
354	9.81	165	136	154.28	104.43	225	AA, AH, AK, AL, AM, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-07
20	9.80	155	126	154.28	104.45	226	AB, AH, AK, AL, AM, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
112	9.80	155	126	154.28	104.45	227	AB, AH, AK, AL, AM, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
360	9.80	155	126	154.28	104.45	228	AB, AH, AK, AL, AM, BA, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-07
100	9.70	137	136	154.84	104.55	229	AA, AH, AK, AL, AM, AP, AZ, BC, BO, BP, BU, BV, BW, BX, BZ, CA	A-A-07
228	9.70	137	136	154.84	104.55	230	AA, AH, AK, AL, AM, AP, AZ, BC, BO, BP, BU, BV, BW, BX, BZ, CA	A-A-07
96	9.69	127	126	154.85	104.57	231	AB, AH, AK, AL, AM, AP, AZ, BC, BO, BP, BU, BV, BW, BX, CA	A-A-07
234	9.69	127	126	154.85	104.57	232	AB, AH, AK, AL, AM, AP, AZ, BC, BO, BP, BU, BV, BW, BX, CA	A-A-07
113	9.74	157	131	154.48	104.61	233	AA, AK, AL, AM, BA, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-06
356	9.74	157	131	154.48	104.61	234	AA, AK, AL, AM, BA, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-04
109	9.73	147	121	154.49	104.63	235	AB, AK, AL, AM, BA, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-07
362	9.73	147	121	154.49	104.63	236	AB, AK, AL, AM, BA, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-06
97	9.63	129	131	155.05	104.74	241	AA, AK, AL, AM, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, BZ, CA	A-A-07
230	9.63	129	131	155.05	104.74	242	AA, AK, AL, AM, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, BZ, CA	A-A-07
93	9.62	119	121	155.06	104.76	243	AB, AK, AL, AM, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, CA	A-A-07

Attachment E: End-to-End Route Scores

SDG&E (A-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
236	9.62	119	121	155.06	104.76	244	AB, AK, AL, AM, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, CA	A-A-07
2	8.95	132	121	155.17	104.78	245	AA, AD, AI, AN, BA, BJ, BK, BL, BM, BN, BP, BX, CD, CE	A-A-01
57	8.69	168	133	155.78	104.88	246	AA, AK, AL, BE, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BZ, CA	A-A-03
49	8.68	158	123	155.78	104.90	247	AB, AK, AL, BE, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, CA	A-A-04
5	9.22	140	127	155.09	104.99	248	AA, AD, AN, BA, BJ, BK, BM, BN, BO, BP, BR, BT, CB, CD, CE	A-A-01
9	8.84	118	114	155.21	105.06	249	AB, AD, AJ, AN, BA, BJ, BK, BL, BM, BN, BO, BP, CA	A-A-01
371	9.79	139	154	156.10	105.07	250	AA, AD, AH, AI, AJ, AN, AO, AP, AU, AY, BP, BU, BV, BW, BZ, CA	A-A-04
41	8.53	154	127	156.05	105.08	251	AA, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BN, BO, BP, BZ, CA	A-A-07
377	9.78	129	144	156.10	105.09	252	AB, AD, AH, AI, AJ, AN, AO, AP, AU, AY, BP, BU, BV, BW, CA	A-A-06
33	8.52	144	117	156.06	105.10	253	AB, AK, AL, BE, BF, BI, BJ, BK, BL, BM, BN, BO, BP, CA	A-A-07
231	9.54	132	139	155.69	105.20	254	AA, AK, AL, AM, AP, AZ, BC, BM, BN, BO, BP, BR, BS, BU, BZ, CA	A-A-07
237	9.53	122	129	155.69	105.22	255	AB, AK, AL, AM, AP, AZ, BC, BM, BN, BO, BP, BR, BS, BU, CA	A-A-07
30	9.35	158	137	156.09	105.51	256	AA, AI, AK, AL, AM, BA, BJ, BK, BM, BN, BP, BR, BT, BX, BZ, CA, CB	A-A-07
22	9.34	148	127	156.09	105.54	257	AB, AI, AK, AL, AM, BA, BJ, BK, BM, BN, BP, BR, BT, BX, CA, CB	A-A-07
90	11.51	131	131	156.32	105.54	258	AA, AD, AI, AM, AP, AZ, BC, BN, BP, BQ, BU, BV, BX, CD, CE	A-A-01
376	9.93	154	173	156.66	105.61	259	AA, AD, AI, AJ, AN, AO, AP, AU, AY, BM, BN, BP, BR, BS, BU, BX, BZ, CA	A-A-01
382	9.92	144	163	156.67	105.63	260	AB, AD, AI, AJ, AN, AO, AP, AU, AY, BM, BN, BP, BR, BS, BU, BX, CA	A-A-01
1	8.88	122	116	155.81	105.66	261	AA, AD, AN, BA, BJ, BK, BL, BM, BN, BO, BP, CD, CE	A-A-01
367	10.05	145	157	156.57	105.71	262	AA, AD, AI, AN, AO, AP, AU, AY, BN, BP, BQ, BU, BV, BX, CD, CE	A-A-01
374	9.95	141	160	156.62	105.94	263	AA, AD, AJ, AN, AO, AP, AU, AY, BN, BO, BP, BQ, BU, BV, BZ, CA	A-A-01
380	9.94	131	150	156.62	105.97	264	AB, AD, AJ, AN, AO, AP, AU, AY, BN, BO, BP, BQ, BU, BV, CA	A-A-01
92	11.51	129	131	156.63	106.07	265	AA, AD, AH, AM, AP, AZ, BC, BO, BP, BU, BV, BW, BX, CD, CE	A-A-01
26	8.45	130	114	156.68	106.07	266	AA, AI, AK, AL, AM, BA, BJ, BK, BL, BM, BN, BP, BX, BZ	A-A-07
370	9.96	148	165	157.19	106.16	267	AA, AD, AI, AN, AO, AP, AU, AY, BM, BN, BP, BR, BS, BU, BX, CD, CE	A-A-01
89	11.44	121	126	156.82	106.23	268	AA, AD, AM, AP, AZ, BC, BN, BO, BP, BQ, BU, BV, CD, CE	A-A-01
18	8.99	130	116	157.01	106.33	269	AB, AI, AK, AL, AM, BA, BJ, BK, BL, BM, BN, BP, BX, CA	A-A-07
175	11.51	134	150	157.88	106.37	270	AA, AF, AG, AH, AI, AK, AL, AM, AO, AP, AQ, BP, BZ, CA	A-A-07
185	11.51	134	150	157.88	106.37	271	AA, AF, AG, AH, AI, AK, AL, AM, AO, AP, AQ, BP, BZ, CA	A-A-07
195	11.51	134	150	157.88	106.37	272	AA, AF, AG, AH, AI, AK, AL, AM, AO, AP, AQ, BP, BZ, CA	A-A-07
205	11.51	134	150	157.88	106.37	273	AA, AF, AG, AH, AI, AK, AL, AM, AO, AP, AQ, BP, BZ, CA	A-A-07
21	9.27	138	122	156.71	106.39	274	AB, AK, AL, AM, BA, BJ, BK, BM, BN, BO, BP, BR, BT, CA, CB	A-A-07
177	11.50	124	140	157.89	106.39	275	AB, AF, AG, AH, AI, AK, AL, AM, AO, AP, AQ, BP, CA	A-A-07
187	11.50	124	140	157.89	106.39	276	AB, AF, AG, AH, AI, AK, AL, AM, AO, AP, AQ, BP, CA	A-A-07
197	11.50	124	140	157.89	106.39	277	AB, AF, AG, AH, AI, AK, AL, AM, AO, AP, AQ, BP, CA	A-A-07
207	11.50	124	140	157.89	106.39	278	AB, AF, AG, AH, AI, AK, AL, AM, AO, AP, AQ, BP, CA	A-A-07
375	9.86	144	168	157.25	106.41	279	AA, AD, AJ, AN, AO, AP, AU, AY, BM, BN, BO, BP, BR, BS, BU, BZ, CA	A-A-01
381	9.85	134	158	157.25	106.43	280	AB, AD, AJ, AN, AO, AP, AU, AY, BM, BN, BO, BP, BR, BS, BU, CA	A-A-01
29	9.27	148	132	156.87	106.48	281	AA, AK, AL, AM, BA, BJ, BK, BM, BN, BO, BP, BR, BT, BZ, CA, CB	A-A-07
368	9.98	135	152	157.15	106.50	282	AA, AD, AN, AO, AP, AU, AY, BN, BO, BP, BQ, BU, BV, CD, CE	A-A-01
91	12.11	130	140	158.07	106.85	283	AA, AD, AH, AI, AM, AN, AP, AZ, BC, BP, BU, BV, BW, CD, CE	A-A-01
176	11.74	144	161	158.11	106.92	284	AA, AF, AG, AH, AK, AL, AM, AO, AP, AQ, BO, BP, BX, BZ, CA	A-A-07
186	11.74	144	161	158.11	106.92	285	AA, AF, AG, AH, AK, AL, AM, AO, AP, AQ, BO, BP, BX, BZ, CA	A-A-07
196	11.74	144	161	158.11	106.92	286	AA, AF, AG, AH, AK, AL, AM, AO, AP, AQ, BO, BP, BX, BZ, CA	A-A-07
206	11.74	144	161	158.11	106.92	287	AA, AF, AG, AH, AK, AL, AM, AO, AP, AQ, BO, BP, BX, BZ, CA	A-A-07
178	11.73	134	151	158.12	106.94	288	AB, AF, AG, AH, AK, AL, AM, AO, AP, AQ, BO, BP, BX, CA	A-A-07
188	11.73	134	151	158.12	106.94	289	AB, AF, AG, AH, AK, AL, AM, AO, AP, AQ, BO, BP, BX, CA	A-A-07
198	11.73	134	151	158.12	106.94	290	AB, AF, AG, AH, AK, AL, AM, AO, AP, AQ, BO, BP, BX, CA	A-A-07

Attachment E: End-to-End Route Scores

SDG&E (A-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
208	11.73	134	151	158.12	106.94	291	AB, AF, AG, AH, AK, AL, AM, AO, AP, AQ, BO, BP, BX, CA	A-A-07
369	9.89	138	160	157.78	106.97	292	AA, AD, AN, AO, AP, AU, AY, BM, BN, BO, BP, BR, BS, BU, CD, CE	A-A-01
383	9.87	141	151	158.30	107.03	293	AA, AH, AI, AK, AL, AM, AO, AP, AU, AY, BP, BU, BV, BW, BZ, CA	A-A-07
389	9.86	131	141	158.31	107.05	294	AB, AH, AI, AK, AL, AM, AO, AP, AU, AY, BP, BU, BV, BW, CA	A-A-07
385	10.10	153	162	158.20	107.07	295	AA, AI, AK, AL, AM, AO, AP, AU, AY, BN, BP, BQ, BU, BV, BX, BZ, CA	A-A-07
391	10.09	143	152	158.21	107.09	296	AB, AI, AK, AL, AM, AO, AP, AU, AY, BN, BP, BQ, BU, BV, BX, CA	A-A-07
25	8.93	130	121	157.65	107.20	297	AA, AK, AL, AM, BA, BJ, BK, BL, BM, BN, BO, BP, BZ, CA	A-A-07
17	8.92	120	111	157.66	107.22	298	AB, AK, AL, AM, BA, BJ, BK, BL, BM, BN, BO, BP, CA	A-A-07
388	10.01	156	170	158.83	107.53	299	AA, AI, AK, AL, AM, AO, AP, AU, AY, BM, BN, BP, BR, BS, BU, BX, BZ, CA	A-A-07
394	10.00	146	160	158.84	107.56	300	AB, AI, AK, AL, AM, AO, AP, AU, AY, BM, BN, BP, BR, BS, BU, BX, CA	A-A-07
384	10.10	151	162	158.56	107.67	301	AA, AH, AK, AL, AM, AO, AP, AU, AY, BO, BP, BU, BV, BW, BX, BZ, CA	A-A-07
390	10.09	141	152	158.56	107.69	302	AB, AH, AK, AL, AM, AO, AP, AU, AY, BO, BP, BU, BV, BW, BX, CA	A-A-07
386	10.03	143	157	158.78	107.86	303	AA, AK, AL, AM, AO, AP, AU, AY, BN, BO, BP, BQ, BU, BV, BZ, CA	A-A-07
392	10.02	133	147	158.79	107.89	304	AB, AK, AL, AM, AO, AP, AU, AY, BN, BO, BP, BQ, BU, BV, CA	A-A-07
387	9.94	146	165	159.43	108.34	305	AA, AK, AL, AM, AO, AP, AU, AY, BM, BN, BO, BP, BR, BS, BU, BZ, CA	A-A-07
393	9.93	136	155	159.44	108.36	306	AB, AK, AL, AM, AO, AP, AU, AY, BM, BN, BO, BP, BR, BS, BU, CA	A-A-07
172	11.24	135	121	155.60	10096.62	307	AA, AD, AF, AG, AH, AJ, BO, BP, BX, BZ, CA, CF, CG	A-A-02
182	11.24	135	121	155.60	10096.62	308	AA, AD, AF, AG, AH, AJ, BO, BP, BX, BZ, CA, CF, CG	A-A-02
192	11.24	135	121	155.60	10096.62	309	AA, AD, AF, AG, AH, AJ, BO, BP, BX, BZ, CA, CF, CG	A-A-02
202	11.24	135	121	155.60	10096.62	310	AA, AD, AF, AG, AH, AJ, BO, BP, BX, BZ, CA, CF, CG	A-A-02
170	11.27	129	113	156.08	10097.13	311	AA, AD, AF, AG, AH, BO, BP, BX, CD, CE, CF, CG	A-A-02
180	11.27	129	113	156.08	10097.13	312	AA, AD, AF, AG, AH, BO, BP, BX, CD, CE, CF, CG	A-A-02
190	11.27	129	113	156.08	10097.13	313	AA, AD, AF, AG, AH, BO, BP, BX, CD, CE, CF, CG	A-A-02
200	11.27	129	113	156.08	10097.13	314	AA, AD, AF, AG, AH, BO, BP, BX, CD, CE, CF, CG	A-A-02
265	10.00	174	116	150.58	10099.78	315	AB, AI, AK, BB, BC, BD, BG, BH, BI, BJ, BN, BP, BQ, BU, BV, BX, CA	A-A-02
274	9.92	187	134	151.15	10100.17	316	AA, AI, AK, BB, BC, BD, BG, BH, BI, BJ, BM, BN, BP, BR, BS, BU, BX, BZ, CA	A-A-02
268	9.91	177	124	151.15	10100.18	317	AB, AI, AK, BB, BC, BD, BG, BH, BI, BJ, BM, BN, BP, BR, BS, BU, BX, CA	A-A-02
313	9.75	180	121	150.67	10100.19	318	AB, AI, AK, BD, BG, BH, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-02
256	9.76	173	128	151.31	10100.26	319	AA, AI, AK, BB, BC, BD, BF, BI, BJ, BM, BN, BP, BR, BS, BU, BX, BZ, CA	A-A-02
262	9.75	163	118	151.31	10100.28	320	AB, AI, AK, BB, BC, BD, BF, BI, BJ, BM, BN, BP, BR, BS, BU, BX, CA	A-A-02
319	9.75	190	131	150.83	10100.28	321	AA, AI, AK, BD, BG, BH, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-02
301	9.59	176	125	150.99	10100.38	322	AA, AI, AK, BD, BF, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-02
307	9.58	166	115	150.99	10100.40	323	AB, AI, AK, BD, BF, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-02
272	9.94	174	121	151.12	10100.52	324	AA, AK, BB, BC, BD, BG, BH, BI, BJ, BN, BO, BP, BQ, BU, BV, BZ, CA	A-A-02
266	9.93	164	111	151.12	10100.53	325	AB, AK, BB, BC, BD, BG, BH, BI, BJ, BN, BO, BP, BQ, BU, BV, CA	A-A-02
316	9.66	183	129	151.26	10100.61	326	AB, AI, AK, BD, BG, BH, BI, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, CA, CB	A-A-02
254	9.78	160	115	151.28	10100.62	327	AA, AK, BB, BC, BD, BF, BI, BJ, BN, BO, BP, BQ, BU, BV, BZ, CA	A-A-02
260	9.77	150	105	151.28	10100.64	328	AB, AK, BB, BC, BD, BF, BI, BJ, BN, BO, BP, BQ, BU, BV, CA	A-A-02
322	9.66	193	139	151.42	10100.70	329	AA, AI, AK, BD, BG, BH, BI, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, BZ, CA, CB	A-A-02
304	9.50	179	133	151.59	10100.81	330	AA, AI, AK, BD, BF, BI, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, BZ, CA, CB	A-A-02
310	9.49	169	123	151.59	10100.82	331	AB, AI, AK, BD, BF, BI, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, CA, CB	A-A-02
164	9.96	177	129	151.05	10100.84	332	AA, AH, AK, BD, BG, BH, BI, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, BZ, CA	A-A-02
162	9.95	167	119	151.05	10100.85	333	AB, AH, AK, BD, BG, BH, BI, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, CA	A-A-02
273	9.85	177	129	151.70	10100.93	334	AA, AK, BB, BC, BD, BG, BH, BI, BJ, BM, BN, BO, BP, BR, BS, BU, BZ, CA	A-A-02
267	9.84	167	119	151.70	10100.95	335	AB, AK, BB, BC, BD, BG, BH, BI, BJ, BM, BN, BO, BP, BR, BS, BU, CA	A-A-02
320	9.68	180	126	151.38	10101.05	336	AA, AK, BD, BG, BH, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-02
261	9.68	153	113	151.87	10101.06	337	AB, AK, BB, BC, BD, BF, BI, BJ, BM, BN, BO, BP, BR, BS, BU, CA	A-A-02

Attachment E: End-to-End Route Scores

SDG&E (A-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
314	9.67	170	116	151.38	10101.07	338	AB, AK, BD, BG, BH, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-02
255	9.68	163	123	152.03	10101.14	339	AA, AK, BB, BC, BD, BF, BI, BJ, BM, BN, BO, BP, BR, BS, BU, BZ, CA	A-A-02
302	9.52	166	120	151.55	10101.17	340	AA, AK, BD, BF, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-02
308	9.51	156	110	151.55	10101.19	341	AB, AK, BD, BF, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-02
321	9.59	183	134	151.98	10101.48	342	AA, AK, BD, BG, BH, BI, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, BZ, CA, CB	A-A-02
315	9.58	173	124	151.98	10101.50	343	AB, AK, BD, BG, BH, BI, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, CA, CB	A-A-02
303	9.43	169	128	152.16	10101.61	344	AA, AK, BD, BF, BI, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, BZ, CA, CB	A-A-02
138	9.57	205	148	152.12	10101.62	345	AA, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, BZ, CA, CB	A-A-02
309	9.42	159	118	152.16	10101.63	346	AB, AK, BD, BF, BI, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, CA, CB	A-A-02
134	9.56	195	138	152.12	10101.64	347	AB, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BP, BQ, BU, BV, BX, BY, CA, CB	A-A-02
341	9.50	153	128	151.61	10101.65	348	AA, AD, AH, AI, AJ, AN, BA, BJ, BK, BP, BU, BV, BW, BY, BZ, CA, CB	A-A-02
103	9.49	143	118	151.61	10101.67	349	AB, AD, AH, AI, AJ, AN, BA, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-02
347	9.49	143	118	151.61	10101.67	350	AB, AD, AH, AI, AJ, AN, BA, BJ, BK, BP, BU, BV, BW, BY, CA, CB	A-A-02
215	9.39	125	128	152.16	10101.75	351	AA, AD, AH, AI, AJ, AN, AP, AZ, BC, BP, BU, BV, BW, BZ, CA	A-A-02
221	9.38	115	118	152.16	10101.77	352	AB, AD, AH, AI, AJ, AN, AP, AZ, BC, BP, BU, BV, BW, CA	A-A-02
78	9.29	181	132	152.86	10101.81	353	AA, AI, AK, BD, BG, BH, BI, BJ, BK, BM, BN, BP, BR, BT, BX, BZ, CA, CB	A-A-02
70	9.28	171	122	152.87	10101.83	354	AB, AI, AK, BD, BG, BH, BI, BJ, BK, BM, BN, BP, BR, BT, BX, CA, CB	A-A-02
284	9.76	189	138	152.38	10101.84	355	AA, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BN, BO, BP, BQ, BU, BV, BZ, CA	A-A-02
278	9.75	179	128	152.39	10101.86	356	AB, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BN, BO, BP, BQ, BU, BV, CA	A-A-02
334	9.48	208	156	152.73	10102.06	357	AA, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, BZ, CA, CB	A-A-02
328	9.47	198	146	152.73	10102.08	358	AB, AI, AK, AL, BE, BG, BH, BI, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, CA, CB	A-A-02
147	9.74	136	118	152.00	10102.16	359	AA, AD, AH, AI, AN, BA, BJ, BK, BL, BM, BP, BQ, BW, CD, CE	A-A-02
168	9.78	192	146	152.31	10102.16	360	AA, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, BZ, CA	A-A-02
166	9.77	182	136	152.32	10102.18	361	AB, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, CA	A-A-02
292	9.32	194	150	152.92	10102.20	362	AA, AI, AK, AL, BE, BF, BI, BJ, BK, BM, BN, BP, BR, BS, BU, BX, BY, BZ, CA, CB	A-A-02
140	9.57	203	148	152.49	10102.25	363	AA, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, BZ, CA, CB	A-A-02
136	9.56	193	138	152.49	10102.27	364	AB, AH, AK, AL, BE, BG, BH, BI, BJ, BK, BO, BP, BU, BV, BW, BX, BY, CA, CB	A-A-02
285	9.67	192	146	152.99	10102.27	365	AA, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BM, BN, BO, BP, BR, BS, BU, BZ, CA	A-A-02
279	9.66	182	136	152.99	10102.29	366	AB, AK, AL, BB, BC, BE, BG, BH, BI, BJ, BM, BN, BO, BP, BR, BS, BU, CA	A-A-02
129	9.50	195	143	152.69	10102.42	367	AA, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-02
332	9.50	195	143	152.69	10102.42	368	AA, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-02
125	9.49	185	133	152.69	10102.44	369	AB, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-02
326	9.49	185	133	152.69	10102.44	370	AB, AK, AL, BE, BG, BH, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-02
83	9.41	119	120	152.90	10102.46	371	AA, AD, AH, AI, AN, AP, AZ, BC, BP, BU, BV, BW, CD, CE	A-A-02
209	9.41	119	120	152.90	10102.46	372	AA, AD, AH, AI, AN, AP, AZ, BC, BP, BU, BV, BW, CD, CE	A-A-02
243	9.50	178	140	153.34	10102.51	373	AA, AK, AL, BB, BC, BE, BF, BI, BJ, BM, BN, BO, BP, BR, BS, BU, BZ, CA	A-A-02
249	9.49	168	130	153.35	10102.53	374	AB, AK, AL, BB, BC, BE, BF, BI, BJ, BM, BN, BO, BP, BR, BS, BU, CA	A-A-02
216	9.62	135	139	152.57	10102.54	375	AA, AD, AH, AJ, AN, AP, AZ, BC, BO, BP, BU, BV, BW, BX, BZ, CA	A-A-02
121	9.34	181	137	152.88	10102.56	376	AA, AK, AL, BE, BF, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-02
222	9.61	125	129	152.57	10102.56	377	AB, AD, AH, AJ, AN, AP, AZ, BC, BO, BP, BU, BV, BW, BX, CA	A-A-02
290	9.34	181	137	152.88	10102.56	378	AA, AK, AL, BE, BF, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, BZ, CA, CB	A-A-02
296	9.33	171	127	152.89	10102.58	379	AB, AK, AL, BE, BF, BI, BJ, BK, BN, BO, BP, BQ, BU, BV, BY, CA, CB	A-A-02
77	9.22	171	127	153.46	10102.64	380	AA, AK, BD, BG, BH, BI, BJ, BK, BM, BN, BO, BP, BR, BT, BZ, CA, CB	A-A-02
69	9.21	161	117	153.46	10102.66	381	AB, AK, BD, BG, BH, BI, BJ, BK, BM, BN, BO, BP, BR, BT, CA, CB	A-A-02
333	9.41	198	151	153.31	10102.87	382	AA, AK, AL, BE, BG, BH, BI, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, BZ, CA, CB	A-A-02
327	9.40	188	141	153.31	10102.89	383	AB, AK, AL, BE, BG, BH, BI, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, CA, CB	A-A-02
291	9.25	184	145	153.52	10103.02	384	AA, AK, AL, BE, BF, BI, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, BZ, CA, CB	A-A-02

Attachment E: End-to-End Route Scores

SDG&E (A-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
297	9.24	174	135	153.52	10103.04	385	AB, AK, AL, BE, BF, BI, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, CA, CB	A-A-02
84	9.64	129	131	153.29	10103.23	386	AA, AD, AH, AN, AP, AZ, BC, BO, BP, BU, BV, BW, BX, CD, CE	A-A-02
210	9.64	129	131	153.29	10103.23	387	AA, AD, AH, AN, AP, AZ, BC, BO, BP, BU, BV, BW, BX, CD, CE	A-A-02
65	8.86	143	106	154.29	10103.35	388	AB, AK, BD, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, CA	A-A-02
53	9.03	176	134	154.88	10104.13	389	AB, AK, AL, BE, BG, BH, BI, BJ, BK, BM, BN, BO, BP, BR, BT, CA, CB	A-A-02
61	9.03	186	144	155.05	10104.22	390	AA, AK, AL, BE, BG, BH, BI, BJ, BK, BM, BN, BO, BP, BR, BT, BZ, CA, CB	A-A-02
150	10.02	154	134	154.07	10104.29	391	AA, AH, AK, AL, AM, BA, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, BZ, CA	A-A-02
152	10.01	144	124	154.07	10104.31	392	AB, AH, AK, AL, AM, BA, BJ, BK, BL, BM, BO, BP, BQ, BW, BX, CA	A-A-02
45	8.87	172	138	155.29	10104.41	393	AA, AK, AL, BE, BF, BI, BJ, BK, BM, BN, BO, BP, BR, BT, BZ, CA, CB	A-A-02
37	8.86	162	128	155.30	10104.43	394	AB, AK, AL, BE, BF, BI, BJ, BK, BM, BN, BO, BP, BR, BT, CA, CB	A-A-02
357	9.65	160	139	155.10	10105.07	395	AA, AK, AL, AM, BA, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, BZ, CA, CB	A-A-02
363	9.64	150	129	155.11	10105.09	396	AB, AK, AL, AM, BA, BJ, BK, BM, BN, BO, BP, BR, BS, BU, BY, CA, CB	A-A-02
373	10.02	151	165	156.04	10105.16	397	AA, AD, AI, AJ, AN, AO, AP, AU, AY, BN, BP, BQ, BU, BV, BX, BZ, CA	A-A-02
379	10.01	141	155	156.05	10105.18	398	AB, AD, AI, AJ, AN, AO, AP, AU, AY, BN, BP, BQ, BU, BV, BX, CA	A-A-02
365	9.82	133	146	156.64	10105.64	399	AA, AD, AH, AI, AN, AO, AP, AU, AY, BP, BU, BV, BW, CD, CE	A-A-02
372	10.02	149	165	156.40	10105.76	400	AA, AD, AH, AJ, AN, AO, AP, AU, AY, BO, BP, BU, BV, BW, BX, BZ, CA	A-A-02
378	10.01	139	155	156.41	10105.78	401	AB, AD, AH, AJ, AN, AO, AP, AU, AY, BO, BP, BU, BV, BW, BX, CA	A-A-02
366	10.05	143	157	156.93	10106.31	402	AA, AD, AH, AN, AO, AP, AU, AY, BO, BP, BU, BV, BW, BX, CD, CE	A-A-02

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
664	26.56	89	101	110.38	69.29	1	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CC, CL, CN, CO	--
268	25.04	88	96	112.8	69.31	2	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CC, CF	--
282	24.96	89	94	112.81	69.31	3	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CC, CF	--
762	25.91	90	100	110.45	69.31	4	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BE, BI, BJ, BR, BU, BV, CA, CC, CD, CE, CL, CN, CO	--
678	26.47	90	99	110.42	69.32	5	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CC, CL, CN, CO	--
776	25.83	91	98	110.45	69.32	6	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BI, BJ, BR, BU, BW, BX, CA, CC, CD, CE, CL, CN, CO	--
366	24.39	89	95	112.94	69.33	7	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CC, CD, CE, CF	--
380	24.31	90	93	112.96	69.34	8	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CC, CD, CE, CF	--
663	26.54	90	101	110.4	69.39	9	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CC, CL, CN, CO	--
677	26.46	91	99	110.4	69.4	10	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CC, CL, CN, CO	--
267	25.02	89	96	112.83	69.41	11	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CC, CF	--
365	24.38	90	95	112.92	69.41	12	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CC, CD, CE, CF	--
761	25.89	91	100	110.47	69.41	13	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BE, BI, BJ, BR, BU, BV, CA, CC, CD, CE, CL, CN, CO	--
281	24.94	90	94	112.84	69.42	14	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CC, CF	--
775	25.81	92	98	110.47	69.42	15	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BI, BJ, BR, BU, BW, BX, CA, CC, CD, CE, CL, CN, CO	--
379	24.29	91	93	112.98	69.45	16	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CC, CD, CE, CF	--
466	26.04	87	98	113.11	69.46	17	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC, CO	--
480	25.96	88	96	113.12	69.47	18	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC, CO	--
748	25.99	86	98	110.62	69.47	19	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BD, BE, BI, BJ, BN, BQ, CA, CC, CE, CL, CN, CO	--
564	25.39	88	97	113.26	69.48	20	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CC, CD, CE, CO	--
578	25.31	89	95	113.27	69.49	21	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CC, CD, CE, CO	--
352	24.47	85	93	113.12	69.5	22	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CC, CE, CF	--
734	26.19	88	102	110.7	69.51	23	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BC, BD, BE, BI, BJ, BN, BP, CA, CC, CE, CL, CN, CO	--
720	25.94	83	100	110.67	69.51	24	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BD, BE, BI, BJ, BK, BO, BQ, CA, CC, CL, CN, CO	--
254	24.44	82	93	113.16	69.53	25	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CC, CF	--
650	25.95	83	98	110.7	69.53	26	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BD, BE, BI, BL, BO, BQ, CA, CC, CL, CN, CO	--
636	26.16	85	102	110.74	69.54	27	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CC, CL, CN, CO	--
338	24.67	87	97	113.18	69.54	28	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CC, CE, CF	--
324	24.42	82	95	113.18	69.54	29	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CC, CF	--
212	24.77	79	98	113.19	69.55	30	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CC, CF	--
608	26.28	80	103	110.76	69.55	31	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BA, BB, BC, BD, BE, BI, CA, CC, CL, CN, CO	--
296	24.74	82	101	113.17	69.55	32	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CC, CF	--
692	26.25	83	106	110.74	69.55	33	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CC, CL, CN, CO	--
310	24.63	84	99	113.2	69.55	34	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CC, CF	--
706	26.14	85	104	110.75	69.55	35	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CC, CL, CN, CO	--
622	25.25	79	100	110.64	69.56	36	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CL, CN, CO	--
790	25.95	85	94	110.62	69.56	38	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BI, BJ, BS, BX, CA, CC, CD, CE, CL, CM, CN, CO	--
394	24.44	84	89	113.07	69.56	39	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BF, BH, BI, BJ, BS, BX, BZ, CC, CD, CE, CF, CM	--
465	26.02	88	98	113.14	69.56	39	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC, CO	--
226	24.75	82	99	113.2	69.57	40	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CC, CF	--
240	24.64	84	97	113.22	69.57	41	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CC, CF	--
479	25.94	89	96	113.15	69.57	42	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC, CO	--
747	25.97	87	98	110.64	69.58	43	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BD, BE, BI, BJ, BN, BQ, CA, CC, CE, CL, CN, CO	--
563	25.37	89	97	113.28	69.59	44	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CC, CD, CE, CO	--
662	26.54	95	100	110.61	69.59	45	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CC, CL, CN, CO	--
649	25.94	84	98	110.68	69.6	46	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BD, BE, BI, BL, BO, BQ, CA, CC, CL, CN, CO	--
577	25.29	90	95	113.29	69.6	47	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CC, CD, CE, CO	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
266	25.03	94	95	113	69.6	48	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CC, CF	--
676	26.46	96	98	110.61	69.6	49	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CC, CL, CN, CC	--
760	25.9	96	99	110.64	69.6	50	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BE, BI, BJ, BR, BU, BV, CA, CC, CD, CE, CL, CN, CC	--
733	26.17	89	102	110.72	69.61	51	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BC, BD, BE, BI, BJ, BN, BP, CA, CC, CE, CL, CN, CC	--
351	24.45	86	93	113.14	69.61	52	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CC, CE, CF	--
719	25.92	84	100	110.69	69.61	53	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BD, BE, BI, BJ, BK, BO, BQ, CA, CC, CL, CN, CC	--
337	24.66	88	97	113.16	69.62	54	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CC, CE, CF	--
323	24.41	83	95	113.16	69.62	55	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CC, CF	--
789	25.94	86	94	110.59	69.63	56	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BI, BJ, BS, BX, CA, CC, CD, CE, CL, CM, CN, CC	--
364	24.38	95	94	113.15	69.63	57	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CC, CD, CE, CF	--
774	25.81	97	97	110.69	69.63	58	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BI, BJ, BR, BU, BW, BX, CA, CC, CD, CE, CL, CN, CC	--
621	26.25	84	104	110.75	69.64	59	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CC, CL, CN, CC	--
635	26.14	86	102	110.76	69.64	60	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CC, CL, CN, CC	--
253	24.42	83	93	113.18	69.64	61	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CC, CF	--
280	24.94	95	93	113.06	69.64	62	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CC, CF	--
378	24.3	96	92	113.16	69.64	63	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CC, CD, CE, CF	--
550	25.47	84	95	113.42	69.65	64	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CC, CE, CC	--
607	26.26	81	103	110.78	69.65	65	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BA, BB, BC, BD, BE, BI, CA, CC, CL, CN, CC	--
691	26.23	84	106	110.76	69.65	66	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CC, CL, CN, CC	--
705	26.12	86	104	110.77	69.65	67	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CC, CL, CN, CC	--
897	28.04	98	103	111.04	69.66	68	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BE, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CC	--
211	24.75	80	98	113.22	69.66	69	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CC, CF	--
295	24.72	83	101	113.2	69.66	70	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CC, CF	--
309	24.61	85	99	113.22	69.66	71	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CC, CF	--
393	24.42	85	89	113.1	69.67	72	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BF, BH, BI, BJ, BS, BX, BZ, CC, CD, CE, CF, CM	--
452	25.44	81	95	113.46	69.68	73	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC, CC	--
225	24.73	83	99	113.23	69.68	74	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CC, CF	--
239	24.62	85	97	113.25	69.68	75	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CC, CF	--
410	25.77	78	100	113.49	69.69	76	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CC, CC	--
508	25.63	83	101	113.5	69.69	77	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC, CC	--
536	25.67	86	99	113.48	69.69	78	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CC, CE, CC	--
522	25.42	81	97	113.48	69.69	79	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CC, CC	--
424	25.75	81	101	113.5	69.71	80	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CC, CC	--
438	25.64	83	99	113.52	69.71	81	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC, CC	--
592	25.44	83	91	113.38	69.71	82	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BF, BI, BJ, BS, BX, BY, CA, CC, CD, CE, CM, CC	--
494	25.73	81	103	113.52	69.72	83	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CC, CC	--
660	27.25	100	107	110.75	69.73	84	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CC, CL, CN, CC	--
674	27.17	101	105	110.75	69.74	85	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CC, CL, CN, CC	--
758	26.6	101	106	110.83	69.76	86	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BE, BI, BJ, BR, BU, BV, CA, CC, CD, CE, CL, CN, CC	--
535	25.66	87	99	113.46	69.76	87	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CC, CE, CC	--
521	25.41	82	97	113.46	69.76	88	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CC, CC	--
549	25.45	85	95	113.45	69.76	89	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CC, CE, CC	--
746	25.98	92	97	110.81	69.76	90	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BD, BE, BI, BJ, BN, BQ, CA, CC, CE, CL, CN, CC	--
264	25.73	99	102	113.13	69.77	91	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CC, CF	--
772	26.52	102	104	110.84	69.77	92	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BI, BJ, BR, BU, BW, BX, CA, CC, CD, CE, CL, CN, CC	--
981	27.62	96	99	111.18	69.77	93	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CC	--
464	26.02	93	97	113.35	69.77	94	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC, CC	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
562	25.38	94	96	113.46	69.77	95	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CC, CD, CE, CO	--
278	25.65	100	100	113.15	69.78	96	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CC, CF	--
362	25.09	100	101	113.24	69.78	97	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CC, CD, CE, CF	--
900	26.98	97	98	111.23	69.78	98	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CO	--
451	25.42	82	95	113.49	69.78	99	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC, CO	--
478	25.94	94	95	113.36	69.78	100	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC, CO	--
576	25.3	95	94	113.47	69.78	101	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CC, CD, CE, CO	--
376	25.01	101	99	113.25	69.79	102	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CC, CD, CE, CF	--
883	26.11	95	94	113.51	69.79	103	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
732	26.18	94	101	110.89	69.79	104	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BC, BD, BE, BI, BJ, BN, BP, CA, CC, CE, CL, CN, CO	--
718	25.93	89	99	110.87	69.79	105	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BD, BE, BI, BJ, BK, BO, BQ, CA, CC, CL, CN, CO	--
409	25.75	79	100	113.51	69.8	106	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CC, CO	--
493	25.72	82	103	113.5	69.8	107	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CC, CO	--
507	25.61	84	101	113.52	69.8	108	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC, CO	--
350	24.46	91	92	113.32	69.8	109	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CC, CE, CF	--
591	25.42	84	91	113.4	69.81	110	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BF, BI, BJ, BS, BX, BY, CA, CC, CD, CE, CM, CO	--
648	25.94	89	97	110.89	69.81	111	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BD, BE, BI, BL, BO, BQ, CA, CC, CL, CN, CO	--
885	25.46	96	93	113.67	69.82	112	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
423	25.73	82	101	113.52	69.82	113	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CC, CO	--
437	25.62	84	99	113.55	69.82	114	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC, CO	--
659	27.23	101	107	110.77	69.83	115	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CC, CL, CN, CC	--
606	26.27	86	102	110.95	69.83	116	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BA, BB, BC, BD, BE, BI, CA, CC, CL, CN, CO	--
690	26.24	89	105	110.93	69.83	117	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CC, CL, CN, CO	--
704	26.13	91	103	110.95	69.83	118	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CC, CL, CN, CO	--
673	27.15	102	105	110.78	69.84	119	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CC, CL, CN, CO	--
336	24.66	93	96	113.39	69.84	120	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CC, CE, CF	--
322	24.41	88	94	113.39	69.84	121	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CC, CF	--
788	25.94	91	93	110.81	69.84	122	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BI, BJ, BS, BX, CA, CC, CD, CE, CL, CM, CN, CO	--
620	26.25	89	103	110.96	69.85	123	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CC, CL, CN, CC	--
634	26.14	91	101	110.97	69.85	124	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CC, CL, CN, CO	--
757	26.58	102	106	110.85	69.86	125	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BE, BI, BJ, BR, BU, BV, CA, CC, CD, CE, CL, CN, CC	--
252	24.42	88	92	113.41	69.86	126	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CC, CF	--
392	24.43	90	88	113.28	69.86	127	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BF, BH, BI, BJ, BS, BX, BZ, CC, CD, CE, CF, CM	--
771	26.5	103	104	110.86	69.87	128	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BI, BJ, BR, BU, BW, BX, CA, CC, CD, CE, CL, CN, CO	--
224	24.74	88	98	113.41	69.87	129	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CC, CF	--
238	24.63	90	96	113.43	69.87	130	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CC, CF	--
294	24.72	88	100	113.43	69.87	131	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CC, CF	--
263	25.71	100	102	113.16	69.88	132	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CC, CF	--
210	24.75	85	97	113.44	69.88	133	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CC, CF	--
308	24.61	90	98	113.45	69.88	134	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CC, CF	--
277	25.63	101	100	113.17	69.89	135	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CC, CF	--
361	25.07	101	101	113.26	69.89	136	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CC, CD, CE, CF	--
462	26.73	98	104	113.43	69.9	137	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC, CC	--
375	24.99	102	99	113.27	69.9	138	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CC, CD, CE, CF	--
476	26.65	99	102	113.44	69.91	139	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC, CC	--
560	26.09	99	103	113.53	69.91	140	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CC, CD, CE, CC	--
744	26.68	97	104	111	69.92	141	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BD, BE, BI, BJ, BN, BQ, CA, CC, CE, CL, CN, CC	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
574	26.01	100	101	113.54	69.92	142	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CC, CD, CE, CC	--
889	27.11	94	96	113.78	69.92	143	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC	--
898	27.14	92	98	111.38	69.92	144	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CC	--
548	25.46	90	94	113.62	69.94	145	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CC, CE, CC	--
646	26.65	94	104	111.03	69.95	146	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BD, BE, BI, BL, BO, BQ, CA, CC, CL, CN, CC	--
730	26.88	99	108	111.07	69.95	147	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BC, BD, BE, BI, BJ, BN, BP, CA, CC, CE, CL, CN, CC	--
348	25.17	96	99	113.4	69.95	148	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CC, CE, CF	--
892	26.46	95	95	113.94	69.95	149	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CC	--
869	28.02	104	102	111.26	69.95	150	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BE, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CC	--
604	26.98	91	109	111.09	69.96	151	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BA, BB, BC, BD, BE, BI, CA, CC, CL, CN, CC	--
688	26.95	94	112	111.07	69.96	152	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CC, CL, CN, CC	--
702	26.84	96	110	111.08	69.96	153	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CC, CL, CN, CC	--
716	26.63	94	106	111.05	69.96	154	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BD, BE, BI, BJ, BK, BO, BQ, CA, CC, CL, CN, CC	--
786	26.65	96	100	110.95	69.97	155	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BI, BJ, BS, BX, CA, CC, CD, CE, CL, CM, CN, CC	--
534	25.66	92	98	113.68	69.97	156	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CC, CE, CC	--
618	26.96	94	110	111.1	69.98	157	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CC, CL, CN, CC	--
632	26.85	96	108	111.11	69.98	158	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CC, CL, CN, CC	--
334	25.37	98	103	113.46	69.98	159	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CC, CE, CF	--
320	25.12	93	101	113.46	69.98	160	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CC, CF	--
896	27.1	89	98	111.46	69.98	161	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CC	--
884	25.62	91	93	113.82	69.98	162	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
520	25.41	87	96	113.68	69.98	163	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CC, CC	--
450	25.42	87	94	113.71	69.99	164	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC, CC	--
250	25.13	93	99	113.49	70	165	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CC, CF	--
895	28.24	74	83	111.5	70	166	AA, AB, AC, AD, AE, AF, AU, AV, AW, BI, BX, CA, CI, CJ, CL, CM, CN, CC	--
882	25.59	88	93	113.86	70	167	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
901	27.1	91	94	111.38	70	168	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CC	--
461	26.71	99	104	113.45	70	169	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC, CC	--
475	26.63	100	102	113.46	70.01	170	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC, CC	--
408	25.75	84	99	113.73	70.01	171	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CC, CC	--
492	25.72	87	102	113.72	70.01	172	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CC, CC	--
506	25.61	89	100	113.74	70.01	173	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC, CC	--
208	25.46	90	104	113.52	70.02	174	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CC, CF	--
292	25.43	93	107	113.5	70.02	175	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CC, CF	--
306	25.32	95	105	113.53	70.02	176	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CC, CF	--
743	26.66	98	104	111.02	70.02	177	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BD, BE, BI, BJ, BN, BQ, CA, CC, CE, CL, CN, CC	--
559	26.07	100	103	113.56	70.02	178	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CC, CD, CE, CC	--
590	25.42	89	90	113.62	70.02	179	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BF, BI, BJ, BS, BX, BY, CA, CC, CD, CE, CM, CC	--
656	27.36	91	102	111.14	70.03	180	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CL, CN, CC	--
670	27.28	92	100	111.14	70.03	181	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CC	--
222	25.44	93	105	113.53	70.03	182	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CC, CF	--
390	25.13	95	95	113.4	70.03	183	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BF, BH, BI, BJ, BS, BX, BZ, CC, CD, CE, CF, CM	--
886	25.59	90	89	113.77	70.03	184	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
729	26.87	100	108	111.05	70.03	185	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BC, BD, BE, BI, BJ, BN, BP, CA, CC, CE, CL, CN, CC	--
715	26.62	95	106	111.03	70.03	186	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BD, BE, BI, BJ, BK, BO, BQ, CA, CC, CL, CN, CC	--
573	25.99	101	101	113.57	70.03	187	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CC, CD, CE, CC	--
658	27.23	106	106	110.98	70.03	188	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CC, CL, CN, CC	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
422	25.73	87	100	113.74	70.03	189	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CC, CC	--
436	25.62	89	98	113.77	70.03	190	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC, CC	--
754	26.72	92	101	111.18	70.04	191	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BE, BI, BJ, BR, BU, BV, CA, CD, CE, CL, CN, CC	--
236	25.33	95	103	113.55	70.04	192	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CC, CF	--
672	27.15	107	104	110.98	70.04	193	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CC, CL, CN, CC	--
756	26.59	107	105	111.02	70.04	194	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BE, BI, BJ, BR, BU, BV, CA, CC, CD, CE, CL, CN, CC	--
953	27.61	102	98	111.36	70.04	195	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CC	--
881	26.72	73	78	113.84	70.05	196	AA, AB, AC, AD, AE, AF, AU, AV, AW, BF, BH, BI, BX, BZ, CF, CI, CJ, CM	--
645	26.63	95	104	111.05	70.05	197	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BD, BE, BI, BL, BO, BQ, CA, CC, CL, CN, CC	--
347	25.15	97	99	113.43	70.05	198	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CC, CE, CF	--
770	26.51	108	103	111.03	70.05	199	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BI, BJ, BR, BU, BW, BX, CA, CC, CD, CE, CL, CN, CC	--
260	25.85	90	97	113.49	70.06	200	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CF	--
603	26.96	92	109	111.11	70.06	201	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BA, BB, BC, BD, BE, BI, CA, CC, CL, CN, CC	--
687	26.93	95	112	111.09	70.06	202	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CC, CL, CN, CC	--
701	26.82	97	110	111.11	70.06	203	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CC, CL, CN, CC	--
262	25.72	105	101	113.33	70.06	204	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CC, CF	--
768	26.63	93	99	111.23	70.07	205	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CC	--
546	26.17	95	101	113.69	70.07	206	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CC, CE, CC	--
276	25.64	106	99	113.34	70.07	207	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CC, CF	--
617	26.94	95	110	111.12	70.08	208	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CC, CL, CN, CC	--
631	26.83	97	108	111.13	70.08	209	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CC, CL, CN, CC	--
785	26.63	97	100	110.97	70.08	210	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BI, BJ, BS, BX, CA, CC, CD, CE, CL, CM, CN, CC	--
872	26.96	103	97	111.46	70.08	211	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CC	--
274	25.76	91	95	113.54	70.09	212	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
333	25.35	99	103	113.49	70.09	213	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CC, CE, CF	--
319	25.1	94	101	113.49	70.09	214	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CC, CF	--
358	25.2	91	96	113.64	70.1	215	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CD, CE, CF	--
70	25.47	88	100	113.84	70.1	216	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CC, CH	--
890	26.62	90	95	114.08	70.1	217	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CC	--
360	25.07	106	100	113.48	70.1	218	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CC, CD, CE, CF	--
855	26.09	101	93	113.75	70.1	219	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
372	25.12	92	94	113.66	70.11	220	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
532	26.37	97	105	113.75	70.11	221	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CC, CE, CC	--
518	26.12	92	103	113.75	70.11	222	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CC, CC	--
84	25.39	89	98	113.86	70.11	223	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CC, CH	--
249	25.11	94	99	113.52	70.11	224	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CC, CF	--
374	24.99	107	98	113.5	70.11	225	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CC, CD, CE, CF	--
857	25.45	102	92	113.87	70.11	226	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
655	27.34	92	102	111.16	70.12	227	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CL, CN, CC	--
207	25.44	91	104	113.54	70.12	228	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CC, CF	--
291	25.41	94	107	113.53	70.12	229	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CC, CF	--
305	25.3	96	105	113.55	70.12	230	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CC, CF	--
448	26.13	92	101	113.77	70.13	231	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC, CC	--
888	26.59	87	95	114.12	70.13	232	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC	--
669	27.26	93	100	111.16	70.13	233	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CC	--
406	26.46	89	106	113.8	70.14	234	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CC, CC	--
490	26.43	92	109	113.78	70.14	235	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CC, CC	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
504	26.32	94	107	113.81	70.14	236	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC, CC	--
753	26.7	93	101	111.21	70.14	237	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BE, BI, BJ, BR, BU, BV, CA, CD, CE, CL, CN, CC	--
221	25.42	94	105	113.55	70.14	238	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CC, CF	--
235	25.31	96	103	113.58	70.14	239	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CC, CF	--
389	25.11	96	95	113.43	70.14	240	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BF, BH, BI, BJ, BS, BX, BZ, CC, CD, CE, CF, CM	--
168	24.82	89	99	114.01	70.15	241	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CC, CD, CE, CH	--
893	26.59	89	91	114.04	70.15	242	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
767	26.62	94	99	111.21	70.15	243	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CC	--
420	26.44	92	107	113.81	70.16	244	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CC, CC	--
434	26.33	94	105	113.83	70.16	245	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC, CC	--
588	26.13	94	97	113.69	70.16	246	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BF, BI, BJ, BS, BX, BY, CA, CC, CD, CE, CM, CC	--
182	24.74	90	97	114.02	70.16	247	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CC, CD, CE, CH	--
259	25.83	91	97	113.51	70.16	248	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CF	--
887	27.72	72	80	114.09	70.17	249	AA, AB, AC, AD, AE, AF, AU, AV, AW, BF, BI, BX, BY, CA, CI, CJ, CM, CO	--
273	25.75	92	95	113.53	70.17	250	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
545	26.15	96	101	113.71	70.18	251	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CC, CE, CC	--
460	26.72	104	103	113.62	70.18	252	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC, CC	--
740	26.8	88	99	111.35	70.19	253	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CC	--
474	26.64	105	101	113.63	70.19	254	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC, CC	--
458	26.84	89	99	113.81	70.2	255	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC	--
357	25.18	92	96	113.67	70.2	256	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CD, CE, CF	--
742	26.67	103	103	111.18	70.2	257	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BD, BE, BI, BJ, BN, BQ, CA, CC, CE, CL, CN, CC	--
661	26.54	97	102	111.62	70.2	258	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CC, CL, CN, CC	--
472	26.76	90	97	113.82	70.21	259	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC	--
371	25.1	93	94	113.68	70.21	260	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
531	26.35	98	105	113.77	70.21	261	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CC, CE, CC	--
517	26.1	93	103	113.77	70.21	262	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CC, CC	--
69	25.45	89	100	113.87	70.21	263	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CC, CH	--
675	26.46	98	100	111.63	70.21	264	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CC, CL, CN, CC	--
726	27	90	103	111.42	70.22	265	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BC, BD, BE, BI, BJ, BN, BP, CA, CE, CL, CN, CC	--
556	26.2	90	98	113.92	70.22	266	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CD, CE, CC	--
83	25.37	90	98	113.88	70.22	267	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CC, CH	--
558	26.07	105	102	113.77	70.22	268	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CC, CD, CE, CC	--
861	27.09	100	95	114.01	70.22	269	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC	--
870	27.12	98	97	111.61	70.22	270	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CC	--
759	25.9	98	101	111.68	70.22	271	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BE, BI, BJ, BR, BU, BV, CA, CC, CD, CE, CL, CN, CC	--
712	26.75	85	101	111.4	70.23	272	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BD, BE, BI, BJ, BK, BO, BQ, CA, CL, CN, CC	--
570	26.12	91	96	113.93	70.23	273	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CC	--
447	26.11	93	101	113.8	70.23	274	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC, CC	--
167	24.81	90	99	113.99	70.23	275	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CC, CD, CE, CH	--
728	26.87	105	107	111.26	70.23	276	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BC, BD, BE, BI, BJ, BN, BP, CA, CC, CE, CL, CN, CC	--
714	26.62	100	105	111.24	70.23	277	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BD, BE, BI, BJ, BK, BO, BQ, CA, CC, CL, CN, CC	--
572	25.99	106	100	113.78	70.23	278	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CC, CD, CE, CC	--
864	26.45	101	94	114.13	70.23	279	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CC	--
773	25.82	99	99	111.69	70.23	280	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BI, BJ, BR, BU, BW, BX, CA, CC, CD, CE, CL, CN, CC	--
405	26.44	90	106	113.82	70.24	281	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CC, CC	--
489	26.41	93	109	113.81	70.24	282	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CC, CC	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
503	26.3	95	107	113.83	70.24	283	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC, CC	--
642	26.76	85	99	111.43	70.25	284	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CC	--
644	26.63	100	103	111.26	70.25	285	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BD, BE, BI, BL, BO, BQ, CA, CC, CL, CN, CC	--
868	27.09	95	97	111.65	70.25	286	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CC	--
265	25.03	96	97	114.08	70.25	287	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CC, CF	--
600	27.09	82	104	111.47	70.26	288	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BA, BB, BC, BD, BE, BI, CA, CL, CN, CC	--
684	27.06	85	107	111.46	70.26	289	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CL, CN, CC	--
698	26.95	87	105	111.47	70.26	290	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CL, CN, CC	--
344	25.28	87	94	113.81	70.26	291	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
867	28.23	80	82	111.68	70.26	292	AA, AE, AF, AL, AN, AO, AU, AV, AW, BI, BX, CA, CI, CJ, CL, CM, CN, CC	--
419	26.42	93	107	113.83	70.26	293	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CC, CC	--
433	26.31	95	105	113.85	70.26	294	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC, CC	--
587	26.11	95	97	113.72	70.26	295	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BF, BI, BJ, BS, BX, BY, CA, CC, CD, CE, CM, CC	--
181	24.72	91	97	114.05	70.26	296	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CC, CD, CE, CH	--
602	26.96	97	108	111.32	70.26	297	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BA, BB, BC, BD, BE, BI, CA, CC, CL, CN, CC	--
630	26.84	102	107	111.3	70.26	298	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CC, CL, CN, CC	--
686	26.93	100	111	111.3	70.26	299	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CC, CL, CN, CC	--
700	26.82	102	109	111.31	70.26	300	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CC, CL, CN, CC	--
614	27.07	85	105	111.48	70.27	301	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CL, CN, CC	--
782	26.76	87	95	111.34	70.27	302	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CC	--
346	25.15	102	98	113.65	70.27	303	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CC, CE, CF	--
856	25.61	97	92	114.01	70.27	304	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
628	26.96	87	103	111.5	70.28	305	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CL, CN, CC	--
457	26.83	90	99	113.79	70.28	306	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC	--
616	26.94	100	109	111.32	70.28	307	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CC, CL, CN, CC	--
784	26.63	102	99	111.18	70.28	308	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BI, BJ, BS, BX, CA, CC, CD, CE, CL, CM, CN, CC	--
873	27.09	97	93	111.57	70.28	309	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CC	--
279	24.94	97	95	114.14	70.28	310	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CC, CF	--
330	25.48	89	98	113.87	70.29	311	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CE, CF	--
739	26.78	89	99	111.37	70.29	312	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CC	--
363	24.38	97	96	114.26	70.29	313	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CC, CD, CE, CF	--
316	25.23	84	96	113.87	70.3	314	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CF	--
654	27.35	97	101	111.32	70.3	315	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CL, CN, CC	--
248	25.12	99	98	113.69	70.3	316	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CC, CF	--
332	25.35	104	102	113.71	70.3	317	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CC, CE, CF	--
318	25.1	99	100	113.71	70.3	318	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CC, CF	--
377	24.3	98	94	114.27	70.3	319	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CC, CD, CE, CF	--
154	24.9	85	97	114.17	70.31	320	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CC, CE, CH	--
471	26.74	91	97	113.84	70.31	321	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC	--
668	27.27	98	99	111.33	70.31	322	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CC	--
206	25.45	96	103	113.72	70.31	323	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CC, CF	--
290	25.42	99	106	113.7	70.31	324	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CC, CF	--
304	25.31	101	104	113.73	70.31	325	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CC, CF	--
218	25.56	84	100	113.88	70.32	326	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CF	--
232	25.45	86	98	113.91	70.32	327	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CF	--
246	25.24	84	94	113.9	70.32	328	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
386	25.25	86	90	113.77	70.32	329	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
126	24.86	82	99	114.19	70.32	330	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CC, CH	--
725	26.98	91	103	111.44	70.32	331	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BC, BD, BE, BI, BJ, BN, BP, CA, CE, CL, CN, CO	--
555	26.18	91	98	113.95	70.32	332	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CD, CE, CO	--
220	25.43	99	104	113.73	70.32	333	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CC, CF	--
388	25.12	101	94	113.61	70.32	334	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BF, BH, BI, BJ, BS, BX, BZ, CC, CD, CE, CF, CM	--
854	25.57	94	92	114.1	70.32	335	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
204	25.57	81	99	113.92	70.33	336	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CF	--
288	25.54	84	102	113.9	70.33	337	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CF	--
302	25.43	86	100	113.93	70.33	338	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CF	--
853	26.71	79	77	114.03	70.33	339	AA, AE, AF, AL, AN, AO, AU, AV, AW, BF, BH, BI, BX, BZ, CF, CI, CJ, CM	--
711	26.73	86	101	111.42	70.33	340	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BD, BE, BI, BJ, BK, BO, BQ, CA, CL, CN, CO	--
569	26.1	92	96	113.96	70.33	341	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CC	--
234	25.32	101	102	113.75	70.33	342	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CC, CF	--
56	24.87	82	97	114.22	70.34	343	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CC, CH	--
140	25.1	87	101	114.23	70.34	344	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CC, CE, CH	--
752	26.7	98	100	111.41	70.34	345	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BE, BI, BJ, BR, BU, BV, CA, CD, CE, CL, CN, CO	--
14	25.2	79	102	114.23	70.35	346	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CC, CH	--
98	25.17	82	105	114.22	70.35	347	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CC, CH	--
112	25.06	84	103	114.25	70.35	348	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CC, CH	--
641	26.74	86	99	111.45	70.35	349	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CO	--
766	26.62	99	98	111.42	70.35	350	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CO	--
858	25.57	96	88	114.02	70.35	351	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
599	27.07	83	104	111.5	70.36	352	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BA, BB, BC, BD, BE, BI, CA, CL, CN, CO	--
683	27.04	86	107	111.48	70.36	353	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CL, CN, CO	--
697	26.93	88	105	111.49	70.36	354	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CL, CN, CO	--
463	26.03	95	99	114.34	70.36	355	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC, CO	--
28	25.18	82	103	114.25	70.37	356	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CC, CH	--
42	25.07	84	101	114.27	70.37	357	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CC, CH	--
196	24.87	84	93	114.13	70.37	358	AA, AB, AC, AD, AE, AF, AJ, AK, AU, AV, BF, BG, BH, BI, BJ, BS, BX, CC, CD, CE, CH, CM	--
613	27.05	86	105	111.51	70.37	359	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CL, CN, CO	--
343	25.26	88	94	113.83	70.37	360	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
781	26.74	88	95	111.37	70.37	361	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CO	--
258	25.83	96	96	113.73	70.37	362	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CF	--
542	26.28	86	96	114.08	70.38	363	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CO	--
627	26.94	88	103	111.52	70.38	364	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CL, CN, CO	--
272	25.75	97	94	113.74	70.38	365	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
544	26.15	101	100	113.93	70.38	366	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CC, CE, CC	--
862	26.61	96	94	114.27	70.38	367	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CO	--
745	25.98	94	99	111.85	70.38	368	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BD, BE, BI, BJ, BN, BQ, CA, CC, CE, CL, CN, CO	--
153	24.89	86	97	114.15	70.39	369	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CC, CE, CH	--
356	25.19	97	95	113.85	70.39	370	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CD, CE, CF	--
68	25.46	94	99	114.04	70.39	371	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CC, CH	--
245	25.23	85	94	113.88	70.4	372	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
329	25.46	90	98	113.89	70.4	373	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CE, CF	--
477	25.94	96	97	114.4	70.4	374	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC, CO	--
528	26.48	88	100	114.13	70.41	375	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CE, CO	--
514	26.23	83	98	114.14	70.41	376	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CO	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
315	25.21	85	96	113.9	70.41	377	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CF	--
446	26.12	98	100	113.97	70.41	378	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC, CC	--
530	26.35	103	104	113.98	70.41	379	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CC, CE, CC	--
731	26.18	96	103	111.92	70.41	380	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BC, BD, BE, BI, BJ, BN, BP, CA, CC, CE, CL, CN, CO	--
561	25.38	96	98	114.52	70.41	381	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CC, CD, CE, CO	--
217	25.54	85	100	113.91	70.42	382	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CF	--
139	25.09	88	101	114.21	70.42	383	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CC, CE, CH	--
404	26.45	95	105	113.99	70.42	384	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CC, CC	--
516	26.1	98	102	113.99	70.42	385	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CC, CC	--
717	25.93	91	101	111.91	70.42	386	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BD, BE, BI, BJ, BK, BO, BQ, CA, CC, CL, CN, CO	--
575	25.3	97	96	114.54	70.42	387	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CC, CD, CE, CO	--
430	26.45	85	100	114.17	70.43	388	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC	--
444	26.24	83	96	114.16	70.43	389	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC	--
203	25.55	82	99	113.94	70.43	390	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CF	--
231	25.43	87	98	113.93	70.43	391	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CF	--
287	25.52	85	102	113.93	70.43	392	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CF	--
385	25.23	87	90	113.79	70.43	393	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
125	24.84	83	99	114.22	70.43	394	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CC, CH	--
370	25.1	98	93	113.9	70.43	395	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
82	25.37	95	97	114.1	70.43	396	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CC, CH	--
860	26.57	93	94	114.36	70.43	397	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CO	--
402	26.57	80	101	114.18	70.44	398	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CO	--
486	26.54	83	104	114.17	70.44	399	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CO	--
500	26.43	85	102	114.19	70.44	400	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC	--
859	27.71	78	79	114.27	70.44	401	AA, AE, AF, AL, AN, AO, AU, AV, AW, BF, BI, BX, BY, CA, CI, CJ, CM, CO	--
301	25.41	87	100	113.95	70.44	402	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CF	--
418	26.43	98	106	114	70.44	403	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CC, CO	--
432	26.32	100	104	114.02	70.44	404	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC, CC	--
586	26.12	100	96	113.89	70.44	405	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BF, BI, BJ, BS, BX, BY, CA, CC, CD, CE, CM, CC	--
166	24.81	95	98	114.21	70.44	406	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CC, CD, CE, CH	--
605	26.27	88	104	111.98	70.44	407	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BA, BB, BC, BD, BE, BI, CA, CC, CL, CN, CO	--
647	25.94	91	99	111.93	70.44	408	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BD, BE, BI, BL, BO, BQ, CA, CC, CL, CN, CO	--
689	26.24	91	107	111.96	70.44	409	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CC, CL, CN, CO	--
55	24.85	83	97	114.24	70.45	410	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CC, CH	--
488	26.41	98	108	114.02	70.45	411	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CC, CO	--
502	26.3	100	106	114.04	70.45	412	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC, CC	--
180	24.73	96	96	114.23	70.45	413	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CC, CD, CE, CH	--
703	26.13	93	105	111.98	70.45	414	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CC, CL, CN, CO	--
416	26.55	83	102	114.19	70.46	415	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CO	--
584	26.24	85	92	114.08	70.46	416	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
13	25.18	80	102	114.26	70.46	417	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CC, CH	--
97	25.15	83	105	114.25	70.46	418	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CC, CH	--
111	25.04	85	103	114.27	70.46	419	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CC, CH	--
865	26.57	95	90	114.28	70.46	420	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
619	26.25	91	105	111.99	70.46	421	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CC, CL, CN, CC	--
349	24.46	93	94	114.43	70.46	422	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CC, CE, CF	--
787	25.94	93	95	111.85	70.46	423	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BI, BJ, BS, BX, CA, CC, CD, CE, CL, CM, CN, CO	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
633	26.14	93	103	112	70.47	424	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CC, CL, CN, CO	--
541	26.26	87	96	114.1	70.48	425	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CO	--
27	25.16	83	103	114.27	70.48	426	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CC, CH	--
41	25.05	85	101	114.3	70.48	427	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CC, CH	--
195	24.85	85	93	114.16	70.48	428	AA, AD, AE, AF, AJ, AK, AL, AM, AU, AV, BF, BG, BH, BI, BJ, BS, BX, CC, CD, CE, CH, CM	--
456	26.83	95	98	114	70.48	429	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CO	--
470	26.75	96	96	114.01	70.49	430	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CO	--
251	24.43	90	94	114.47	70.49	431	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CC, CF	--
738	26.78	94	98	111.58	70.5	432	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
554	26.19	96	97	114.12	70.5	433	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CD, CE, CO	--
335	24.66	95	98	114.48	70.5	434	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CC, CE, CF	--
321	24.41	90	96	114.49	70.5	435	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CC, CF	--
443	26.23	84	96	114.14	70.51	436	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CO	--
527	26.46	89	100	114.16	70.51	437	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CE, CO	--
513	26.21	84	98	114.16	70.52	438	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CO	--
640	26.75	91	98	111.61	70.52	439	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CO	--
724	26.98	96	102	111.65	70.52	440	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BC, BD, BE, BI, BJ, BN, BP, CA, CE, CL, CN, CO	--
223	24.74	90	100	114.5	70.52	441	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CC, CF	--
237	24.63	92	98	114.52	70.52	442	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CC, CF	--
391	24.43	92	90	114.38	70.52	443	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BF, BH, BI, BJ, BS, BX, BZ, CC, CD, CE, CF, CM	--
841	28.02	106	104	112.22	70.52	444	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BE, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CO	--
415	26.54	84	102	114.17	70.53	445	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CO	--
583	26.23	86	92	114.06	70.53	446	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CO	--
598	27.08	88	103	111.66	70.53	447	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BA, BB, BC, BD, BE, BI, CA, CL, CN, CO	--
710	26.73	91	100	111.63	70.53	448	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BD, BE, BI, BJ, BK, BO, BQ, CA, CL, CN, CO	--
209	24.75	87	99	114.53	70.53	449	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CC, CF	--
293	24.72	90	102	114.52	70.53	450	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CC, CF	--
307	24.61	92	100	114.55	70.53	451	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CC, CF	--
66	26.16	99	106	114.14	70.54	452	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CC, CH	--
877	26.54	95	98	114.5	70.54	453	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
401	26.55	81	101	114.2	70.54	454	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CO	--
429	26.43	86	100	114.2	70.54	455	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CO	--
485	26.52	84	104	114.19	70.54	456	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CO	--
499	26.41	86	102	114.22	70.54	457	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CO	--
568	26.1	97	95	114.17	70.54	458	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CO	--
80	26.08	100	104	114.16	70.55	459	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CC, CH	--
612	27.06	91	104	111.67	70.55	460	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CL, CN, CO	--
626	26.95	93	102	111.69	70.55	461	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CL, CN, CO	--
682	27.04	91	106	111.69	70.55	462	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CL, CN, CO	--
342	25.27	93	93	114.01	70.55	463	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
780	26.75	93	94	111.53	70.55	464	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CO	--
696	26.93	93	104	111.7	70.56	465	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CL, CN, CO	--
164	25.52	100	105	114.27	70.57	466	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CC, CD, CE, CH	--
178	25.44	101	103	114.28	70.58	467	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CC, CD, CE, CH	--
328	25.47	95	97	114.07	70.58	468	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CE, CF	--
547	25.46	92	96	114.68	70.58	469	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CC, CE, CO	--
314	25.22	90	95	114.07	70.59	470	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CF	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
879	25.89	96	97	114.67	70.6	471	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
657	27.24	108	108	111.93	70.6	472	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CC, CL, CN, CC	--
533	25.66	94	100	114.73	70.6	473	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CC, CE, CO	--
244	25.23	90	93	114.1	70.61	474	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
152	24.89	91	96	114.38	70.61	475	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CC, CE, CH	--
519	25.41	89	98	114.74	70.61	476	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CC, CO	--
202	25.56	87	98	114.11	70.62	477	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CF	--
286	25.53	90	101	114.1	70.62	478	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CF	--
300	25.42	92	99	114.13	70.62	479	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CF	--
671	27.15	109	106	111.97	70.63	480	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CC, CL, CN, CC	--
435	25.63	91	100	114.77	70.63	481	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC, CO	--
449	25.42	89	96	114.77	70.63	482	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC, CO	--
65	26.14	100	106	114.17	70.64	483	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CC, CH	--
216	25.54	90	99	114.13	70.64	484	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CF	--
230	25.43	92	97	114.15	70.64	485	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CF	--
384	25.23	92	89	114.01	70.64	486	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
138	25.09	93	100	114.43	70.64	487	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CC, CE, CH	--
407	25.75	86	101	114.78	70.64	488	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CC, CO	--
491	25.72	89	104	114.76	70.64	489	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CC, CO	--
505	25.61	91	102	114.79	70.64	490	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC, CO	--
124	24.84	88	98	114.44	70.65	491	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CC, CH	--
755	26.59	109	107	112.04	70.65	492	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BE, BI, BJ, BR, BU, BV, CA, CC, CD, CE, CL, CN, CC	--
79	26.06	101	104	114.18	70.66	493	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CC, CH	--
26	25.17	88	102	114.45	70.66	494	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CC, CH	--
769	26.51	110	105	112.04	70.66	495	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BI, BJ, BR, BU, BW, BX, CA, CC, CD, CE, CL, CN, CC	--
421	25.73	89	102	114.79	70.66	496	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CC, CO	--
589	25.42	91	92	114.68	70.66	497	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BF, BI, BJ, BS, BX, BY, CA, CC, CD, CE, CM, CO	--
163	25.5	101	105	114.29	70.67	498	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CC, CD, CE, CH	--
12	25.18	85	101	114.48	70.67	499	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CC, CH	--
40	25.06	90	100	114.48	70.67	500	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CC, CH	--
54	24.85	88	96	114.47	70.67	501	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CC, CH	--
96	25.15	88	104	114.47	70.67	502	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CC, CH	--
194	24.86	90	92	114.34	70.67	503	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BF, BG, BH, BI, BJ, BS, BX, CC, CD, CE, CH, CM	--
177	25.42	102	103	114.31	70.68	504	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CC, CD, CE, CH	--
110	25.04	90	102	114.5	70.68	505	AA, AE, AF, AJ, AK, AL, AN, AO, AU, AV, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CC, CH	--
526	26.47	94	99	114.32	70.69	506	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CE, CO	--
512	26.22	89	97	114.33	70.69	507	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CO	--
540	26.26	92	95	114.32	70.69	508	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CO	--
261	25.72	107	103	114.38	70.69	509	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CC, CF	--
275	25.64	108	101	114.39	70.7	510	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CC, CF	--
442	26.23	89	95	114.36	70.71	511	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CO	--
400	26.56	86	100	114.37	70.72	512	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CO	--
484	26.53	89	103	114.36	70.72	513	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CO	--
498	26.42	91	101	114.38	70.72	514	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC	--
827	26.09	103	95	114.78	70.72	515	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
150	25.6	96	103	114.43	70.73	516	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CC, CE, CH	--
878	26.05	91	97	114.81	70.74	517	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
414	26.54	89	101	114.38	70.74	518	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CO	--
428	26.43	91	99	114.41	70.74	519	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CO	--
582	26.23	91	91	114.27	70.74	520	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CO	--
359	25.07	108	102	114.56	70.75	521	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CC, CD, CE, CF	--
829	25.45	104	94	114.92	70.75	522	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
136	25.8	98	107	114.48	70.76	523	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CC, CE, CH	--
875	27.16	73	82	114.75	70.76	524	AA, AB, AC, AD, AE, AF, AU, AV, AW, BF, BG, BH, BI, BX, CH, CI, CJ, CM	--
373	24.99	109	100	114.58	70.76	525	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CC, CD, CE, CF	--
122	25.55	93	105	114.49	70.77	526	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CC, CH	--
876	26.02	88	97	114.86	70.77	527	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
52	25.56	93	103	114.51	70.78	528	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CC, CH	--
10	25.89	90	108	114.53	70.79	529	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CC, CH	--
94	25.86	93	111	114.51	70.79	530	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CC, CH	--
108	25.75	95	109	114.54	70.79	531	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CC, CH	--
459	26.72	106	105	114.62	70.79	532	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC, CO	--
880	26.02	90	93	114.77	70.8	533	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
473	26.64	107	103	114.64	70.8	534	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC, CO	--
741	26.67	105	105	112.2	70.8	535	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BD, BE, BI, BJ, BN, BQ, CA, CC, CE, CL, CN, CO	--
24	25.87	93	109	114.54	70.81	536	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CC, CH	--
38	25.76	95	107	114.57	70.81	537	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CC, CH	--
192	25.56	95	99	114.43	70.81	538	AA, AB, AC, AD, AE, AF, AG, AH, AJ, AK, AV, AY, BF, BG, BH, BI, BJ, BS, BX, CC, CD, CE, CH, CM	--
833	27.09	102	97	115.01	70.81	539	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CO	--
62	26.28	90	101	114.48	70.82	540	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CH	--
64	26.15	105	105	114.34	70.82	541	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CC, CH	--
149	25.58	97	103	114.45	70.83	542	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CC, CE, CH	--
839	28.23	82	84	112.63	70.83	543	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BI, BX, CA, CI, CJ, CL, CM, CN, CO	--
727	26.87	107	109	112.26	70.83	544	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BC, BD, BE, BI, BJ, BN, BP, CA, CC, CE, CL, CN, CO	--
78	26.07	106	103	114.35	70.84	545	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CC, CH	--
713	26.62	102	107	112.25	70.84	546	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BD, BE, BI, BJ, BK, BO, BQ, CA, CC, CL, CN, CO	--
557	26.07	107	104	114.8	70.84	547	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CC, CD, CE, CO	--
836	26.45	103	96	115.15	70.84	548	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CO	--
76	26.19	91	99	114.54	70.85	549	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
849	26.52	101	97	114.73	70.85	550	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
615	26.95	102	111	112.28	70.85	551	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CC, CL, CN, CO	--
840	27.09	97	99	112.64	70.85	552	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CO	--
135	25.78	99	107	114.5	70.86	553	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CC, CE, CH	--
601	26.96	99	110	112.32	70.86	554	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BA, BB, BC, BD, BE, BI, CA, CC, CL, CN, CO	--
629	26.84	104	109	112.3	70.86	555	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CC, CL, CN, CO	--
643	26.63	102	105	112.28	70.86	556	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BD, BE, BI, BL, BO, BQ, CA, CC, CL, CN, CO	--
685	26.93	102	113	112.3	70.86	557	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CC, CL, CN, CO	--
571	25.99	108	102	114.82	70.86	558	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CC, CD, CE, CO	--
783	26.64	104	101	112.15	70.86	559	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BI, BJ, BS, BX, CA, CC, CD, CE, CL, CM, CN, CO	--
121	25.53	94	105	114.52	70.87	560	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CC, CH	--
699	26.82	104	111	112.32	70.87	561	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CC, CL, CN, CO	--
160	25.63	91	100	114.66	70.88	562	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CD, CE, CH	--
162	25.5	106	104	114.51	70.88	563	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CC, CD, CE, CH	--
851	25.88	102	96	114.87	70.88	564	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
174	25.55	92	98	114.68	70.89	565	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
9	25.87	91	108	114.55	70.89	566	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CC, CH	--
37	25.75	96	107	114.55	70.89	567	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CC, CH	--
51	25.54	94	103	114.54	70.89	568	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CC, CH	--
93	25.84	94	111	114.54	70.89	569	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CC, CH	--
653	27.35	99	103	112.31	70.89	570	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CL, CN, CO	--
107	25.73	96	109	114.57	70.9	571	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CC, CH	--
176	25.42	107	102	114.53	70.9	572	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CC, CD, CE, CH	--
667	27.27	100	101	112.31	70.9	573	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CO	--
828	25.61	99	94	115.07	70.9	574	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
23	25.85	94	109	114.56	70.91	575	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CC, CH	--
345	25.15	104	100	114.72	70.91	576	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CC, CE, CF	--
61	26.26	91	101	114.51	70.92	577	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CH	--
191	25.54	96	99	114.46	70.92	578	AA, AD, AE, AF, AG, AH, AJ, AK, AL, AM, AV, AY, BF, BG, BH, BI, BJ, BS, BX, CC, CD, CE, CH, CM	--
317	25.11	101	102	114.74	70.92	579	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CC, CF	--
825	26.71	81	79	115.03	70.93	580	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BF, BH, BI, BX, BZ, CF, CI, CJ, CM	--
75	26.18	92	99	114.52	70.93	581	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
205	25.45	98	105	114.77	70.94	582	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CC, CF	--
247	25.12	101	100	114.77	70.94	583	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CC, CF	--
289	25.42	101	108	114.76	70.94	584	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CC, CF	--
331	25.35	106	104	114.77	70.94	585	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CC, CE, CF	--
751	26.7	100	102	112.42	70.95	586	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BE, BI, BJ, BR, BU, BV, CA, CD, CE, CL, CN, CO	--
303	25.31	103	106	114.79	70.95	587	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CC, CF	--
826	25.57	96	94	115.15	70.95	588	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
765	26.62	101	100	112.43	70.96	589	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CO	--
219	25.43	101	106	114.79	70.96	590	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CC, CF	--
233	25.32	103	104	114.82	70.97	591	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CC, CF	--
387	25.12	103	96	114.68	70.97	592	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BF, BH, BI, BJ, BS, BX, BZ, CC, CD, CE, CF, CM	--
159	25.61	92	100	114.69	70.98	593	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CD, CE, CH	--
830	25.57	98	90	115.07	70.98	594	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
173	25.53	93	98	114.7	70.99	595	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
257	25.83	98	98	114.77	70.99	596	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CF	--
834	26.61	98	96	115.29	70.99	597	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CC	--
543	26.15	103	102	114.96	71	598	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CC, CE, CC	--
271	25.75	99	96	114.79	71.01	599	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
831	27.71	80	81	115.25	71.02	600	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BF, BI, BX, BY, CA, CI, CJ, CM, CO	--
850	26.04	97	96	115.01	71.03	601	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
355	25.19	99	97	114.92	71.03	602	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CD, CE, CF	--
403	26.45	97	107	115.01	71.03	603	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CC, CC	--
445	26.12	100	102	115	71.03	604	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC, CC	--
529	26.35	105	106	115.01	71.03	605	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CC, CE, CC	--
67	25.46	96	101	115.1	71.03	606	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CC, CH	--
146	25.71	87	98	114.82	71.04	607	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
501	26.31	102	108	115.02	71.04	608	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC, CC	--
515	26.1	100	104	115.02	71.04	609	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CC, CC	--
832	26.57	95	96	115.37	71.04	610	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC	--
148	25.58	102	102	114.67	71.05	611	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CC, CE, CH	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
369	25.11	100	95	114.93	71.05	612	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
417	26.43	100	108	115.02	71.05	613	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CC, CC	--
431	26.32	102	106	115.05	71.05	614	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC, CC	--
48	25.68	84	98	114.86	71.06	615	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
132	25.91	89	102	114.87	71.06	616	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CE, CH	--
847	27.14	79	81	114.98	71.06	617	AA, AE, AF, AL, AN, AO, AU, AV, AW, BF, BG, BH, BI, BX, CH, CI, CJ, CM	--
487	26.41	100	110	115.04	71.06	618	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CC, CC	--
585	26.12	102	98	114.92	71.06	619	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BF, BI, BJ, BS, BX, BY, CA, CC, CD, CE, CM, CC	--
118	25.66	84	100	114.88	71.07	620	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CH	--
8	25.88	96	107	114.72	71.07	621	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CC, CH	--
50	25.55	99	102	114.71	71.07	622	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CC, CH	--
92	25.85	99	110	114.71	71.07	623	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CC, CH	--
134	25.78	104	106	114.72	71.07	624	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CC, CE, CH	--
81	25.37	97	99	115.16	71.07	625	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CC, CH	--
837	26.57	97	92	115.29	71.07	626	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
20	25.99	84	104	114.88	71.08	627	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CH	--
106	25.74	101	108	114.74	71.08	628	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CC, CH	--
120	25.53	99	104	114.73	71.08	629	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CC, CH	--
848	26	94	96	115.1	71.08	630	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
455	26.83	97	100	115	71.08	631	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC	--
6	26	81	103	114.92	71.09	632	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CH	--
34	25.88	86	102	114.91	71.09	633	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CH	--
90	25.97	84	106	114.9	71.09	634	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CH	--
188	25.68	86	94	114.78	71.09	635	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
22	25.86	99	108	114.73	71.09	636	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CC, CH	--
469	26.75	98	98	115.02	71.09	637	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC	--
104	25.86	86	104	114.93	71.1	638	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CH	--
36	25.75	101	106	114.76	71.1	639	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CC, CH	--
190	25.55	101	98	114.63	71.1	640	AA, AE, AF, AG, AH, AJ, AK, AL, AN, AO, AV, AY, BF, BG, BH, BI, BJ, BS, BX, CC, CD, CE, CH, CM	--
737	26.78	96	100	112.58	71.1	641	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CC	--
165	24.81	97	100	115.3	71.1	642	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CC, CD, CE, CH	--
852	26	96	92	115.01	71.11	643	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
179	24.73	98	98	115.32	71.11	644	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CC, CD, CE, CH	--
60	26.26	96	100	114.72	71.12	645	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CH	--
723	26.98	98	104	112.65	71.12	646	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BC, BD, BE, BI, BJ, BN, BP, CA, CE, CL, CN, CC	--
553	26.19	98	99	115.14	71.12	647	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CD, CE, CC	--
597	27.08	90	105	112.66	71.13	648	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BA, BB, BC, BD, BE, BI, CA, CL, CN, CC	--
639	26.75	93	100	112.62	71.13	649	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CC	--
695	26.94	95	106	112.66	71.13	650	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CL, CN, CC	--
145	25.69	88	98	114.85	71.14	651	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
74	26.18	97	98	114.74	71.14	652	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
611	27.06	93	106	112.67	71.14	653	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CL, CN, CC	--
709	26.73	93	102	112.64	71.14	654	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BD, BE, BI, BJ, BK, BO, BQ, CA, CL, CN, CC	--
625	26.95	95	104	112.69	71.15	655	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CL, CN, CC	--
681	27.04	93	108	112.68	71.15	656	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CL, CN, CC	--
779	26.75	95	96	112.54	71.15	657	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CC	--
158	25.62	97	99	114.86	71.16	658	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CD, CE, CH	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
567	26.1	99	97	115.21	71.16	659	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CC	--
47	25.66	85	98	114.89	71.17	660	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
131	25.89	90	102	114.9	71.17	661	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CE, CH	--
117	25.64	85	100	114.91	71.18	662	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CH	--
172	25.54	98	97	114.88	71.18	663	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
19	25.97	85	104	114.91	71.19	664	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CH	--
33	25.86	87	102	114.94	71.19	665	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CH	--
341	25.27	95	95	115.08	71.19	666	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
5	25.98	82	103	114.94	71.2	667	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CH	--
89	25.95	85	106	114.93	71.2	668	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CH	--
103	25.84	87	104	114.96	71.2	669	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CH	--
187	25.66	87	94	114.81	71.2	670	AA, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
327	25.47	97	99	115.12	71.22	671	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CE, CF	--
313	25.22	92	97	115.14	71.23	672	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CF	--
201	25.56	89	100	115.17	71.25	673	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CF	--
243	25.23	92	95	115.17	71.25	674	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
285	25.53	92	103	115.16	71.25	675	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CF	--
299	25.42	94	101	115.19	71.26	676	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CF	--
151	24.89	93	98	115.46	71.26	677	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CC, CE, CH	--
215	25.54	92	101	115.18	71.27	678	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CF	--
539	26.27	94	97	115.3	71.27	679	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CC	--
229	25.43	94	99	115.21	71.28	680	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CF	--
383	25.23	94	91	115.08	71.28	681	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
137	25.09	95	102	115.51	71.28	682	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CC, CE, CH	--
53	24.86	90	98	115.51	71.29	683	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CC, CH	--
525	26.47	96	101	115.34	71.3	684	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CE, CC	--
123	24.84	90	100	115.53	71.3	685	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CC, CH	--
511	26.22	91	99	115.36	71.31	686	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CC	--
11	25.18	87	103	115.55	71.31	687	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CC, CH	--
25	25.17	90	104	115.52	71.31	688	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CC, CH	--
39	25.06	92	102	115.55	71.31	689	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CC, CH	--
144	25.7	93	97	115.02	71.32	690	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
95	25.15	90	106	115.54	71.32	691	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CC, CH	--
109	25.04	92	104	115.57	71.32	692	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CC, CH	--
193	24.86	92	94	115.42	71.32	693	AA, AF, AJ, AK, AL, AO, AQ, AS, AU, AV, BF, BG, BH, BI, BJ, BS, BX, CC, CD, CE, CH, CM	--
399	26.56	88	102	115.39	71.33	694	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CC	--
441	26.23	91	97	115.38	71.33	695	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC	--
483	26.53	91	105	115.37	71.33	696	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CC	--
497	26.42	93	103	115.4	71.33	697	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CC	--
130	25.9	95	101	115.07	71.35	698	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CE, CH	--
413	26.54	91	103	115.4	71.35	699	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CC	--
427	26.43	93	101	115.43	71.35	700	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CC	--
116	25.65	90	99	115.08	71.36	701	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CH	--
581	26.23	93	93	115.3	71.36	702	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
4	25.99	87	102	115.11	71.38	703	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CH	--
46	25.66	90	97	115.11	71.38	704	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
88	25.96	90	105	115.1	71.38	705	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CH	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
102	25.85	92	103	115.13	71.38	706	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CH	--
18	25.97	90	103	115.12	71.4	707	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CH	--
32	25.86	92	101	115.15	71.4	708	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CH	--
186	25.66	92	93	115.02	71.41	709	AA, AE, AF, AG, AH, AI, AJ, AK, AL, AN, AO, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
63	26.15	107	107	115.37	71.44	710	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CC, CH	--
77	26.07	108	105	115.38	71.46	711	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CC, CH	--
821	26.52	103	99	115.75	71.46	712	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
823	25.88	104	98	115.91	71.51	713	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
161	25.5	108	106	115.57	71.52	714	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CC, CD, CE, CH	--
175	25.42	109	104	115.59	71.53	715	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CC, CD, CE, CH	--
822	26.04	99	98	116.05	71.65	716	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
819	27.14	81	83	115.97	71.66	717	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BF, BG, BH, BI, BX, CH, CI, CJ, CM	--
133	25.79	106	108	115.72	71.67	718	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CC, CE, CH	--
147	25.58	104	104	115.72	71.68	719	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CC, CE, CH	--
119	25.54	101	106	115.74	71.69	720	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CC, CH	--
7	25.88	98	109	115.77	71.7	721	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CC, CH	--
91	25.85	101	112	115.75	71.7	722	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CC, CH	--
49	25.55	101	104	115.77	71.71	723	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CC, CH	--
105	25.74	103	110	115.79	71.71	724	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CC, CH	--
820	26	96	98	116.13	71.71	725	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
824	26.01	98	94	116.01	71.71	726	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
21	25.86	101	110	115.78	71.72	727	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CC, CH	--
35	25.75	103	108	115.81	71.73	728	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CC, CH	--
189	25.55	103	100	115.68	71.73	729	AA, AF, AG, AH, AJ, AK, AL, AO, AQ, AS, AV, AY, BF, BG, BH, BI, BJ, BS, BX, CC, CD, CE, CH, CM	--
59	26.26	98	102	115.75	71.74	730	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CH	--
73	26.18	99	100	115.77	71.75	731	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
157	25.62	99	101	115.91	71.8	732	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CD, CE, CH	--
171	25.54	100	99	115.93	71.81	733	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
143	25.7	95	99	116.07	71.95	734	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
129	25.9	97	103	116.11	71.97	735	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CE, CH	--
115	25.65	92	101	116.13	71.99	736	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CH	--
3	25.99	89	104	116.15	72	737	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CH	--
87	25.96	92	107	116.14	72	738	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CH	--
45	25.66	92	99	116.16	72.01	739	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
101	25.85	94	105	116.17	72.01	740	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CH	--
17	25.97	92	105	116.16	72.02	741	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CH	--
31	25.86	94	103	116.2	72.03	742	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CH	--
185	25.66	94	95	116.07	72.04	743	AA, AF, AG, AH, AI, AJ, AK, AL, AO, AQ, AS, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
270	26.17	94	81	116.88	72.28	744	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CF	--
284	26.09	95	79	116.9	72.29	745	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
596	28.22	74	68	114.63	72.31	746	AA, AL, AO, AQ, AR, AT, BI, BX, CA, CI, CJ, CL, CM, CN, CO	--
468	27.17	93	83	117.03	72.31	747	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CC	--
482	27.09	94	81	117.05	72.33	748	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CO	--
368	25.53	95	80	117.08	72.35	749	AA, AK, AL, AO, AQ, AR, AT, AX, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CD, CE, CF	--
382	25.44	96	78	117.15	72.39	750	AA, AK, AL, AO, AQ, AR, AT, AX, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
566	26.52	94	82	117.27	72.41	751	AA, AK, AL, AO, AQ, AR, AT, AX, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CD, CE, CC	--
580	26.44	95	80	117.29	72.42	752	AA, AK, AL, AO, AQ, AR, AT, AX, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CO	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
200	26.71	73	63	117.11	72.47	753	AA, AL, AO, AQ, AR, AT, BF, BH, BI, BX, BZ, CF, CI, CJ, CM	--
398	27.71	72	65	117.24	72.5	754	AA, AL, AO, AQ, AR, AT, BF, BI, BX, BY, CA, CI, CJ, CM, CO	--
340	25.81	93	82	117.26	72.51	755	AA, AK, AL, AO, AQ, AR, AT, AX, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CE, CF	--
354	25.6	91	78	117.27	72.53	756	AA, AK, AL, AO, AQ, AR, AT, AX, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
214	25.9	85	83	117.3	72.54	757	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CF	--
298	25.87	88	86	117.29	72.54	758	AA, AK, AL, AO, AQ, AR, AT, AX, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CF	--
326	25.56	88	80	117.3	72.54	759	AA, AK, AL, AO, AQ, AR, AT, AX, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CF	--
228	25.88	88	84	117.31	72.56	760	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CF	--
256	25.57	88	78	117.32	72.56	761	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
312	25.76	90	84	117.33	72.56	762	AA, AK, AL, AO, AQ, AR, AT, AX, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CF	--
552	26.6	90	80	117.41	72.56	763	AA, AK, AL, AO, AQ, AR, AT, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CO	--
412	26.9	84	85	117.43	72.57	764	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CO	--
242	25.77	90	82	117.35	72.57	765	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CF	--
496	26.87	87	88	117.42	72.57	766	AA, AK, AL, AO, AQ, AR, AT, AX, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CO	--
538	26.8	92	84	117.44	72.57	767	AA, AK, AL, AO, AQ, AR, AT, AX, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CE, CO	--
524	26.56	87	82	117.43	72.57	768	AA, AK, AL, AO, AQ, AR, AT, AX, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CO	--
510	26.76	89	86	117.46	72.58	769	AA, AK, AL, AO, AQ, AR, AT, AX, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CO	--
426	26.88	87	86	117.44	72.59	770	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CO	--
454	26.57	87	80	117.45	72.59	771	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CO	--
396	25.57	90	74	117.24	72.59	772	AA, AK, AL, AO, AQ, AR, AT, AX, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
440	26.77	89	84	117.48	72.6	773	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CO	--
594	26.57	89	76	117.37	72.61	774	AA, AK, AL, AO, AQ, AR, AT, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CO	--
595	28.24	71	65	115.44	72.84	775	AA, AL, AO, AP, AT, BI, BX, CA, CI, CJ, CL, CM, CN, CO	--
269	26.19	91	78	117.76	72.84	776	AA, AK, AL, AO, AP, AT, AX, AZ, BE, BF, BH, BI, BL, BO, BQ, BT, BU, BV, BZ, CF	--
467	27.18	90	80	117.91	72.89	777	AA, AK, AL, AO, AP, AT, AX, AZ, BE, BF, BI, BL, BO, BQ, BT, BU, BV, BY, CA, CO	--
283	26.1	92	76	117.83	72.89	778	AA, AK, AL, AO, AP, AT, AX, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
481	27.1	91	78	117.94	72.91	779	AA, AK, AL, AO, AP, AT, AX, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CO	--
367	25.54	92	77	118.02	72.96	780	AA, AK, AL, AO, AP, AT, AX, BE, BF, BH, BI, BJ, BR, BU, BV, BZ, CD, CE, CF	--
565	26.54	91	79	118.13	72.97	781	AA, AK, AL, AO, AP, AT, AX, BE, BF, BI, BJ, BR, BU, BV, BY, CA, CD, CE, CO	--
381	25.46	93	75	118.04	72.98	782	AA, AK, AL, AO, AP, AT, AX, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
579	26.46	92	77	118.15	72.99	783	AA, AK, AL, AO, AP, AT, AX, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CO	--
72	26.6	94	85	117.81	72.99	784	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CH	--
86	26.52	95	83	117.84	73.01	785	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
199	26.72	70	60	118.01	73.06	786	AA, AL, AO, AP, AT, BF, BH, BI, BX, BZ, CF, CI, CJ, CM	--
397	27.72	69	62	118.11	73.07	787	AA, AL, AO, AP, AT, BF, BI, BX, BY, CA, CI, CJ, CM, CO	--
170	25.96	95	84	118.03	73.08	788	AA, AK, AL, AO, AQ, AR, AT, AX, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CD, CE, CH	--
353	25.62	88	75	118.17	73.11	789	AA, AK, AL, AO, AP, AT, AX, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
339	25.82	90	79	118.19	73.12	790	AA, AK, AL, AO, AP, AT, AX, BC, BD, BE, BF, BH, BI, BJ, BN, BP, BZ, CE, CF	--
551	26.62	87	77	118.27	73.12	791	AA, AK, AL, AO, AP, AT, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CO	--
184	25.87	96	82	118.1	73.12	792	AA, AK, AL, AO, AQ, AR, AT, AX, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
537	26.82	89	81	118.29	73.13	793	AA, AK, AL, AO, AP, AT, AX, BC, BD, BE, BF, BI, BJ, BN, BP, BY, CA, CE, CO	--
213	25.91	82	80	118.22	73.14	794	AA, AK, AL, AO, AP, AT, AX, AZ, BA, BB, BC, BD, BE, BF, BH, BI, BZ, CF	--
227	25.9	85	81	118.19	73.14	795	AA, AK, AL, AO, AP, AT, AX, AZ, BB, BC, BD, BE, BF, BH, BI, BL, BM, BZ, CF	--
411	26.91	81	82	118.32	73.15	796	AA, AK, AL, AO, AP, AT, AX, AZ, BA, BB, BC, BD, BE, BF, BI, BY, CA, CO	--
241	25.79	87	79	118.24	73.15	797	AA, AK, AL, AO, AP, AT, AX, AZ, BC, BD, BE, BF, BH, BI, BL, BO, BP, BZ, CF	--
297	25.88	85	83	118.22	73.15	798	AA, AK, AL, AO, AP, AT, AX, BB, BC, BD, BE, BF, BH, BI, BJ, BK, BM, BZ, CF	--
495	26.88	84	85	118.32	73.15	799	AA, AK, AL, AO, AP, AT, AX, BB, BC, BD, BE, BF, BI, BJ, BK, BM, BY, CA, CO	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
325	25.57	85	77	118.24	73.15	800	AA, AK, AL, AO, AP, AT, AX, BD, BE, BF, BH, BI, BJ, BK, BO, BQ, BZ, CF	--
311	25.77	87	81	118.26	73.16	801	AA, AK, AL, AO, AP, AT, AX, BC, BD, BE, BF, BH, BI, BJ, BK, BO, BP, BZ, CF	--
523	26.57	84	79	118.34	73.16	802	AA, AK, AL, AO, AP, AT, AX, BD, BE, BF, BI, BJ, BK, BO, BQ, BY, CA, CO	--
2	27.14	73	67	118.01	73.17	803	AA, AL, AO, AQ, AR, AT, BF, BG, BH, BI, BX, CH, CI, CJ, CM	--
425	26.89	84	83	118.34	73.17	804	AA, AK, AL, AO, AP, AT, AX, AZ, BB, BC, BD, BE, BF, BI, BL, BM, BY, CA, CO	--
255	25.58	85	75	118.26	73.17	805	AA, AK, AL, AO, AP, AT, AX, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
453	26.58	84	77	118.36	73.17	806	AA, AK, AL, AO, AP, AT, AX, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CO	--
509	26.77	86	83	118.36	73.17	807	AA, AK, AL, AO, AP, AT, AX, BC, BD, BE, BF, BI, BJ, BK, BO, BP, BY, CA, CO	--
439	26.78	86	81	118.38	73.18	808	AA, AK, AL, AO, AP, AT, AX, AZ, BC, BD, BE, BF, BI, BL, BO, BP, BY, CA, CO	--
395	25.58	87	71	118.17	73.2	809	AA, AK, AL, AO, AP, AT, AX, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
593	26.58	86	73	118.28	73.2	810	AA, AK, AL, AO, AP, AT, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CO	--
142	26.24	93	86	118.19	73.24	811	AA, AK, AL, AO, AQ, AR, AT, AX, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CE, CH	--
16	26.33	85	87	118.23	73.26	812	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CH	--
100	26.3	88	90	118.22	73.26	813	AA, AK, AL, AO, AQ, AR, AT, AX, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CH	--
156	26.03	91	82	118.22	73.26	814	AA, AK, AL, AO, AQ, AR, AT, AX, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
128	25.99	88	84	118.24	73.27	815	AA, AK, AL, AO, AQ, AR, AT, AX, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CH	--
30	26.31	88	88	118.24	73.28	816	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CH	--
114	26.19	90	88	118.26	73.28	817	AA, AK, AL, AO, AQ, AR, AT, AX, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CH	--
44	26.2	90	86	118.29	73.29	818	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CH	--
58	26	88	82	118.26	73.29	819	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
198	26	90	78	118.18	73.31	820	AA, AK, AL, AO, AQ, AR, AT, AX, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
71	26.62	91	82	118.67	73.55	821	AA, AK, AL, AO, AP, AT, AX, AZ, BE, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BV, CH	--
85	26.53	92	80	118.74	73.6	822	AA, AK, AL, AO, AP, AT, AX, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
169	25.97	92	81	118.95	73.68	823	AA, AK, AL, AO, AP, AT, AX, BE, BF, BG, BH, BI, BJ, BR, BU, BV, CD, CE, CH	--
183	25.89	93	79	118.98	73.7	824	AA, AK, AL, AO, AP, AT, AX, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
1	27.15	70	64	118.9	73.75	825	AA, AL, AO, AP, AT, BF, BG, BH, BI, BX, CH, CI, CJ, CM	--
141	26.25	90	83	119.11	73.83	826	AA, AK, AL, AO, AP, AT, AX, BC, BD, BE, BF, BG, BH, BI, BJ, BN, BP, CE, CH	--
155	26.05	88	79	119.09	73.83	827	AA, AK, AL, AO, AP, AT, AX, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
29	26.33	85	85	119.11	73.84	828	AA, AK, AL, AO, AP, AT, AX, AZ, BB, BC, BD, BE, BF, BG, BH, BI, BL, BM, CH	--
15	26.34	82	84	119.14	73.85	829	AA, AK, AL, AO, AP, AT, AX, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, CH	--
43	26.22	87	83	119.16	73.86	830	AA, AK, AL, AO, AP, AT, AX, AZ, BC, BD, BE, BF, BG, BH, BI, BL, BO, BP, CH	--
99	26.31	85	87	119.13	73.86	831	AA, AK, AL, AO, AP, AT, AX, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BM, CH	--
113	26.2	87	85	119.18	73.87	832	AA, AK, AL, AO, AP, AT, AX, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BP, CH	--
127	26	85	81	119.16	73.87	833	AA, AK, AL, AO, AP, AT, AX, BD, BE, BF, BG, BH, BI, BJ, BK, BO, BQ, CH	--
57	26.01	85	79	119.19	73.89	834	AA, AK, AL, AO, AP, AT, AX, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
197	26.02	87	75	119.06	73.89	835	AA, AK, AL, AO, AP, AT, AX, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
902	27.35	64	76	118.79	74.44	836	AA, AB, AC, AD, AE, AF, AU, AV, AW, BI, CA, CI, CK, CN, CO	--
874	27.34	70	75	118.98	74.71	837	AA, AE, AF, AL, AN, AO, AU, AV, AW, BI, CA, CI, CK, CN, CO	--
846	27.34	72	77	119.97	75.3	838	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BI, CA, CI, CK, CN, CO	--
844	26.96	105	99	120.1	75.32	839	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CO	--
842	27.12	100	99	120.2	75.44	840	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
845	27.09	99	95	120.17	75.5	841	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CO	--
666	27.69	95	86	121.77	76.62	842	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CL, CN, CO	--
680	27.6	96	84	121.85	76.68	843	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CO	--
806	27.34	64	61	121.99	76.8	844	AA, AL, AO, AQ, AR, AT, BI, CA, CI, CK, CN, CO	--
764	27.04	96	85	122.11	76.82	845	AA, AK, AL, AO, AQ, AR, AT, AX, BE, BI, BJ, BR, BU, BV, CA, CD, CE, CL, CN, CO	--
778	26.96	97	83	122.15	76.85	846	AA, AK, AL, AO, AQ, AR, AT, AX, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CO	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
736	27.32	94	87	122.23	76.93	847	AA, AK, AL, AO, AQ, AR, AT, AX, BC, BD, BE, BI, BJ, BN, BP, CA, CE, CL, CN, CO	--
610	27.41	86	88	122.25	76.94	848	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BA, BB, BC, BD, BE, BI, CA, CL, CN, CO	--
624	27.4	89	89	122.23	76.94	849	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CL, CN, CO	--
694	27.38	89	91	122.25	76.95	850	AA, AK, AL, AO, AQ, AR, AT, AX, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CL, CN, CO	--
750	27.12	92	83	122.24	76.95	851	AA, AK, AL, AO, AQ, AR, AT, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
638	27.29	91	87	122.28	76.97	852	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CL, CN, CO	--
708	27.27	91	89	122.31	76.98	853	AA, AK, AL, AO, AQ, AR, AT, AX, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CL, CN, CO	--
652	27.09	89	83	122.29	76.99	854	AA, AK, AL, AO, AQ, AR, AT, AX, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CO	--
722	27.07	89	85	122.32	77	855	AA, AK, AL, AO, AQ, AR, AT, AX, BD, BE, BI, BJ, BK, BO, BQ, CA, CL, CN, CO	--
792	27.09	91	79	122.21	77.01	856	AA, AK, AL, AO, AQ, AR, AT, AX, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CO	--
665	27.7	92	83	122.64	77.18	857	AA, AK, AL, AO, AP, AT, AX, AZ, BE, BI, BL, BO, BQ, BT, BU, BV, CA, CL, CN, CO	--
679	27.62	93	81	122.67	77.21	858	AA, AK, AL, AO, AP, AT, AX, AZ, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CO	--
805	27.35	61	58	122.87	77.37	859	AA, AL, AO, AP, AT, BI, CA, CI, CK, CN, CO	--
763	27.06	93	82	122.96	77.37	860	AA, AK, AL, AO, AP, AT, AX, BE, BI, BJ, BR, BU, BV, CA, CD, CE, CL, CN, CO	--
777	26.97	94	80	123.04	77.43	861	AA, AK, AL, AO, AP, AT, AX, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CO	--
609	27.43	83	85	123.08	77.48	862	AA, AK, AL, AO, AP, AT, AX, AZ, BA, BB, BC, BD, BE, BI, CA, CL, CN, CO	--
735	27.34	91	84	123.07	77.48	863	AA, AK, AL, AO, AP, AT, AX, BC, BD, BE, BI, BJ, BN, BP, CA, CE, CL, CN, CO	--
693	27.4	86	88	123.08	77.49	864	AA, AK, AL, AO, AP, AT, AX, BB, BC, BD, BE, BI, BJ, BK, BM, CA, CL, CN, CO	--
623	27.41	86	86	123.1	77.51	865	AA, AK, AL, AO, AP, AT, AX, AZ, BB, BC, BD, BE, BI, BL, BM, CA, CL, CN, CO	--
707	27.29	88	86	123.14	77.52	866	AA, AK, AL, AO, AP, AT, AX, BC, BD, BE, BI, BJ, BK, BO, BP, CA, CL, CN, CO	--
749	27.13	89	80	123.13	77.53	867	AA, AK, AL, AO, AP, AT, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
637	27.3	88	84	123.16	77.54	868	AA, AK, AL, AO, AP, AT, AX, AZ, BC, BD, BE, BI, BL, BO, BP, CA, CL, CN, CO	--
721	27.09	86	82	123.16	77.55	869	AA, AK, AL, AO, AP, AT, AX, BD, BE, BI, BJ, BK, BO, BQ, CA, CL, CN, CO	--
651	27.1	86	80	123.18	77.56	870	AA, AK, AL, AO, AP, AT, AX, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CO	--
791	27.1	88	76	123.1	77.59	871	AA, AK, AL, AO, AP, AT, AX, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CO	--
803	30.18	66	77	134.14	85.64	872	AA, AD, AF, AG, AL, AM, AN, AQ, AS, BI, BY, CA, CG, CH, CO	--
799	29.18	67	75	134.59	86.06	873	AA, AD, AF, AG, AL, AM, AN, AQ, AS, BH, BI, BZ, CF, CG, CH	--
804	27.8	55	67	135.55	86.75	874	AA, AB, AC, AD, AE, AF, AG, BI, BY, CA, CG, CH, CO	--
801	27.78	56	67	135.58	86.86	875	AA, AD, AE, AF, AG, AL, AM, BI, BY, CA, CG, CH, CO	--
795	28.95	61	67	135.64	86.87	876	AA, AD, AF, AG, AL, AM, AN, AQ, AS, BG, BH, BI, CG	--
802	27.78	61	66	135.79	87.05	877	AA, AE, AF, AG, AL, AN, AO, BI, BY, CA, CG, CH, CO	--
800	26.8	56	65	136.09	87.25	878	AA, AB, AC, AD, AE, AF, AG, BH, BI, BZ, CF, CG, CH	--
797	26.78	57	65	136.13	87.37	879	AA, AD, AE, AF, AG, AL, AM, BH, BI, BZ, CF, CG, CH	--
798	26.79	62	64	136.29	87.54	880	AA, AE, AF, AG, AL, AN, AO, BH, BI, BZ, CF, CG, CH	--
796	26.56	50	57	137.3	88.18	881	AA, AB, AC, AD, AE, AF, AG, BG, BH, BI, CG	--
793	26.55	51	57	137.29	88.26	882	AA, AD, AE, AF, AG, AL, AM, BG, BH, BI, CG	--
794	26.55	56	56	137.5	88.47	883	AA, AE, AF, AG, AL, AN, AO, BG, BH, BI, CG	--
807	24.69	54	57	138.98	89.44	884	AA, AD, AE, AF, AG, BH, BI, BZ, CF, CG, CH	--
984	26.98	97	98	111.23	10069.78	885	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CO	--
967	26.11	95	94	113.51	10069.79	886	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
969	25.46	96	93	113.67	10069.82	887	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
973	27.11	94	96	113.78	10069.92	888	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CO	--
899	27.14	92	98	111.38	10069.92	889	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
982	27.14	92	98	111.38	10069.92	890	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
983	27.14	92	98	111.38	10069.92	891	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
976	26.46	95	95	113.94	10069.95	892	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CO	--
980	27.1	89	98	111.46	10069.98	893	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CO	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
968	25.62	91	93	113.82	10069.98	894	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
966	25.59	88	93	113.86	10070	895	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
985	27.1	91	94	111.38	10070	896	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CC	--
979	28.24	74	83	111.5	10070	897	AA, AB, AC, AD, AE, AF, AU, AV, AW, BI, BX, CA, CI, CJ, CL, CM, CN, CO	--
970	25.59	90	89	113.77	10070.03	898	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
965	26.72	73	78	113.84	10070.05	899	AA, AB, AC, AD, AE, AF, AU, AV, AW, BF, BH, BI, BX, BZ, CF, CI, CJ, CM	--
956	26.96	103	97	111.46	10070.08	900	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CC	--
891	26.62	90	95	114.08	10070.1	901	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CC	--
974	26.62	90	95	114.08	10070.1	902	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CC	--
975	26.62	90	95	114.08	10070.1	903	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CC	--
939	26.09	101	93	113.75	10070.1	904	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
941	25.45	102	92	113.87	10070.11	905	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
972	26.59	87	95	114.12	10070.13	906	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CO	--
894	26.59	89	91	114.04	10070.15	907	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
977	26.59	89	91	114.04	10070.15	908	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
978	26.59	89	91	114.04	10070.15	909	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
971	27.72	72	80	114.09	10070.17	910	AA, AB, AC, AD, AE, AF, AU, AV, AW, BF, BI, BX, BY, CA, CI, CJ, CM, CO	--
945	27.09	100	95	114.01	10070.22	911	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC	--
871	27.12	98	97	111.61	10070.22	912	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CC	--
954	27.12	98	97	111.61	10070.22	913	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CC	--
955	27.12	98	97	111.61	10070.22	914	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CC	--
948	26.45	101	94	114.13	10070.23	915	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CO	--
952	27.09	95	97	111.65	10070.25	916	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CC	--
951	28.23	80	82	111.68	10070.26	917	AA, AE, AF, AL, AN, AO, AU, AV, AW, BI, BX, CA, CI, CJ, CL, CM, CN, CO	--
940	25.61	97	92	114.01	10070.27	918	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
957	27.09	97	93	111.57	10070.28	919	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CC	--
938	25.57	94	92	114.1	10070.32	920	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
937	26.71	79	77	114.03	10070.33	921	AA, AE, AF, AL, AN, AO, AU, AV, AW, BF, BH, BI, BX, BZ, CF, CI, CJ, CM	--
942	25.57	96	88	114.02	10070.35	922	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
863	26.61	96	94	114.27	10070.38	923	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CC	--
946	26.61	96	94	114.27	10070.38	924	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CC	--
947	26.61	96	94	114.27	10070.38	925	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CC	--
944	26.57	93	94	114.36	10070.43	926	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CC	--
943	27.71	78	79	114.27	10070.44	927	AA, AE, AF, AL, AN, AO, AU, AV, AW, BF, BI, BX, BY, CA, CI, CJ, CM, CO	--
866	26.57	95	90	114.28	10070.46	928	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
949	26.57	95	90	114.28	10070.46	929	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
950	26.57	95	90	114.28	10070.46	930	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CC	--
925	28.02	106	104	112.22	10070.52	931	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BE, BI, BL, BO, BQ, BT, BU, BW, BX, CA, CL, CN, CO	--
961	26.54	95	98	114.5	10070.54	932	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
963	25.89	96	97	114.67	10070.6	933	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
911	26.09	103	95	114.78	10070.72	934	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BF, BH, BI, BL, BO, BQ, BT, BU, BW, BX, BZ, CF	--
962	26.05	91	97	114.81	10070.74	935	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
913	25.45	104	94	114.92	10070.75	936	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BH, BI, BJ, BR, BU, BW, BX, BZ, CD, CE, CF	--
959	27.16	73	82	114.75	10070.76	937	AA, AB, AC, AD, AE, AF, AU, AV, AW, BF, BG, BH, BI, BX, CH, CI, CJ, CM	--
960	26.02	88	97	114.86	10070.77	938	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
964	26.02	90	93	114.77	10070.8	939	AA, AB, AC, AD, AE, AF, AK, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
917	27.09	102	97	115.01	10070.81	940	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BF, BI, BL, BO, BQ, BT, BU, BW, BX, BY, CA, CC	--

Attachment E: End-to-End Route Scores

Mira Loma-Ivyglen (D-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
920	26.45	103	96	115.15	10070.84	941	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BI, BJ, BR, BU, BW, BX, BY, CA, CD, CE, CO	--
933	26.52	101	97	114.73	10070.85	942	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
924	27.09	97	99	112.64	10070.85	943	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BD, BE, BI, BL, BO, BQ, CA, CL, CN, CO	--
935	25.88	102	96	114.87	10070.88	944	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
912	25.61	99	94	115.07	10070.9	945	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BF, BH, BI, BJ, BN, BQ, BZ, CE, CF	--
909	26.71	81	79	115.03	10070.93	946	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BF, BH, BI, BX, BZ, CF, CI, CJ, CM	--
910	25.57	96	94	115.15	10070.95	947	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BD, BE, BF, BH, BI, BL, BO, BQ, BZ, CF	--
914	25.57	98	90	115.07	10070.98	948	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BH, BI, BJ, BS, BX, BZ, CD, CE, CF, CM	--
835	26.61	98	96	115.29	10070.99	949	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CO	--
918	26.61	98	96	115.29	10070.99	950	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CO	--
919	26.61	98	96	115.29	10070.99	951	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BF, BI, BJ, BN, BQ, BY, CA, CE, CO	--
915	27.71	80	81	115.25	10071.02	952	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BF, BI, BX, BY, CA, CI, CJ, CM, CO	--
934	26.04	97	96	115.01	10071.03	953	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
916	26.57	95	96	115.37	10071.04	954	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BD, BE, BF, BI, BL, BO, BQ, BY, CA, CO	--
931	27.14	79	81	114.98	10071.06	955	AA, AE, AF, AL, AN, AO, AU, AV, AW, BF, BG, BH, BI, BX, CH, CI, CJ, CM	--
838	26.57	97	92	115.29	10071.07	956	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CO	--
921	26.57	97	92	115.29	10071.07	957	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CO	--
922	26.57	97	92	115.29	10071.07	958	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BI, BJ, BS, BX, BY, CA, CD, CE, CM, CO	--
932	26	94	96	115.1	10071.08	959	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
936	26	96	92	115.01	10071.11	960	AA, AE, AF, AK, AL, AN, AO, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
905	26.52	103	99	115.75	10071.46	961	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BF, BG, BH, BI, BL, BO, BQ, BT, BU, BW, BX, CH	--
907	25.88	104	98	115.91	10071.51	962	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BR, BU, BW, BX, CD, CE, CH	--
906	26.04	99	98	116.05	10071.65	963	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BF, BG, BH, BI, BJ, BN, BQ, CE, CH	--
903	27.14	81	83	115.97	10071.66	964	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BF, BG, BH, BI, BX, CH, CI, CJ, CM	--
904	26	96	98	116.13	10071.71	965	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, AZ, BD, BE, BF, BG, BH, BI, BL, BO, BQ, CH	--
908	26.01	98	94	116.01	10071.71	966	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BF, BG, BH, BI, BJ, BS, BX, CD, CE, CH, CM	--
986	27.35	64	76	118.79	10074.44	967	AA, AB, AC, AD, AE, AF, AU, AV, AW, BI, CA, CI, CK, CN, CO	--
958	27.34	70	75	118.98	10074.71	968	AA, AE, AF, AL, AN, AO, AU, AV, AW, BI, CA, CI, CK, CN, CO	--
923	28.23	82	84	119.93	10075.27	969	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BI, BX, CA, CI, CJ, CL, CM, CN, CO	--
930	27.34	72	77	119.97	10075.3	970	AA, AF, AL, AO, AQ, AS, AU, AV, AW, BI, CA, CI, CK, CN, CO	--
928	26.96	105	99	120.1	10075.32	971	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BI, BJ, BR, BU, BW, BX, CA, CD, CE, CL, CN, CO	--
843	27.12	100	99	120.2	10075.44	972	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
926	27.12	100	99	120.2	10075.44	973	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
927	27.12	100	99	120.2	10075.44	974	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BD, BE, BI, BJ, BN, BQ, CA, CE, CL, CN, CO	--
929	27.09	99	95	120.17	10075.5	975	AA, AF, AK, AL, AO, AQ, AS, AU, AV, AW, AX, BI, BJ, BS, BX, CA, CD, CE, CL, CM, CN, CO	--
818	27.34	64	61	121.99	10076.8	976	AA, AL, AO, AQ, AR, AT, BI, CA, CI, CK, CN, CO	--
817	27.35	61	58	122.87	10077.37	977	AA, AL, AO, AP, AT, BI, CA, CI, CK, CN, CO	--
812	27.8	55	67	135.55	10086.75	978	AA, AB, AC, AD, AE, AF, AG, BI, BY, CA, CG, CH, CO	--
816	27.8	55	67	135.55	10086.75	979	AA, AB, AC, AD, AE, AF, AG, BI, BY, CA, CG, CH, CO	--
809	27.78	56	67	135.58	10086.86	980	AA, AD, AE, AF, AG, AL, AM, BI, BY, CA, CG, CH, CO	--
811	27.78	56	67	135.58	10086.86	981	AA, AD, AE, AF, AG, AL, AM, BI, BY, CA, CG, CH, CO	--
813	27.78	56	67	135.58	10086.86	982	AA, AD, AE, AF, AG, AL, AM, BI, BY, CA, CG, CH, CO	--
815	27.78	56	67	135.58	10086.86	983	AA, AD, AE, AF, AG, AL, AM, BI, BY, CA, CG, CH, CO	--
810	27.78	61	66	135.79	10087.05	984	AA, AE, AF, AG, AL, AN, AO, BI, BY, CA, CG, CH, CO	--
814	27.78	61	66	135.79	10087.05	985	AA, AE, AF, AG, AL, AN, AO, BI, BY, CA, CG, CH, CO	--
808	26.8	56	65	136.09	10087.25	986	AA, AB, AC, AD, AE, AF, AG, BH, BI, BZ, CF, CG, CH	--

Attachment E: End-to-End Route Scores

Valley-Ivyglen to Fogarty (D-B)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
2	0.38	5	6	106.97	52.42	1	AD, AF	--
3	0.68	6	9	108.79	52.42	2	AB, AC, AF	--
4	0.74	7	10	109.91	52.42	3	AA, AC, AF	--
1	0.44	2	2	101.36	62.22	4	AE	--

Attachment E: End-to-End Route Scores

Sun City-Newcomb (E-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
1	0.76	14	6	106.1	65.87	2	AA, AC, AD	--
2	0.66	9	4	102.42	64	1	AB, AD	--

Attachment E: End-to-End Route Scores

Valley-Sun City (E-B)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
9	5.37	31	17	113	69.9	1	AA, AE, AL, AV, BB	--
6	9.61	61	32	113.02	70.58	2	AA, AB, AC, AD, AR, AS, AV, BB, BD, BF, BG	--
8	8.23	54	31	112.77	72.29	3	AA, AB, AC, AD, AZ, BA, BD, BE, BH, BJ	--
3	8.62	61	30	115.87	72.79	4	AA, AB, AC, AD, AR, AS, AV, BB, BC, BG	--
5	8.24	56	28	114.68	73.15	5	AA, AB, AC, AD, AS, AT, AU, BD, BF, BG	--
4	8.22	60	36	114.75	74.26	6	AA, AB, AC, AD, AZ, BA, BD, BE, BF, BH, BI	--
7	8.22	60	36	114.75	74.26	7	AA, AB, AC, AD, AZ, BA, BD, BE, BF, BH, BI	--
16	6.11	49	19	114.77	74.29	8	AA, AB, AG, AH, AI, AS, AT, AU	--
13	5.82	45	21	114.71	74.31	9	AA, AE, AF, AH, AI, AS, AT, AU	--
10	5.19	44	17	116.79	74.63	10	AA, AE, AL, AR, AT, AU	--
14	5.82	49	27	115.01	75.49	11	AA, AB, AG, AH, AI, AJ, AK, AZ, BA	--
11	5.53	45	29	114.95	75.58	12	AA, AE, AF, AH, AI, AJ, AK, AZ, BA	--
17	6.4	52	16	117.9	75.76	13	AA, AB, AC, AI, AS, AT, AU	--
2	7.25	56	26	118.29	76.13	14	AA, AB, AC, AD, AS, AT, AU, BC, BG	--
15	6.15	50	23	117.63	77.28	15	AA, AB, AG, AH, AI, AJ, AM, AU	--
1	7.23	60	34	118.37	77.4	16	AA, AB, AC, AD, AZ, BA, BC, BE, BH, BI	--
12	5.85	46	25	117.91	77.58	17	AA, AE, AF, AH, AI, AJ, AM, AU	--

Attachment E: End-to-End Route Scores

Valley North (E-C)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
3	0.99	14	13	105.74	69.43	1	AB, AC, AD, AE	--
1	1.29	13	9	106.11	70.46	2	AA, AB, AC	--
4	0.67	9	12	110.49	72.88	3	AC, AG, AH	--
2	0.98	11	16	109.91	73.65	4	AC, AE, AF, AG	--

Attachment E: End-to-End Route Scores

Bunker-Lakeview (E-D)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
7	6.57	30	28	108.79	69.48	1	AA, AB, AC, AD, AE, AF, AG, BH, BI, BJ, BL, BN, BO, BQ, BR	--
11	6.48	38	36	108.28	69.48	2	AA, AB, AC, AD, AE, AF, BF, BG, BH, BI, BJ, BL, BN, BO, BQ, BR	--
6	6.58	29	26	109.02	69.77	3	AA, AB, AC, AD, AE, AF, AG, AK, BH, BI, BJ, BL, BN, BO, BP	--
10	6.49	37	34	108.51	69.77	4	AA, AB, AC, AD, AE, AF, AK, BF, BG, BH, BI, BJ, BL, BN, BO, BP	--
15	7.1	46	49	107.44	70.21	5	AA, AB, AC, AF, AG, AY, AZ, BA, BB, BC, BH, BI, BJ, BL, BN, BO, BQ, BR	--
1	5.92	9	6	111.06	70.44	6	AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK	--
2	5.83	17	14	110.52	70.45	7	AA, AB, AC, AD, AE, AF, AH, AI, AJ, AK, BF, BG	--
14	7.1	45	47	107.8	70.57	8	AA, AB, AC, AF, AG, AK, AY, AZ, BA, BB, BC, BH, BI, BJ, BL, BN, BO, BP	--
5	6.58	28	27	110.19	70.59	9	AA, AB, AC, AD, AE, AF, AG, AJ, AK, BH, BI, BJ, BL, BM	--
9	6.49	36	35	109.69	70.61	10	AA, AB, AC, AD, AE, AF, AJ, AK, BF, BG, BH, BI, BJ, BL, BM	--
3	6.45	25	27	109.38	71.16	11	AA, AB, AC, AF, AG, AH, AI, AJ, AK, AY, AZ, BA, BB, BC	--
8	6.54	26	26	111.02	71.22	12	AA, AB, AC, AD, AE, AF, AG, AI, AJ, AK, BH, BI, BJ, BK	--
13	7.1	44	48	108.88	71.33	13	AA, AB, AC, AF, AG, AJ, AK, AY, AZ, BA, BB, BC, BH, BI, BJ, BL, BM	--
12	6.44	34	34	110.7	71.35	14	AA, AB, AC, AD, AE, AF, AI, AJ, AK, BF, BG, BH, BI, BJ, BK	--
19	7.19	57	60	107.93	71.8	15	AA, AB, AC, AY, AZ, BA, BB, BD, BE, BG, BH, BI, BJ, BL, BN, BO, BQ, BR	--
16	7.06	42	47	109.64	71.92	16	AA, AB, AC, AF, AG, AI, AJ, AK, AY, AZ, BA, BB, BC, BH, BI, BJ, BK	--
72	7.26	72	70	109.83	72.08	17	AP, AT, AU, BO, BQ, BR, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CM, CN	--
18	7.19	56	58	108.29	72.16	18	AA, AB, AC, AK, AY, AZ, BA, BB, BD, BE, BG, BH, BI, BJ, BL, BN, BO, BP	--
74	7.22	75	73	110.07	72.25	19	AP, AT, AU, BL, BN, BO, BQ, BR, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
73	7.27	71	68	110.03	72.34	20	AK, AP, AT, AU, BO, BP, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CM, CN	--
58	7.26	66	65	110.28	72.4	21	AP, AT, AU, BO, BQ, BR, BS, BV, BY, CF, CI, CJ, CK, CL, CM, CN	--
100	7.19	81	73	110.3	72.42	22	AP, AQ, AS, AU, BO, BQ, BR, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CM, CN	--
102	7.16	84	76	110.39	72.49	23	AP, AQ, AS, AU, BL, BN, BO, BQ, BR, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
75	7.23	74	71	110.27	72.51	24	AK, AP, AT, AU, BL, BN, BO, BP, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
60	7.22	69	68	110.52	72.56	25	AP, AT, AU, BL, BN, BO, BQ, BR, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
65	7.26	72	70	110.41	72.6	26	AP, AT, AU, BO, BQ, BR, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CM, CN	--
71	7.29	67	66	110.34	72.6	27	AP, AT, AU, BR, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CM, CO	--
59	7.27	65	63	110.48	72.65	28	AK, AP, AT, AU, BO, BP, BS, BV, BY, CF, CI, CJ, CK, CL, CM, CN	--
101	7.2	80	71	110.5	72.68	29	AK, AP, AQ, AS, AU, BO, BP, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CM, CN	--
86	7.19	75	68	110.75	72.74	30	AP, AQ, AS, AU, BO, BQ, BR, BS, BV, BY, CF, CI, CJ, CK, CL, CM, CN	--
103	7.17	83	74	110.59	72.75	31	AK, AP, AQ, AS, AU, BL, BN, BO, BP, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
67	7.22	75	73	110.65	72.76	32	AP, AT, AU, BL, BN, BO, BQ, BR, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
142	7.78	95	83	110.27	72.76	33	AP, AQ, AS, AU, BI, BJ, BL, BN, BO, BQ, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CW, CY	--
88	7.16	78	71	110.84	72.81	34	AP, AQ, AS, AU, BL, BN, BO, BQ, BR, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
61	7.23	68	66	110.72	72.82	35	AK, AP, AT, AU, BL, BN, BO, BP, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
99	7.23	76	69	110.65	72.84	36	AP, AQ, AS, AU, BR, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CM, CO	--
66	7.27	71	68	110.61	72.85	37	AK, AP, AT, AU, BO, BP, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CM, CN	--
128	7.04	82	72	110.73	72.88	38	AL, AR, AS, AU, BO, BQ, BR, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CM, CN	--
57	7.29	61	61	110.78	72.91	39	AP, AT, AU, BR, BS, BV, BY, CF, CI, CJ, CK, CL, CM, CO	--
17	7.19	55	59	109.36	72.92	40	AA, AB, AC, AJ, AK, AY, AZ, BA, BB, BD, BE, BG, BH, BI, BJ, BL, BM	--
79	7.26	71	68	110.91	72.93	41	AP, AT, AU, BO, BQ, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CM, CN	--
93	7.19	81	73	110.88	72.94	42	AP, AQ, AS, AU, BO, BQ, BR, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CM, CN	--
87	7.2	74	66	110.95	73	43	AK, AP, AQ, AS, AU, BO, BP, BS, BV, BY, CF, CI, CJ, CK, CL, CM, CN	--
4	6.53	36	38	110.06	73.01	44	AA, AB, AC, AH, AI, AJ, AK, AY, AZ, BA, BB, BD, BE, BG	--
95	7.16	84	76	110.97	73.01	45	AP, AQ, AS, AU, BL, BN, BO, BQ, BR, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
68	7.23	74	71	110.85	73.02	46	AK, AP, AT, AU, BL, BN, BO, BP, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
130	7	85	75	110.99	73.06	47	AL, AR, AS, AU, BL, BN, BO, BQ, BR, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--

Attachment E: End-to-End Route Scores

Bunker-Lakeview (E-D)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
89	7.17	77	69	111.05	73.07	48	AK, AP, AQ, AS, AU, BL, BN, BO, BP, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
81	7.22	74	71	111.15	73.1	49	AP, AT, AU, BL, BN, BO, BQ, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
64	7.29	67	66	110.91	73.11	50	AP, AT, AU, BR, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CM, CO	--
85	7.23	70	64	111.1	73.16	51	AP, AQ, AS, AU, BR, BS, BV, BY, CF, CI, CJ, CK, CL, CM, CO	--
94	7.2	80	71	111.08	73.2	52	AK, AP, AQ, AS, AU, BO, BP, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CM, CN	--
114	7.04	76	67	111.2	73.21	53	AL, AR, AS, AU, BO, BQ, BR, BS, BV, BY, CF, CI, CJ, CK, CL, CM, CN	--
145	7.53	83	78	110.87	73.24	54	AP, AT, AU, BI, BJ, BL, BN, BO, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CW, CY	--
129	7.04	81	70	111.1	73.25	55	AK, AL, AR, AS, AU, BO, BP, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CM, CN	--
76	7.23	73	72	111.34	73.26	56	AJ, AK, AP, AT, AU, BL, BM, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
96	7.17	83	74	111.17	73.27	57	AK, AP, AQ, AS, AU, BL, BN, BO, BP, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
143	7.2	79	73	110.41	73.27	58	AP, AT, AU, BI, BJ, BL, BN, BO, BQ, BR, BS, BU, BX, CE, CH, CR, CT, CV, CW	--
80	7.26	70	66	111.26	73.28	59	AK, AP, AT, AU, BO, BP, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CM, CN	--
107	7.19	80	71	111.38	73.28	60	AP, AQ, AS, AU, BO, BQ, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CM, CN	--
131	7.01	84	73	111.19	73.32	61	AK, AL, AR, AS, AU, BL, BN, BO, BP, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
109	7.16	83	74	111.48	73.34	62	AP, AQ, AS, AU, BL, BN, BO, BQ, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
82	7.23	73	69	111.35	73.35	63	AK, AP, AT, AU, BL, BN, BO, BP, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
92	7.23	76	69	111.23	73.36	64	AP, AQ, AS, AU, BR, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CM, CO	--
116	7	79	70	111.45	73.38	65	AL, AR, AS, AU, BL, BN, BO, BQ, BR, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
127	7.07	77	68	111.25	73.41	66	AL, AR, AS, AU, BR, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CM, CO	--
78	7.29	66	64	111.41	73.44	67	AP, AT, AU, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CM, CO	--
20	7.15	53	58	110.11	73.5	68	AA, AB, AC, AI, AJ, AK, AY, AZ, BA, BB, BD, BE, BG, BH, BI, BJ, BK	--
104	7.17	82	75	111.66	73.51	69	AJ, AK, AP, AQ, AS, AU, BL, BM, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
121	7.03	82	72	111.49	73.52	70	AL, AR, AS, AU, BO, BQ, BR, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CM, CN	--
146	7.75	73	64	111.57	73.52	71	AH, AI, AJ, AK, AP, AT, AU, BH, BS, BU, BX, CE, CG, CI, CJ, CK, CW, CY	--
108	7.2	79	69	111.59	73.53	72	AK, AP, AQ, AS, AU, BO, BP, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CM, CN	--
31	6.96	73	65	110.84	73.54	73	AP, AT, AU, AV, AW, BJ, BL, BN, BO, BQ, BR, BZ, CE, CH, CR, CT, CV, CX	--
62	7.23	67	67	111.79	73.57	74	AJ, AK, AP, AT, AU, BL, BM, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
115	7.04	75	65	111.56	73.57	75	AK, AL, AR, AS, AU, BO, BP, BS, BV, BY, CF, CI, CJ, CK, CL, CM, CN	--
141	6.95	61	58	110.51	73.58	76	AH, AI, AJ, AK, AP, AT, AU, AV, AW, BA, BB, BD, BE, BG, CA, CC	--
123	7	85	75	111.58	73.59	77	AL, AR, AS, AU, BL, BN, BO, BQ, BR, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
110	7.17	82	72	111.68	73.6	78	AK, AP, AQ, AS, AU, BL, BN, BO, BP, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
117	7.01	78	68	111.66	73.65	79	AK, AL, AR, AS, AU, BL, BN, BO, BP, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
106	7.23	75	67	111.73	73.69	80	AP, AQ, AS, AU, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CM, CO	--
113	7.07	71	63	111.71	73.73	81	AL, AR, AS, AU, BR, BS, BV, BY, CF, CI, CJ, CK, CL, CM, CO	--
69	7.23	73	72	111.92	73.77	82	AJ, AK, AP, AT, AU, BL, BM, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
122	7.04	81	70	111.69	73.78	83	AK, AL, AR, AS, AU, BO, BP, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CM, CN	--
30	6.97	72	63	111.05	73.81	84	AK, AP, AT, AU, AV, AW, BJ, BL, BN, BO, BP, BZ, CE, CH, CR, CT, CV, CX	--
90	7.17	76	70	112.12	73.82	85	AJ, AK, AP, AQ, AS, AU, BL, BM, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
77	7.19	71	71	112.1	73.84	86	AI, AJ, AK, AP, AT, AU, BK, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
124	7.01	84	73	111.79	73.85	87	AK, AL, AR, AS, AU, BL, BN, BO, BP, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
135	7.03	81	70	112	73.86	88	AL, AR, AS, AU, BO, BQ, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CM, CN	--
43	6.89	82	68	111.34	73.91	89	AP, AQ, AS, AU, AV, AW, BJ, BL, BN, BO, BQ, BR, BZ, CE, CH, CR, CT, CV, CX	--
137	7	84	73	112.1	73.93	90	AL, AR, AS, AU, BL, BN, BO, BQ, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
120	7.07	77	68	111.84	73.94	91	AL, AR, AS, AU, BR, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CM, CO	--
97	7.17	82	75	112.25	74.02	92	AJ, AK, AP, AQ, AS, AU, BL, BM, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
132	7.01	83	74	112.29	74.09	93	AJ, AK, AL, AR, AS, AU, BL, BM, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
83	7.23	72	70	112.42	74.1	94	AJ, AK, AP, AT, AU, BL, BM, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--

Attachment E: End-to-End Route Scores

Bunker-Lakeview (E-D)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
136	7.04	80	68	112.21	74.12	95	AK, AL, AR, AS, AU, BO, BP, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CM, CN	--
63	7.19	65	66	112.55	74.16	96	AI, AJ, AK, AP, AT, AU, BK, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
42	6.9	81	66	111.55	74.18	97	AK, AP, AQ, AS, AU, AV, AW, BJ, BL, BN, BO, BP, BZ, CE, CH, CR, CT, CV, CX	--
138	7.01	83	71	112.31	74.19	98	AK, AL, AR, AS, AU, BL, BN, BO, BP, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
105	7.12	80	74	112.59	74.2	99	AI, AJ, AK, AP, AQ, AS, AU, BK, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
27	6.95	78	71	111.61	74.22	100	AP, AT, AU, AV, BJ, BL, BN, BO, BQ, BR, BT, BX, CE, CH, CR, CT, CV, CX	--
23	6.95	74	66	111.75	74.28	101	AP, AT, AU, AV, AW, BJ, BL, BN, BO, BQ, BR, CA, CB, CH, CR, CT, CV, CX	--
134	7.07	76	66	112.36	74.28	102	AL, AR, AS, AU, BR, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CM, CO	--
144	7.11	66	57	112.15	74.35	103	AH, AI, AJ, AK, AP, AT, AU, BH, BS, BU, BX, CE, CH, CR, CT, CV, CW	--
111	7.17	81	73	112.76	74.36	104	AJ, AK, AP, AQ, AS, AU, BL, BM, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
118	7.01	77	69	112.76	74.42	105	AJ, AK, AL, AR, AS, AU, BL, BM, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
70	7.18	71	71	112.84	74.46	106	AI, AJ, AK, AP, AT, AU, BK, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
26	6.96	77	69	111.82	74.48	107	AK, AP, AT, AU, AV, BJ, BL, BN, BO, BP, BT, BX, CE, CH, CR, CT, CV, CX	--
39	6.89	87	74	111.95	74.49	108	AP, AQ, AS, AU, AV, BJ, BL, BN, BO, BQ, BR, BT, BX, CE, CH, CR, CT, CV, CX	--
91	7.12	74	69	113.05	74.52	109	AI, AJ, AK, AP, AQ, AS, AU, BK, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
22	6.96	73	64	111.96	74.54	110	AK, AP, AT, AU, AV, AW, BJ, BL, BN, BO, BP, CA, CB, CH, CR, CT, CV, CX	--
55	6.73	83	67	111.98	74.54	111	AL, AR, AS, AU, AV, AW, BJ, BL, BN, BO, BQ, BR, BZ, CE, CH, CR, CT, CV, CX	--
35	6.89	83	69	112.09	74.55	112	AP, AQ, AS, AU, AV, AW, BJ, BL, BN, BO, BQ, BR, CA, CB, CH, CR, CT, CV, CX	--
29	6.97	71	64	112.16	74.59	113	AJ, AK, AP, AT, AU, AV, AW, BJ, BL, BM, BZ, CE, CH, CR, CT, CV, CX	--
125	7.01	83	74	112.89	74.63	114	AJ, AK, AL, AR, AS, AU, BL, BM, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
98	7.12	80	74	113.18	74.72	115	AI, AJ, AK, AP, AQ, AS, AU, BK, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
38	6.9	86	72	112.16	74.75	116	AK, AP, AQ, AS, AU, AV, BJ, BL, BN, BO, BP, BT, BX, CE, CH, CR, CT, CV, CX	--
84	7.18	70	69	113.34	74.79	117	AI, AJ, AK, AP, AT, AU, BK, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
34	6.9	82	67	112.3	74.81	118	AK, AP, AQ, AS, AU, AV, AW, BJ, BL, BN, BO, BP, CA, CB, CH, CR, CT, CV, CX	--
54	6.74	82	65	112.2	74.81	119	AK, AL, AR, AS, AU, AV, AW, BJ, BL, BN, BO, BP, BZ, CE, CH, CR, CT, CV, CX	--
133	6.96	81	73	113.25	74.81	120	AI, AJ, AK, AL, AR, AS, AU, BK, BS, BU, BX, CD, CF, CI, CJ, CK, CL, CZ	--
41	6.9	80	67	112.67	74.97	121	AJ, AK, AP, AQ, AS, AU, AV, AW, BJ, BL, BM, BZ, CE, CH, CR, CT, CV, CX	--
139	7.01	82	72	113.41	74.97	122	AJ, AK, AL, AR, AS, AU, BL, BM, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
112	7.12	79	72	113.69	75.06	123	AI, AJ, AK, AP, AQ, AS, AU, BK, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
51	6.73	88	73	112.61	75.12	124	AL, AR, AS, AU, AV, BJ, BL, BN, BO, BQ, BR, BT, BX, CE, CH, CR, CT, CV, CX	--
119	6.96	75	68	113.72	75.13	125	AI, AJ, AK, AL, AR, AS, AU, BK, BS, BV, BY, CF, CI, CJ, CK, CL, CZ	--
47	6.73	84	68	112.76	75.18	126	AL, AR, AS, AU, AV, AW, BJ, BL, BN, BO, BQ, BR, CA, CB, CH, CR, CT, CV, CX	--
25	6.96	76	70	112.92	75.26	127	AJ, AK, AP, AT, AU, AV, BJ, BL, BM, BT, BX, CE, CH, CR, CT, CV, CX	--
32	6.92	69	63	113.11	75.31	128	AI, AJ, AK, AP, AT, AU, AV, AW, BJ, BK, BZ, CE, CH, CR, CT, CV, CX	--
21	6.96	72	65	113.06	75.32	129	AJ, AK, AP, AT, AU, AV, AW, BJ, BL, BM, CA, CB, CH, CR, CT, CV, CX	--
126	6.96	81	73	113.85	75.34	130	AI, AJ, AK, AL, AR, AS, AU, BK, BS, BU, BW, BY, CF, CI, CJ, CK, CL, CZ	--
50	6.74	87	71	112.83	75.39	131	AK, AL, AR, AS, AU, AV, BJ, BL, BN, BO, BP, BT, BX, CE, CH, CR, CT, CV, CX	--
46	6.74	83	66	112.97	75.46	132	AK, AL, AR, AS, AU, AV, AW, BJ, BL, BN, BO, BP, CA, CB, CH, CR, CT, CV, CX	--
37	6.9	85	73	113.28	75.54	133	AJ, AK, AP, AQ, AS, AU, AV, BJ, BL, BM, BT, BX, CE, CH, CR, CT, CV, CX	--
44	6.86	78	66	113.47	75.59	134	AI, AJ, AK, AP, AQ, AS, AU, AV, AW, BJ, BK, BZ, CE, CH, CR, CT, CV, CX	--
33	6.9	81	68	113.42	75.6	135	AJ, AK, AP, AQ, AS, AU, AV, AW, BJ, BL, BM, CA, CB, CH, CR, CT, CV, CX	--
53	6.74	81	66	113.34	75.61	136	AJ, AK, AL, AR, AS, AU, AV, AW, BJ, BL, BM, BZ, CE, CH, CR, CT, CV, CX	--
140	6.96	80	71	114.37	75.69	137	AI, AJ, AK, AL, AR, AS, AU, BK, BS, BU, BX, CE, CG, CI, CJ, CK, CL, CZ	--
24	6.92	70	64	113.86	75.94	138	AI, AJ, AK, AP, AT, AU, AV, AW, BJ, BK, CA, CB, CH, CR, CT, CV, CX	--
28	6.91	74	69	113.89	75.99	139	AI, AJ, AK, AP, AT, AU, AV, BJ, BK, BT, BX, CE, CH, CR, CT, CV, CX	--
49	6.74	86	72	113.97	76.2	140	AJ, AK, AL, AR, AS, AU, AV, BJ, BL, BM, BT, BX, CE, CH, CR, CT, CV, CX	--
56	6.7	79	65	114.17	76.25	141	AI, AJ, AK, AL, AR, AS, AU, AV, AW, BJ, BK, BZ, CE, CH, CR, CT, CV, CX	--

Attachment E: End-to-End Route Scores

Bunker-Lakeview (E-D)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
45	6.74	82	67	114.11	76.26	142	AJ, AK, AL, AR, AS, AU, AV, AW, BJ, BL, BM, CA, CB, CH, CR, CT, CV, CX	--
40	6.85	83	72	114.25	76.27	143	AI, AJ, AK, AP, AQ, AS, AU, AV, BJ, BK, BT, BX, CE, CH, CR, CT, CV, CX	--
36	6.85	79	67	114.39	76.33	144	AI, AJ, AK, AP, AQ, AS, AU, AV, AW, BJ, BK, CA, CB, CH, CR, CT, CV, CX	--
52	6.69	84	71	114.97	76.96	145	AI, AJ, AK, AL, AR, AS, AU, AV, BJ, BK, BT, BX, CE, CH, CR, CT, CV, CX	--
48	6.69	80	66	115.12	77.02	146	AI, AJ, AK, AL, AR, AS, AU, AV, AW, BJ, BK, CA, CB, CH, CR, CT, CV, CX	--

Attachment E: End-to-End Route Scores

Alessandro-Moval (E-E)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
36	4.75	26	27	97.3	61.95	1	AA, AC, AD, AH, AK, AL, AM, AQ, AT, AV, AW	--
5	4.76	25	25	96.83	62.06	2	AA, AB, AH, AK, AL, AM, AQ, AT, AV, AW	--
26	4.75	28	26	97.75	62.18	3	AA, AC, AD, AF, AG, AJ, AM, AQ, AT, AV, AW	--
9	4.76	27	24	97.28	62.29	4	AA, AB, AF, AG, AJ, AM, AQ, AT, AV, AW	--
35	4.75	23	26	97.65	62.39	5	AA, AC, AD, AH, AK, AL, AM, AQ, AU, AW	--
6	4.75	22	24	97.38	62.63	6	AA, AB, AH, AK, AL, AM, AQ, AU, AW	--
25	4.74	25	25	98.3	62.74	7	AA, AC, AD, AF, AG, AJ, AM, AQ, AU, AW	--
8	4.75	24	23	97.83	62.85	8	AA, AB, AF, AG, AJ, AM, AQ, AU, AW	--
24	4.77	27	22	99.09	63.04	9	AA, AC, AE, AJ, AM, AQ, AT, AV, AW	--
23	4.76	24	21	99.64	63.6	10	AA, AC, AE, AJ, AM, AQ, AU, AW	--
39	4.75	27	26	99.19	63.94	11	AA, AC, AD, AH, AL, AN, AR, AS, AV, AW	--
2	4.76	26	24	98.71	64.05	12	AA, AB, AH, AL, AN, AR, AS, AV, AW	--
38	4.75	29	31	99.83	64.28	13	AA, AC, AD, AH, AL, AN, AP, AQ, AT, AV, AW	--
3	4.76	28	29	99.36	64.39	14	AA, AB, AH, AL, AN, AP, AQ, AT, AV, AW	--
37	4.75	26	30	100.18	64.71	15	AA, AC, AD, AH, AL, AN, AP, AQ, AU, AW	--
4	4.75	25	28	99.91	64.95	16	AA, AB, AH, AL, AN, AP, AQ, AU, AW	--
28	4.76	28	27	100.36	65.06	17	AA, AC, AD, AG, AI, AK, AM, AQ, AT, AV, AW	--
11	4.76	27	25	100.09	65.3	18	AA, AB, AG, AI, AK, AM, AQ, AT, AV, AW	--
27	4.75	25	26	100.91	65.63	19	AA, AC, AD, AG, AI, AK, AM, AQ, AU, AW	--
10	4.76	24	24	100.44	65.73	20	AA, AB, AG, AI, AK, AM, AQ, AU, AW	--
34	4.46	26	27	104.82	66.69	21	AA, AC, AD, AH, AO, AR, AS, AV, AW, AX	--
17	4.47	25	25	104.31	66.8	22	AA, AB, AH, AO, AR, AS, AV, AW, AX	--
31	4.76	29	26	102.24	67.04	23	AA, AC, AD, AG, AI, AN, AR, AS, AV, AW	--
14	4.77	28	24	101.76	67.14	24	AA, AB, AG, AI, AN, AR, AS, AV, AW	--
30	4.76	31	31	102.89	67.38	25	AA, AC, AD, AG, AI, AN, AP, AQ, AT, AV, AW	--
13	4.76	30	29	102.62	67.62	26	AA, AB, AG, AI, AN, AP, AQ, AT, AV, AW	--
29	4.75	28	30	103.45	67.95	27	AA, AC, AD, AG, AI, AN, AP, AQ, AU, AW	--
12	4.76	27	28	102.97	68.05	28	AA, AB, AG, AI, AN, AP, AQ, AU, AW	--
1	3.88	22	21	119.76	76.83	29	AA, AB, AH, AO, AS, AV, AW, AY	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
535	28.25	179	153	149.75	100.5	1	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
536	28.29	198	164	149.81	100.51	2	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
224	28.16	201	166	149.75	100.54	3	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
354	28.36	208	173	149.76	100.55	4	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
225	28.2	220	177	149.81	100.56	5	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
355	28.4	227	184	149.82	100.57	6	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
534	28.13	189	164	150	100.69	7	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
223	28.04	211	177	150	100.74	8	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
353	28.24	218	184	150.01	100.74	9	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
482	28.4	214	177	150.04	100.83	10	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
530	28.09	180	154	150.11	100.84	11	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
531	28.13	199	165	150.17	100.86	12	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
588	28.3	180	153	150.06	100.87	13	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
219	28	202	167	150.11	100.88	14	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
483	28.43	233	188	150.16	100.88	15	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
349	28.2	209	174	150.11	100.89	16	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
589	28.34	199	164	150.12	100.89	17	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
220	28.04	221	178	150.17	100.9	18	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
350	28.24	228	185	150.18	100.91	19	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
562	29.12	167	142	150.33	100.99	20	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
563	29.16	186	153	150.39	101.01	21	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
481	28.28	224	188	150.3	101.02	22	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
251	29.03	189	155	150.33	101.03	23	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
377	29.23	196	162	150.33	101.04	24	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
529	27.97	190	165	150.36	101.04	25	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
547	28.1	175	146	150.31	101.04	26	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
236	28.02	197	159	150.26	101.05	27	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
252	29.07	208	166	150.39	101.05	28	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
379	29.27	215	173	150.4	101.05	29	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
366	28.22	204	166	150.26	101.06	30	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
548	28.14	194	157	150.37	101.06	31	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
365	28.26	223	177	150.32	101.07	32	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
587	28.18	190	164	150.31	101.07	33	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
218	27.88	212	178	150.37	101.08	34	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
348	28.08	219	185	150.37	101.09	35	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
904	28.02	167	141	150.4	101.1	36	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
237	28.05	216	170	150.37	101.11	37	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
905	28.06	186	152	150.46	101.12	38	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
719	28.13	196	161	150.4	101.15	39	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
477	28.24	215	178	150.4	101.17	40	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
720	28.17	215	172	150.47	101.17	41	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
561	29	177	153	150.58	101.18	42	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
250	28.92	199	166	150.53	101.19	43	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
376	29.12	206	173	150.53	101.19	44	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
583	28.14	181	154	150.42	101.22	45	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
478	28.27	234	189	150.52	101.23	46	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
584	28.18	200	165	150.48	101.23	47	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
546	27.98	185	157	150.57	101.24	48	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
235	27.9	207	170	150.51	101.25	49	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
364	28.1	214	177	150.51	101.25	50	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
527	28.43	171	155	150.76	101.26	51	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
216	28.34	193	168	150.76	101.3	52	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
346	28.54	200	175	150.76	101.3	53	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
903	27.9	177	152	150.66	101.3	54	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
509	29.27	202	166	150.61	101.31	55	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
718	28.02	206	172	150.61	101.31	56	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
557	28.96	168	143	150.68	101.32	57	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
510	29.31	221	177	150.67	101.33	58	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
558	29	187	154	150.74	101.34	59	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
615	29.17	168	142	150.63	101.36	60	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
246	28.87	190	156	150.68	101.37	61	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
373	29.07	197	163	150.68	101.37	62	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
476	28.12	225	189	150.66	101.37	63	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
494	28.25	210	170	150.6	101.37	64	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
616	29.21	187	153	150.69	101.37	65	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
542	27.94	176	147	150.67	101.39	66	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
247	28.91	209	167	150.74	101.39	67	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
374	29.11	216	174	150.74	101.39	68	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
495	28.29	229	181	150.66	101.39	69	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
231	27.86	198	160	150.62	101.4	70	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
361	28.06	205	167	150.62	101.4	71	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
543	27.98	195	158	150.73	101.41	72	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
232	27.9	217	171	150.68	101.42	73	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
362	28.1	224	178	150.68	101.42	74	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
582	28.02	191	165	150.67	101.42	75	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
600	28.15	176	146	150.62	101.42	76	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
851	28.17	202	165	150.69	101.43	77	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
601	28.19	195	157	150.68	101.44	78	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
852	28.21	221	176	150.76	101.45	79	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
899	27.86	168	142	150.77	101.45	80	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
900	27.9	187	153	150.83	101.47	81	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
957	28.07	168	141	150.71	101.48	82	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
508	29.15	212	177	150.86	101.5	83	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
714	27.97	197	162	150.77	101.5	84	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
958	28.11	187	152	150.77	101.5	85	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
556	28.84	178	154	150.93	101.52	86	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
574	28.97	163	135	150.87	101.52	87	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
715	28.01	216	173	150.83	101.52	88	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
245	28.76	200	167	150.88	101.53	89	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
263	28.89	185	148	150.82	101.53	90	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
372	28.96	207	174	150.88	101.53	91	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
388	29.09	192	155	150.82	101.53	92	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
575	29.01	182	146	150.93	101.54	93	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
264	28.93	204	159	150.89	101.55	94	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
389	29.13	211	166	150.88	101.55	95	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
614	29.05	178	153	150.88	101.55	96	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
493	28.13	220	181	150.86	101.57	97	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
474	28.58	206	179	151.05	101.58	98	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
528	27.7	160	144	151.24	101.58	99	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
931	28.89	155	130	150.97	101.58	100	AA, AC, AI, AM, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
541	27.82	186	158	150.93	101.59	101	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
745	29.01	184	150	150.91	101.59	102	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
230	27.74	208	171	150.88	101.6	103	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
360	27.94	215	178	150.88	101.6	104	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
932	28.93	174	141	151.03	101.6	105	AA, AC, AI, AM, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
599	28.03	186	157	150.87	101.62	106	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
217	27.61	182	157	151.25	101.63	107	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
347	27.81	189	164	151.24	101.63	108	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
580	28.48	172	155	151.06	101.63	109	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
850	28.05	212	176	150.95	101.63	110	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
746	29.04	203	161	151.03	101.64	111	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
504	29.11	203	167	150.96	101.65	112	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
898	27.74	178	153	151.03	101.65	113	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
505	29.15	222	178	151.02	101.66	114	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
713	27.86	207	173	150.97	101.66	115	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
916	27.87	163	134	150.97	101.66	116	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
731	27.99	192	154	150.91	101.67	117	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
917	27.91	182	145	151.03	101.67	118	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
732	28.03	211	165	150.98	101.68	119	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
956	27.95	178	152	150.97	101.68	120	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
610	29.01	169	143	150.98	101.69	121	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
551	27.94	152	128	151.27	101.71	122	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, BA, BC, BD, BU	--
611	29.05	188	154	151.04	101.71	123	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
489	28.09	211	171	150.96	101.72	124	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
240	27.86	174	141	151.22	101.72	125	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BD, BU	--
554	29.3	159	144	151.31	101.72	126	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
573	28.85	173	146	151.13	101.72	127	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
262	28.77	195	159	151.08	101.73	128	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
387	28.97	202	166	151.07	101.73	129	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
490	28.13	230	182	151.03	101.74	130	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
525	28.71	156	138	151.41	101.74	131	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
595	27.99	177	147	150.98	101.77	132	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
243	29.21	181	157	151.31	101.77	133	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
370	29.41	188	164	151.31	101.77	134	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
930	28.77	165	141	151.22	101.77	135	AA, AC, AI, AM, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
214	28.62	178	151	151.41	101.78	136	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
277	27.77	184	148	151.18	101.78	137	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
344	28.82	185	158	151.41	101.78	138	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
846	28.01	203	166	151.06	101.78	139	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
596	28.03	196	158	151.04	101.79	140	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
144	27.57	177	141	151.18	101.79	141	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
744	28.89	194	161	151.17	101.79	142	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
145	27.61	196	152	151.25	101.8	143	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
278	27.81	203	159	151.24	101.8	144	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
847	28.05	222	177	151.12	101.8	145	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
952	27.91	169	142	151.08	101.83	146	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
503	28.99	213	178	151.21	101.84	147	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
521	29.12	198	159	151.15	101.84	148	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
953	27.95	188	153	151.14	101.85	149	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
569	28.81	164	136	151.23	101.86	150	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
522	29.16	217	170	151.21	101.86	151	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
896	28.2	159	143	151.41	101.86	152	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
915	27.75	173	145	151.23	101.86	153	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
258	28.73	186	149	151.18	101.87	154	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
383	28.93	193	156	151.18	101.87	155	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
730	27.87	202	165	151.17	101.87	156	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
570	28.85	183	147	151.29	101.88	157	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
259	28.77	205	160	151.24	101.89	158	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
384	28.97	212	167	151.24	101.89	159	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
609	28.89	179	154	151.23	101.89	160	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
627	29.02	164	135	151.17	101.89	161	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
628	29.06	183	146	151.23	101.9	162	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
878	29.04	190	154	151.25	101.9	163	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
475	27.85	195	168	151.53	101.91	164	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
711	28.31	188	163	151.41	101.91	165	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
488	27.97	221	182	151.22	101.92	166	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
879	29.08	209	165	151.31	101.92	167	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
926	28.73	156	131	151.32	101.92	168	AA, AC, AI, AM, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
740	28.85	185	151	151.27	101.93	169	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
927	28.77	175	142	151.38	101.94	170	AA, AC, AI, AM, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
984	28.94	156	130	151.26	101.95	171	AA, AC, AI, AN, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
581	27.75	161	144	151.55	101.96	172	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
985	28.98	175	141	151.32	101.96	173	AA, AC, AI, AN, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
594	27.87	187	158	151.24	101.97	174	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
91	28.12	182	150	151.33	101.98	175	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
741	28.88	204	162	151.38	101.98	176	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
845	27.89	213	177	151.32	101.98	177	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
92	28.16	201	161	151.39	101.99	178	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
143	27.45	187	152	151.45	101.99	179	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
276	27.65	194	159	151.44	101.99	180	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
863	28.02	198	158	151.26	101.99	181	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
864	28.06	217	169	151.32	102	182	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
911	27.71	164	135	151.34	102.01	183	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
726	27.83	193	155	151.28	102.02	184	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
727	27.87	212	166	151.34	102.03	185	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
912	27.75	183	146	151.4	102.03	186	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
951	27.79	179	153	151.34	102.03	187	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
498	28.09	187	152	151.56	102.04	188	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BD, BU	--

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
501	29.45	194	168	151.58	102.04	189	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
520	29	208	170	151.41	102.04	190	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
969	27.92	164	134	151.28	102.04	191	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
555	28.57	148	133	151.79	102.05	192	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--
970	27.96	183	145	151.34	102.05	193	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
568	28.69	174	147	151.48	102.06	194	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
472	28.86	191	162	151.69	102.06	195	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
257	28.61	196	160	151.44	102.07	196	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
382	28.81	203	167	151.43	102.07	197	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
526	27.98	145	127	151.9	102.07	198	AA, AB, AE, AG, AI, AM, AR, AU, AV, AX, AY, AZ, BJ, BK	--
345	28.1	174	147	151.85	102.08	199	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BK	--
626	28.9	174	146	151.42	102.08	200	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
371	28.68	177	153	151.79	102.09	201	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--
604	27.99	153	128	151.58	102.09	202	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, BA, BC, BD, BU	--
607	29.35	160	144	151.6	102.09	203	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
244	28.48	170	146	151.79	102.1	204	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--
877	28.92	200	165	151.5	102.1	205	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
402	27.8	190	152	151.53	102.11	206	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
578	28.76	157	138	151.71	102.11	207	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
215	27.89	167	140	151.91	102.12	208	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BK	--
403	27.84	209	163	151.59	102.12	209	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
925	28.61	166	142	151.58	102.12	210	AA, AC, AI, AM, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
943	28.74	151	123	151.52	102.12	211	AA, AC, AI, AM, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
739	28.73	195	162	151.52	102.13	212	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
757	28.86	180	143	151.46	102.13	213	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
139	27.41	178	142	151.56	102.14	214	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
272	27.61	185	149	151.55	102.14	215	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
758	28.9	199	154	151.52	102.14	216	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
944	28.78	170	134	151.58	102.14	217	AA, AC, AI, AM, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
983	28.82	166	141	151.52	102.14	218	AA, AC, AI, AN, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
140	27.45	197	153	151.62	102.16	219	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
273	27.65	204	160	151.62	102.16	220	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
90	28	192	161	151.59	102.18	221	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
516	28.96	199	160	151.51	102.18	222	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
552	29.58	144	127	151.93	102.19	223	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--
843	28.35	194	167	151.7	102.19	224	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
862	27.9	208	169	151.52	102.19	225	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
517	29	218	171	151.57	102.2	226	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
910	27.59	174	146	151.6	102.21	227	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
712	27.59	177	152	151.86	102.21	228	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
897	27.47	148	132	151.92	102.21	229	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
725	27.71	203	166	151.55	102.22	230	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
241	29.49	166	140	151.94	102.23	231	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--
622	28.86	165	136	151.53	102.23	232	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
368	29.69	173	147	151.93	102.23	233	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--
623	28.9	184	147	151.59	102.24	234	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
873	28.88	191	155	151.6	102.24	235	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
949	28.25	160	143	151.72	102.24	236	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
968	27.8	174	145	151.54	102.24	237	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
874	28.92	210	166	151.66	102.26	238	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
401	27.69	200	163	151.74	102.27	239	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
942	28.63	161	134	151.72	102.28	240	AA, AC, AI, AM, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
979	28.78	157	131	151.62	102.29	241	AA, AC, AI, AN, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
156	27.43	173	134	151.71	102.31	242	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
289	27.63	180	141	151.7	102.31	243	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
980	28.82	176	142	151.68	102.31	244	AA, AC, AI, AN, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
923	29.07	147	132	151.95	102.32	245	AA, AC, AI, AM, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
86	27.96	183	151	151.7	102.33	246	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
756	28.74	190	154	151.72	102.33	247	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
920	27.71	140	116	151.94	102.33	248	AA, AC, AI, AM, AR, AU, AV, AX, AY, BA, BC, BD, BU	--
87	28	202	162	151.76	102.34	249	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
858	27.86	199	159	151.63	102.34	250	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
894	28.48	144	126	152.06	102.34	251	AA, AC, AI, AM, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
138	27.29	188	153	151.83	102.35	252	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
271	27.49	195	160	151.82	102.35	253	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
709	28.6	173	146	152	102.35	254	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
290	27.66	199	152	151.82	102.36	255	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
859	27.9	218	170	151.69	102.36	256	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
737	29.18	176	152	151.94	102.36	257	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
157	27.46	192	145	151.83	102.37	258	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
502	28.72	183	157	152.07	102.37	259	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--
515	28.84	209	171	151.76	102.38	260	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
964	27.76	165	135	151.65	102.39	261	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
473	28.13	180	151	152.19	102.4	262	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BK	--
965	27.8	184	146	151.71	102.41	263	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
641	27.54	172	136	151.85	102.41	264	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
608	28.62	149	133	152.09	102.42	265	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--
118	28.99	170	139	151.86	102.43	266	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
621	28.74	175	147	151.78	102.43	267	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
397	27.65	191	153	151.84	102.43	268	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
642	27.58	191	147	151.92	102.43	269	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
119	29.03	189	150	151.92	102.44	270	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
872	28.76	201	166	151.86	102.44	271	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
890	28.89	186	147	151.8	102.44	272	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
579	28.03	146	127	152.21	102.45	273	AA, AB, AE, AG, AI, AN, AR, AU, AV, AX, AY, AZ, BJ, BK	--
891	28.93	205	158	151.86	102.45	274	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
752	28.7	181	144	151.82	102.47	275	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
938	28.58	152	124	151.88	102.47	276	AA, AC, AI, AM, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
939	28.62	171	135	151.94	102.48	277	AA, AC, AI, AM, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
398	27.68	210	164	151.96	102.48	278	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
753	28.74	200	155	151.88	102.49	279	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
978	28.66	167	142	151.88	102.49	280	AA, AC, AI, AN, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
996	28.79	152	123	151.82	102.49	281	AA, AC, AI, AN, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
499	29.73	179	151	152.2	102.5	282	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
997	28.83	171	134	151.88	102.5	283	AA, AC, AI, AN, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
288	27.51	190	152	151.97	102.51	284	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
155	27.31	183	145	151.98	102.52	285	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
553	28.85	133	116	152.42	102.52	286	AA, AB, AE, AG, AI, AM, AR, AU, AW, AY, AZ, BJ, BK	--
85	27.84	193	162	151.96	102.53	287	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
103	27.97	178	143	151.9	102.53	288	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
242	28.77	155	129	152.38	102.53	289	AA, AB, AE, AF, AJ, AK, AO, AQ, AR, AU, AW, AY, AZ, BJ, BK	--
369	28.97	162	136	152.37	102.53	290	AA, AB, AE, AG, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, AZ, BJ, BK	--
605	29.63	145	127	152.22	102.54	291	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--
844	27.62	183	156	152.21	102.54	292	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
104	28.01	197	154	151.96	102.55	293	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
269	27.95	176	150	152.2	102.55	294	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
857	27.74	209	170	151.89	102.55	295	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
136	27.75	169	143	152.21	102.56	296	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
303	28	211	175	151.95	102.57	297	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
171	27.8	204	168	151.96	102.58	298	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
640	27.43	182	147	152.07	102.58	299	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
304	28.04	230	186	152.01	102.59	300	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
950	27.52	149	132	152.23	102.59	301	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
172	27.84	223	179	152.02	102.6	302	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
963	27.64	175	146	151.91	102.6	303	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
117	28.87	180	150	152.12	102.62	304	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
396	27.53	201	164	152.11	102.63	305	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
937	28.47	162	135	152.08	102.63	306	AA, AC, AI, AM, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
414	27.66	186	145	152.05	102.63	307	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
870	29.22	182	156	152.22	102.63	308	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
889	28.77	196	158	152.05	102.64	309	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
415	27.7	205	156	152.11	102.65	310	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
995	28.68	162	134	152.02	102.65	311	AA, AC, AI, AN, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
841	28.63	179	150	152.34	102.66	312	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
867	27.86	175	140	152.23	102.66	313	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BD, BU	--
924	28.34	136	121	152.45	102.66	314	AA, AC, AI, AM, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--
284	27.47	181	142	152.08	102.67	315	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
751	28.58	191	155	152.08	102.67	316	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
738	28.46	165	141	152.39	102.67	317	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--
151	27.27	174	135	152.09	102.68	318	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
976	29.12	148	132	152.24	102.68	319	AA, AC, AI, AN, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
895	27.75	133	115	152.58	102.69	320	AA, AC, AI, AM, AR, AU, AV, AX, AY, AZ, BJ, BK	--
710	27.87	162	135	152.52	102.7	321	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BK	--
771	27.58	178	140	152.15	102.7	322	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
772	27.62	197	151	152.21	102.71	323	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
947	28.53	145	126	152.36	102.71	324	AA, AC, AI, AN, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
973	27.76	141	116	152.25	102.71	325	AA, AC, AI, AN, AR, AU, AV, AX, AY, BA, BC, BD, BU	--
285	27.5	200	153	152.2	102.72	326	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
83	28.3	174	152	152.33	102.73	327	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
152	27.3	193	146	152.21	102.73	328	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
102	27.85	188	154	152.16	102.74	329	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
113	28.83	171	140	152.22	102.77	330	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
636	27.38	173	137	152.23	102.77	331	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
302	27.88	221	186	152.21	102.78	332	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
885	28.73	187	148	152.16	102.78	333	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
735	29.47	161	135	152.51	102.78	334	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--
921	29.35	132	115	152.57	102.78	335	AA, AC, AI, AM, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--
114	28.87	190	151	152.28	102.79	336	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
170	27.68	214	179	152.23	102.79	337	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
637	27.42	192	148	152.3	102.79	338	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
886	28.77	206	159	152.22	102.8	339	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
500	29	168	140	152.7	102.83	340	AA, AB, AE, AG, AI, AK, AL, AO, AQ, AR, AU, AW, AY, AZ, BJ, BK	--
413	27.54	196	156	152.32	102.84	341	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
991	28.63	153	124	152.18	102.84	342	AA, AC, AI, AN, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
992	28.67	172	135	152.24	102.85	343	AA, AC, AI, AN, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
394	27.98	182	154	152.54	102.87	344	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
283	27.35	191	153	152.35	102.88	345	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
429	28.03	217	179	152.29	102.89	346	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
98	27.81	179	144	152.27	102.89	347	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
150	27.15	184	146	152.36	102.89	348	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
606	28.9	134	116	152.72	102.89	349	AA, AB, AE, AG, AI, AN, AR, AU, AW, AY, AZ, BJ, BK	--
99	27.85	198	155	152.33	102.9	350	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
270	27.22	165	139	152.73	102.91	351	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BK	--
430	28.07	236	190	152.35	102.91	352	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
770	27.46	188	151	152.42	102.91	353	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
137	27.02	158	132	152.74	102.92	354	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BK	--
298	27.84	212	176	152.32	102.93	355	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
166	27.64	205	169	152.33	102.94	356	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
635	27.27	183	148	152.45	102.94	357	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
653	27.4	168	129	152.38	102.94	358	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
299	27.88	231	187	152.38	102.95	359	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
167	27.68	224	180	152.4	102.96	360	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
654	27.44	187	140	152.44	102.96	361	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
112	28.71	181	151	152.48	102.97	362	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
130	28.84	166	132	152.42	102.97	363	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
131	28.88	185	143	152.48	102.98	364	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
871	28.49	171	145	152.73	102.98	365	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--
409	27.5	187	146	152.43	102.99	366	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
884	28.61	197	159	152.42	102.99	367	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
990	28.52	163	135	152.39	103	368	AA, AC, AI, AN, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
328	28.87	199	164	152.47	103.01	369	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
410	27.54	206	157	152.49	103.01	370	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
198	28.67	192	157	152.48	103.02	371	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
267	28.23	161	133	152.84	103.02	372	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, AZ, BJ, BL, BR, BT	--
329	28.91	218	175	152.53	103.02	373	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
842	27.9	168	139	152.86	103.02	374	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BK	--
199	28.71	211	168	152.54	103.03	375	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
977	28.39	137	121	152.75	103.03	376	AA, AC, AI, AN, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
134	28.03	154	126	152.86	103.04	377	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, AZ, BJ, BL, BR, BT	--
160	27.26	150	116	152.76	103.05	378	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, BA, BC, BD, BU	--
766	27.42	179	141	152.53	103.06	379	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
948	27.8	134	115	152.88	103.07	380	AA, AC, AI, AN, AR, AU, AV, AX, AY, AZ, BJ, BK	--
767	27.46	198	152	152.59	103.08	381	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
84	27.57	163	141	152.86	103.09	382	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
868	29.5	167	139	152.84	103.09	383	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--
428	27.91	227	190	152.56	103.1	384	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
97	27.69	189	155	152.54	103.1	385	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
736	28.74	150	124	153.02	103.13	386	AA, AC, AH, AJ, AK, AO, AQ, AR, AU, AW, AY, AZ, BJ, BK	--
922	28.62	121	104	153.08	103.13	387	AA, AC, AI, AM, AR, AU, AW, AY, AZ, BJ, BK	--
297	27.72	222	187	152.59	103.14	388	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
314	27.85	207	168	152.52	103.14	389	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
974	29.4	133	115	152.86	103.14	390	AA, AC, AI, AN, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--
165	27.52	215	180	152.61	103.15	391	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
183	27.65	200	161	152.54	103.15	392	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
315	27.89	226	179	152.58	103.15	393	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
652	27.28	178	140	152.65	103.15	394	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
110	29.17	162	141	152.83	103.16	395	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
184	27.69	219	172	152.6	103.16	396	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
129	28.72	176	143	152.68	103.17	397	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
633	27.72	164	138	152.88	103.18	398	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
81	28.58	159	135	152.97	103.2	399	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
395	27.26	171	143	153.02	103.2	400	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BK	--
667	27.77	199	163	152.62	103.2	401	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
107	27.81	155	125	152.87	103.21	402	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, BA, BC, BD, BU	--
327	28.75	209	175	152.73	103.21	403	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
408	27.38	197	157	152.7	103.21	404	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
197	28.55	202	168	152.74	103.22	405	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
668	27.81	218	174	152.68	103.22	406	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
11	27.53	158	125	152.8	103.25	407	AA, AB, AD, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
424	27.87	218	180	152.67	103.25	408	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
12	27.57	177	136	152.86	103.27	409	AA, AB, AD, AO, AP, AS, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
425	27.91	237	191	152.73	103.27	410	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
765	27.3	189	152	152.8	103.27	411	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
783	27.43	174	133	152.73	103.27	412	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
784	27.47	193	144	152.79	103.28	413	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
392	28.27	167	137	153.13	103.3	414	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, AZ, BJ, BL, BR, BT	--
648	27.24	169	130	152.77	103.31	415	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
418	27.5	163	127	153.04	103.32	416	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, BA, BC, BD, BU	--
456	28.9	205	168	152.8	103.32	417	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
125	28.68	167	133	152.78	103.32	418	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
649	27.28	188	141	152.83	103.32	419	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
295	28.18	203	177	152.95	103.33	420	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
457	28.94	224	179	152.86	103.33	421	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
126	28.72	186	144	152.84	103.33	422	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
163	27.98	196	170	152.97	103.34	423	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
313	27.73	217	179	152.79	103.34	424	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
182	27.53	210	172	152.81	103.36	425	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
323	28.71	200	165	152.83	103.36	426	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
193	28.51	193	158	152.85	103.37	427	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
324	28.75	219	176	152.89	103.37	428	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
194	28.55	212	169	152.91	103.39	429	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
268	27.5	150	122	153.38	103.4	430	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AS, AX, AY, AZ, BJ, BK	--
135	27.3	143	115	153.4	103.41	431	AA, AB, AE, AF, AJ, AK, AO, AP, AS, AX, AY, AZ, BJ, BK	--
666	27.65	209	174	152.89	103.41	432	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
869	28.77	156	128	153.35	103.44	433	AA, AC, AI, AK, AL, AO, AQ, AR, AU, AW, AY, AZ, BJ, BK	--
10	27.41	168	136	153.07	103.46	434	AA, AB, AD, AO, AP, AS, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
423	27.75	228	191	152.94	103.46	435	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
441	27.88	213	172	152.87	103.46	436	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
763	27.76	170	142	153.16	103.46	437	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
442	27.92	232	183	152.93	103.47	438	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
782	27.31	184	144	153.01	103.48	439	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
310	27.69	208	169	152.9	103.5	440	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
975	28.67	122	104	153.38	103.5	441	AA, AC, AI, AN, AR, AU, AW, AY, AZ, BJ, BK	--
178	27.49	201	162	152.92	103.51	442	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
311	27.73	227	180	152.96	103.51	443	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
111	28.44	151	130	153.36	103.52	444	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BB, BE, BJ, BK	--
455	28.78	215	179	153.06	103.52	445	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
634	27	153	127	153.37	103.52	446	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BK	--
124	28.56	177	144	153.05	103.52	447	AA, AB, AD, AO, AQ, AR, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
647	27.12	179	141	153.04	103.52	448	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
798	27.8	205	167	152.97	103.52	449	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
179	27.53	220	173	152.98	103.53	450	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
799	27.84	224	178	153.03	103.54	451	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
322	28.59	210	176	153.1	103.56	452	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
340	28.72	195	157	153.03	103.56	453	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
82	27.85	148	124	153.5	103.57	454	AA, AB, AD, AO, AQ, AR, AU, AV, AX, AY, AZ, BJ, BK	--
210	28.52	188	150	153.04	103.57	455	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
341	28.76	214	168	153.09	103.57	456	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
662	27.61	200	164	153	103.57	457	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
192	28.39	203	169	153.11	103.58	458	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
211	28.56	207	161	153.1	103.58	459	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
663	27.65	219	175	153.07	103.58	460	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
108	29.45	147	124	153.45	103.61	461	AA, AB, AD, AO, AQ, AR, AU, AW, AY, AZ, BJ, BL, BR, BT	--
6	27.37	159	126	153.18	103.62	462	AA, AB, AD, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
693	28.64	187	152	153.13	103.62	463	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
7	27.41	178	137	153.24	103.63	464	AA, AB, AD, AO, AP, AS, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
440	27.77	223	183	153.08	103.63	465	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
694	28.68	206	163	153.18	103.63	466	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
421	28.21	209	181	153.29	103.64	467	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
778	27.27	175	134	153.12	103.64	468	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
631	28	149	121	153.52	103.65	469	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, AZ, BJ, BL, BR, BT	--
779	27.31	194	145	153.18	103.65	470	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
451	28.74	206	169	153.17	103.67	471	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
393	27.54	156	126	153.67	103.68	472	AA, AB, AE, AG, AI, AK, AL, AO, AP, AS, AX, AY, AZ, BJ, BK	--
452	28.78	225	180	153.22	103.68	473	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
296	27.45	192	166	153.5	103.71	474	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
309	27.57	218	180	153.17	103.71	475	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
164	27.25	185	159	153.52	103.72	476	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
177	27.37	211	173	153.19	103.73	477	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
797	27.68	215	178	153.24	103.73	478	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
320	29.05	191	166	153.44	103.74	479	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
190	28.85	184	159	153.46	103.75	480	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
339	28.6	205	168	153.29	103.76	481	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
679	27.62	195	156	153.21	103.77	482	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
209	28.4	198	161	153.31	103.78	483	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
661	27.49	210	175	153.28	103.78	484	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
293	28.46	188	160	153.58	103.79	485	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
680	27.66	214	167	153.27	103.79	486	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
161	28.26	181	153	153.61	103.81	487	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
436	27.72	214	173	153.25	103.82	488	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
5	27.25	169	137	153.46	103.83	489	AA, AB, AD, AO, AP, AS, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
23	27.38	154	118	153.39	103.83	490	AA, AB, AD, AO, AP, AS, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
468	28.76	201	161	153.31	103.83	491	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
692	28.52	197	163	153.39	103.83	492	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
437	27.76	233	184	153.31	103.83	493	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
24	27.42	173	129	153.45	103.84	494	AA, AB, AD, AO, AP, AS, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
187	27.49	177	143	153.53	103.84	495	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BC, BD, BU	--
777	27.15	185	145	153.39	103.85	496	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
764	27.03	159	131	153.72	103.85	497	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BK	--
450	28.62	216	180	153.43	103.87	498	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
469	28.79	220	172	153.42	103.88	499	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
793	27.64	206	168	153.35	103.89	500	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
794	27.68	225	179	153.41	103.9	501	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
335	28.56	196	158	153.4	103.91	502	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
336	28.6	215	169	153.46	103.92	503	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
205	28.36	189	151	153.42	103.93	504	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
761	28.04	155	125	153.8	103.93	505	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, AZ, BJ, BL, BR, BT	--
825	28.67	193	156	153.46	103.93	506	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
206	28.4	208	162	153.48	103.94	507	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
826	28.71	212	167	153.52	103.95	508	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
659	27.95	191	165	153.63	103.96	509	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
787	27.27	151	115	153.73	103.97	510	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, BA, BC, BD, BU	--
109	28.72	136	113	153.98	103.98	511	AA, AB, AD, AO, AQ, AR, AU, AW, AY, AZ, BJ, BK	--
678	27.5	205	167	153.48	103.98	512	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
688	28.48	188	153	153.5	103.98	513	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
689	28.52	207	164	153.56	103.99	514	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
632	27.28	138	110	154.03	104	515	AA, AC, AH, AJ, AK, AO, AP, AS, AX, AY, AZ, BJ, BK	--
435	27.61	224	184	153.47	104	516	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
3	27.71	150	127	153.81	104.02	517	AA, AB, AD, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
422	27.48	198	170	153.85	104.03	518	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
22	27.26	164	129	153.66	104.04	519	AA, AB, AD, AO, AP, AS, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
448	29.08	197	170	153.77	104.04	520	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
467	28.64	211	172	153.57	104.04	521	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
810	27.66	201	160	153.5	104.06	522	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
811	27.7	220	171	153.56	104.07	523	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
38	27.75	185	152	153.62	104.08	524	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
39	27.79	204	163	153.68	104.09	525	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
792	27.52	216	179	153.62	104.1	526	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
824	28.56	203	167	153.67	104.1	527	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
419	28.49	194	164	153.92	104.11	528	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
321	28.32	180	155	153.98	104.12	529	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BK	--
334	28.44	206	169	153.66	104.12	530	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
191	28.12	173	148	154	104.14	531	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BK	--
445	27.72	190	154	153.85	104.14	532	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BC, BD, BU	--
204	28.24	199	162	153.69	104.14	533	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
674	27.46	196	157	153.59	104.14	534	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
675	27.5	215	168	153.65	104.15	535	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
294	27.73	177	149	154.14	104.18	536	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BK	--
318	29.33	176	149	154.05	104.18	537	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, AZ, BJ, BL, BR, BT	--
687	28.36	198	164	153.77	104.18	538	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
705	28.49	183	145	153.69	104.18	539	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
706	28.53	202	156	153.75	104.19	540	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
463	28.6	202	162	153.68	104.19	541	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
162	27.53	170	142	154.17	104.2	542	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BK	--
188	29.13	169	142	154.07	104.2	543	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, AZ, BJ, BL, BR, BT	--
18	27.22	155	119	153.78	104.2	544	AA, AB, AD, AO, AP, AS, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
19	27.26	174	130	153.84	104.21	545	AA, AB, AD, AO, AP, AS, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
464	28.63	221	173	153.79	104.23	546	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
809	27.54	211	171	153.77	104.27	547	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
790	27.98	197	169	153.97	104.28	548	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
37	27.63	195	163	153.89	104.29	549	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
820	28.51	194	157	153.83	104.29	550	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
821	28.55	213	168	153.89	104.3	551	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
762	27.31	144	114	154.37	104.33	552	AA, AC, AI, AK, AL, AO, AP, AS, AX, AY, AZ, BJ, BK	--
685	28.82	179	154	154.1	104.35	553	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
704	28.38	193	156	153.91	104.35	554	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
660	27.22	180	154	154.2	104.36	555	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
673	27.34	206	168	153.87	104.36	556	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
462	28.48	212	173	153.94	104.39	557	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
4	26.98	139	116	154.39	104.42	558	AA, AB, AD, AO, AP, AS, AX, AY, BA, BB, BE, BJ, BK	--
657	28.23	176	148	154.26	104.42	559	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
17	27.1	165	130	154.06	104.42	560	AA, AB, AD, AO, AP, AS, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
449	28.35	186	159	154.32	104.43	561	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BK	--
805	27.5	202	161	153.88	104.43	562	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
806	27.54	221	172	153.94	104.44	563	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
33	27.59	186	153	154	104.45	564	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BP, BS, BT	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
837	28.53	189	149	153.97	104.45	565	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
34	27.63	205	164	154.06	104.46	566	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
819	28.4	204	168	154.05	104.46	567	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
838	28.57	208	160	154.03	104.46	568	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
65	28.62	173	141	154.09	104.47	569	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BP, BS, BT	--
1	27.99	135	110	154.45	104.48	570	AA, AB, AD, AO, AP, AS, AX, AY, AZ, BJ, BL, BR, BT	--
66	28.66	192	152	154.14	104.48	571	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BI, BM, BP, BQ, BU	--
446	29.36	182	153	154.37	104.49	572	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, AZ, BJ, BL, BR, BT	--
420	27.76	183	153	154.48	104.5	573	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BK	--
27	27.22	131	100	154.39	104.53	574	AA, AB, AD, AO, AP, AS, AX, AY, BA, BC, BD, BU	--
700	28.33	184	146	154.07	104.54	575	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
701	28.37	203	157	154.13	104.55	576	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
319	28.6	165	138	154.6	104.57	577	AA, AB, AE, AG, AH, AJ, AK, AO, AP, AT, AU, AW, AY, AZ, BJ, BK	--
189	28.4	158	131	154.63	104.59	578	AA, AB, AE, AF, AJ, AK, AO, AP, AT, AU, AW, AY, AZ, BJ, BK	--
804	27.38	212	172	154.16	104.64	579	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
50	27.6	181	145	154.2	104.65	580	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BP, BS, BT	--
32	27.47	196	164	154.28	104.66	581	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
51	27.64	200	156	154.26	104.66	582	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
817	28.85	185	158	154.43	104.66	583	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
836	28.41	199	160	154.24	104.66	584	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
64	28.5	183	152	154.36	104.68	585	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BB, BF, BI, BM, BN, BO, BR, BT	--
791	27.25	186	158	154.55	104.68	586	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
699	28.22	194	157	154.29	104.71	587	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
788	28.26	182	152	154.6	104.73	588	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
686	28.09	168	143	154.66	104.75	589	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BK	--
814	27.5	178	142	154.49	104.75	590	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, BA, BC, BD, BU	--
683	29.1	164	137	154.71	104.8	591	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, AZ, BJ, BL, BR, BT	--
832	28.37	190	150	154.35	104.81	592	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
833	28.41	209	161	154.41	104.82	593	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
30	27.93	177	154	154.62	104.83	594	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BL, BR, BT	--
49	27.49	191	156	154.43	104.83	595	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BG, BI, BM, BN, BO, BR, BT	--
60	28.46	174	142	154.47	104.83	596	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BP, BS, BT	--
658	27.5	165	137	154.84	104.83	597	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BK	--
61	28.5	193	153	154.52	104.84	598	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BB, BC, BF, BH, BM, BP, BQ, BU	--
447	28.63	171	142	154.93	104.88	599	AA, AB, AE, AG, AI, AK, AL, AO, AP, AT, AU, AW, AY, AZ, BJ, BK	--
2	27.26	124	99	155.04	104.89	600	AA, AB, AD, AO, AP, AS, AX, AY, AZ, BJ, BK	--
77	28.48	169	134	154.61	104.99	601	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BP, BS, BT	--
45	27.45	182	146	154.54	104.99	602	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BP, BS, BT	--
78	28.52	188	145	154.66	105	603	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BC, BG, BI, BM, BP, BQ, BU	--
831	28.25	200	161	154.62	105.02	604	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
818	28.13	174	147	154.95	105.03	605	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BK	--
59	28.34	184	153	154.74	105.04	606	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BB, BF, BH, BM, BN, BO, BR, BT	--
46	27.48	201	157	154.66	105.04	607	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
815	29.13	170	141	155.03	105.1	608	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, AZ, BJ, BL, BR, BT	--
789	27.54	171	141	155.13	105.11	609	AA, AC, AI, AK, AL, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BK	--
57	28.8	165	143	155.06	105.19	610	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BL, BR, BT	--
76	28.36	179	145	154.88	105.2	611	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BG, BI, BM, BN, BO, BR, BT	--

Attachment E: End-to-End Route Scores

SONGS-Viejo (F-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
684	28.37	153	126	155.28	105.2	612	AA, AC, AH, AJ, AK, AO, AP, AT, AU, AW, AY, AZ, BJ, BK	--
44	27.33	192	157	154.82	105.21	613	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
31	27.2	166	143	155.21	105.25	614	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BB, BE, BJ, BK	--
28	28.21	162	137	155.24	105.28	615	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BL, BR, BT	--
54	27.44	158	127	155.21	105.35	616	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, BA, BC, BD, BU	--
72	28.32	170	135	154.99	105.36	617	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BP, BS, BT	--
73	28.36	189	146	155.05	105.37	618	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BC, BG, BH, BM, BP, BQ, BU	--
816	28.41	159	130	155.56	105.48	619	AA, AC, AI, AK, AL, AO, AP, AT, AU, AW, AY, AZ, BJ, BK	--
71	28.2	180	146	155.26	105.57	620	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BG, BH, BM, BN, BO, BR, BT	--
58	28.07	154	132	155.64	105.62	621	AA, AB, AD, AO, AP, AT, AU, AW, AY, BA, BB, BE, BJ, BK	--
55	29.08	150	126	155.65	105.63	622	AA, AB, AD, AO, AP, AT, AU, AW, AY, AZ, BJ, BL, BR, BT	--
29	27.48	151	126	155.84	105.71	623	AA, AB, AD, AO, AP, AT, AU, AV, AX, AY, AZ, BJ, BK	--
56	28.36	139	115	156.2	106.02	624	AA, AB, AD, AO, AP, AT, AU, AW, AY, AZ, BJ, BK	--

Attachment E: End-to-End Route Scores

Tenaja (F-B)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
5	2.23	15	11	103.97	63.97	1	AA, AC, AF	--
6	1.34	10	7	106.38	65.79	2	AA, AB	--
7	3.33	22	16	108.69	67.83	3	AA, AC, AD, AG	--
4	2.19	21	15	107.63	68.17	4	AE, AF, AH, AI	--
3	2.28	23	15	108.67	69.25	5	AE, AF, AH, AJ	--
9	1.9	21	15	109.2	69.41	6	AD, AE, AH, AI	--
8	1.98	23	15	110.87	70.95	7	AD, AE, AH, AJ	--
2	1.89	13	7	112.69	72.13	8	AG, AH	--
1	2.17	19	11	113.82	73.66	9	AG, AH, AJ	--

Attachment E: End-to-End Route Scores

Stadler (F-C)

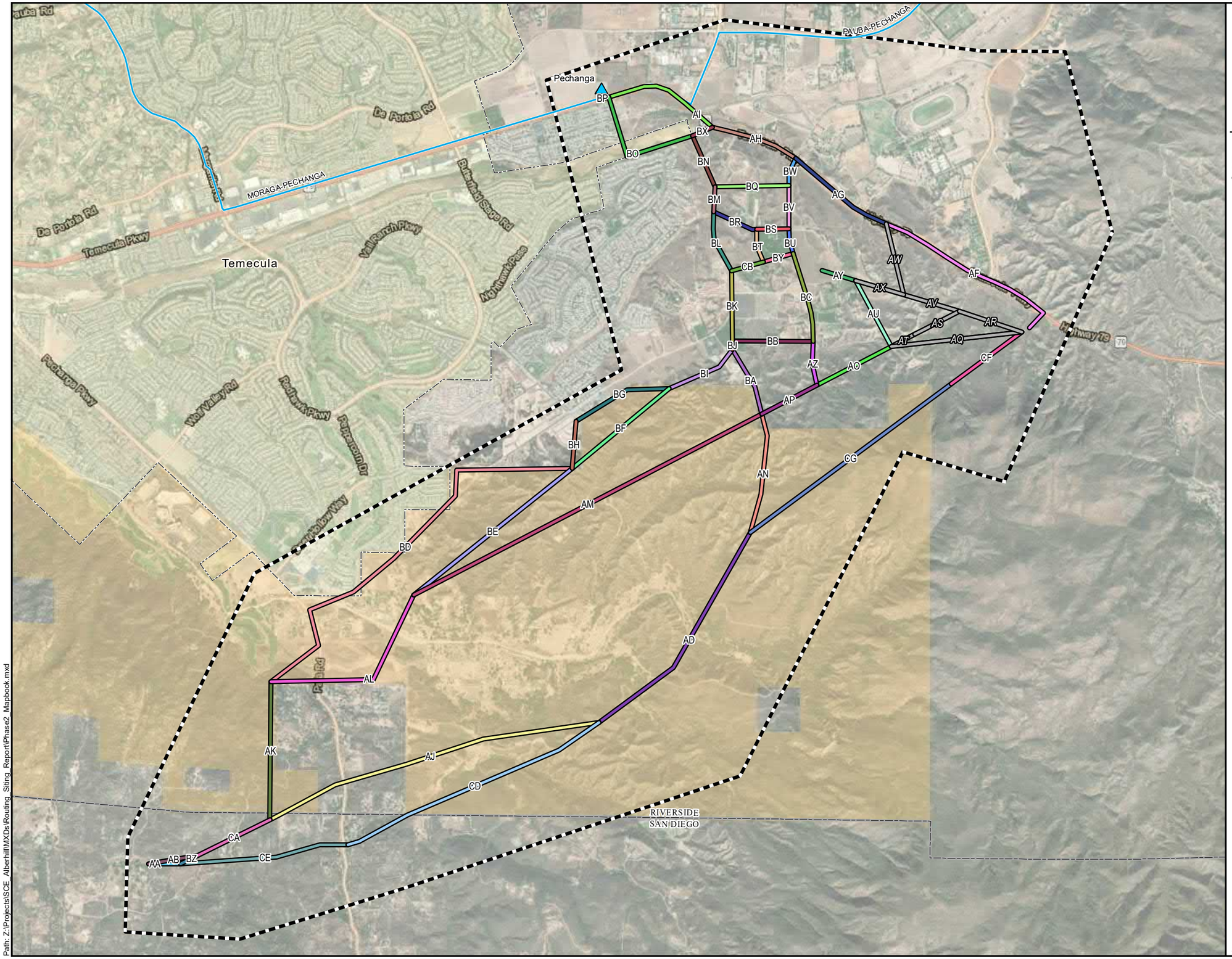
Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
2	3.16	41	42	116.37	72.96	1	AA, AB, AH, AJ, AL, AO, AP, AQ, AT	--
4	3.15	37	32	117.15	73.14	2	AA, AC, AD, AI, AO, AP, AT	--
5	3.15	43	45	117.33	73.59	3	AA, AB, AH, AJ, AK, AN, AP, AT	--
3	3.16	47	35	117.84	73.86	4	AA, AB, AE, AF, AI, AO, AP, AT	--
7	3.16	43	36	118.33	74.21	5	AA, AB, AF, AG, AO, AP, AQ, AT	--
6	3.32	53	47	118.87	74.48	6	AA, AB, AF, AG, AK, AL, AN, AP, AT	--
11	1.84	24	20	119.09	74.5	7	AD, AI, AO, AP	--
8	2.84	26	23	122.58	77.44	8	AA, AC, AD, AR, AS	--
12	3.15	40	26	123.46	77.97	9	AB, AC, AE, AF, AR, AS	--
9	2.85	36	26	123.33	78.22	10	AA, AB, AE, AF, AR, AS	--
1	3.14	41	39	122.05	78.78	11	AA, AB, AH, AM, AN, AP, AT	--
10	1.94	18	15	126.36	80.45	12	AD, AR, AS	--

Attachment E: End-to-End Route Scores

IEEC (G-A)

Route Number	Total Length	Score 4 Count	Score 5 Count	Raw Score	Weighted Score	Rank	Route Segments Used	Assoc. Substation
10	6.26	41	26	121.86	77.69	1	AD, AF, AG, AH, AI, AO, AP, AQ, AR, AS	--
4	5.77	37	24	122.97	78.49	2	AD, AE, AI, AL, AM, AP, AQ, AR, AS	--
6	5.48	32	22	123.91	79	3	AD, AF, AJ, AK, AP, AQ, AR, AS	--
8	5.64	38	24	123.92	79.02	4	AD, AF, AH, AL, AM, AP, AQ, AR, AS	--
9	6.11	47	21	123.93	79.15	5	AD, AF, AG, AH, AI, AO, AP, AT, AU, AV	--
2	5.62	36	24	124.34	79.37	6	AD, AE, AG, AO, AP, AQ, AR, AS	--
5	5.63	40	18	125.21	79.97	7	AD, AF, AJ, AK, AM, AP, AT, AU, AV	--
20	7.01	51	31	124.06	80.03	8	AA, AB, AG, AI, AK, AL, AO, AP, AQ, AR, AS	--
3	5.62	43	19	125.25	80.1	9	AD, AE, AI, AL, AM, AP, AT, AU, AV	--
22	7.08	48	32	123.98	80.11	10	AA, AB, AE, AF, AG, AJ, AO, AP, AQ, AR, AS	--
24	6.71	46	28	124.59	80.45	11	AA, AB, AH, AJ, AL, AM, AP, AQ, AR, AS	--
7	5.49	44	19	126.28	80.68	12	AD, AF, AH, AL, AM, AP, AT, AU, AV	--
16	5.63	24	15	124.66	80.9	13	AA, AC, AR, AS	--
1	5.47	42	19	126.72	81.05	14	AD, AE, AG, AO, AP, AT, AU, AV	--
19	6.86	57	26	125.95	81.38	15	AA, AB, AG, AI, AK, AL, AO, AP, AT, AU, AV	--
14	6.07	38	25	126.32	81.42	16	AA, AB, AK, AM, AP, AQ, AR, AS	--
21	6.93	54	27	125.85	81.45	17	AA, AB, AE, AF, AG, AJ, AO, AP, AT, AU, AV	--
23	6.56	52	23	126.58	81.88	18	AA, AB, AH, AJ, AL, AM, AP, AT, AU, AV	--
15	6.74	44	22	127.84	82.47	19	AA, AC, AQ, AT, AU, AV	--
13	6.54	51	26	129.03	83.03	20	AA, AB, AK, AM, AP, AQ, AT, AU, AV	--
12	5.44	32	22	128.15	83.46	21	AD, AF, AJ, AN, AQ, AR, AS	--
11	5.29	38	17	130.72	85.3	22	AD, AF, AJ, AN, AT, AU, AV	--
18	5.72	36	24	131.7	86.58	23	AA, AB, AN, AQ, AR, AS	--
17	5.57	42	19	134.24	88.42	24	AA, AB, AN, AT, AU, AV	--

ATTACHMENT F: ROUTE SEGMENTS ELIMINATED FROM CONSIDERATION



Attachment F: Route Segments Eliminated from Consideration

SDG&E (A-A)

Alberhill System Project

Study Area

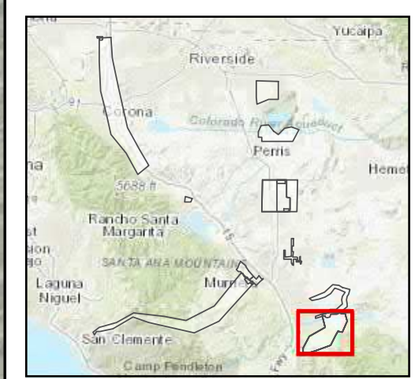
Segment with No Further Value

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line

Pechanga Reservation



1:34,000

0 2,500 5,000 Feet

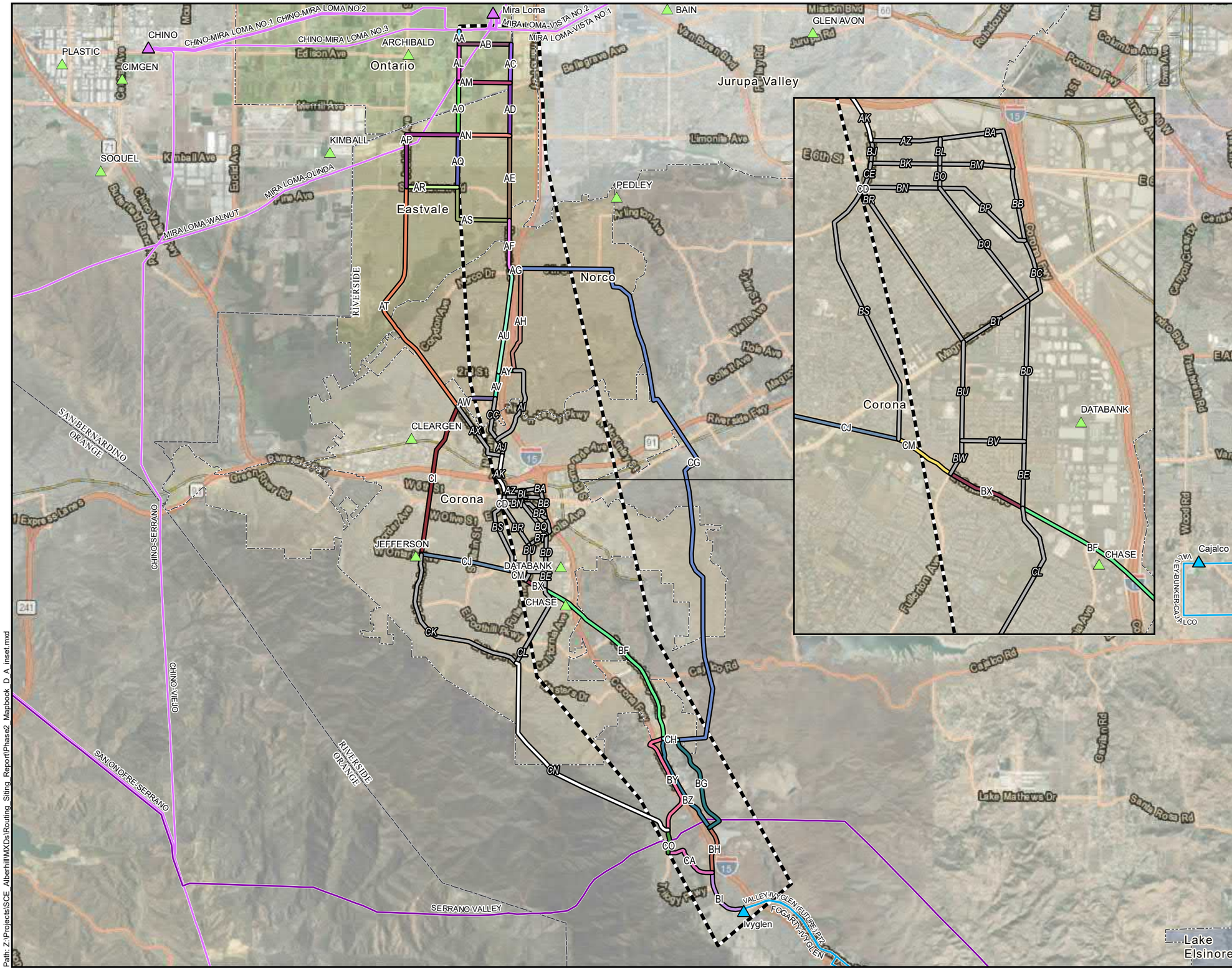
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase2_Mapbook.mxd

Attachment F: Route Segments Eliminated from Consideration

Mira Loma-Ivyglen (D-A)

Alberhill System Project



Study Area

Segment Eliminated from Future Consideration

Segment with No Further Value

Existing SCE Facilities

66 kV Subtransmission Substation

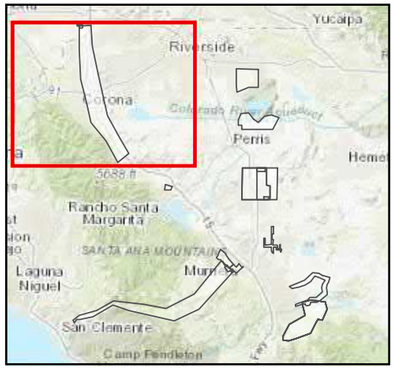
115 kV Subtransmission Substation

220 kV Transmission Substation

115 kV Subtransmission Line

220 kV Transmission Line

500 kV Transmission Line



1:115,000

0 8,500 17,000 Feet

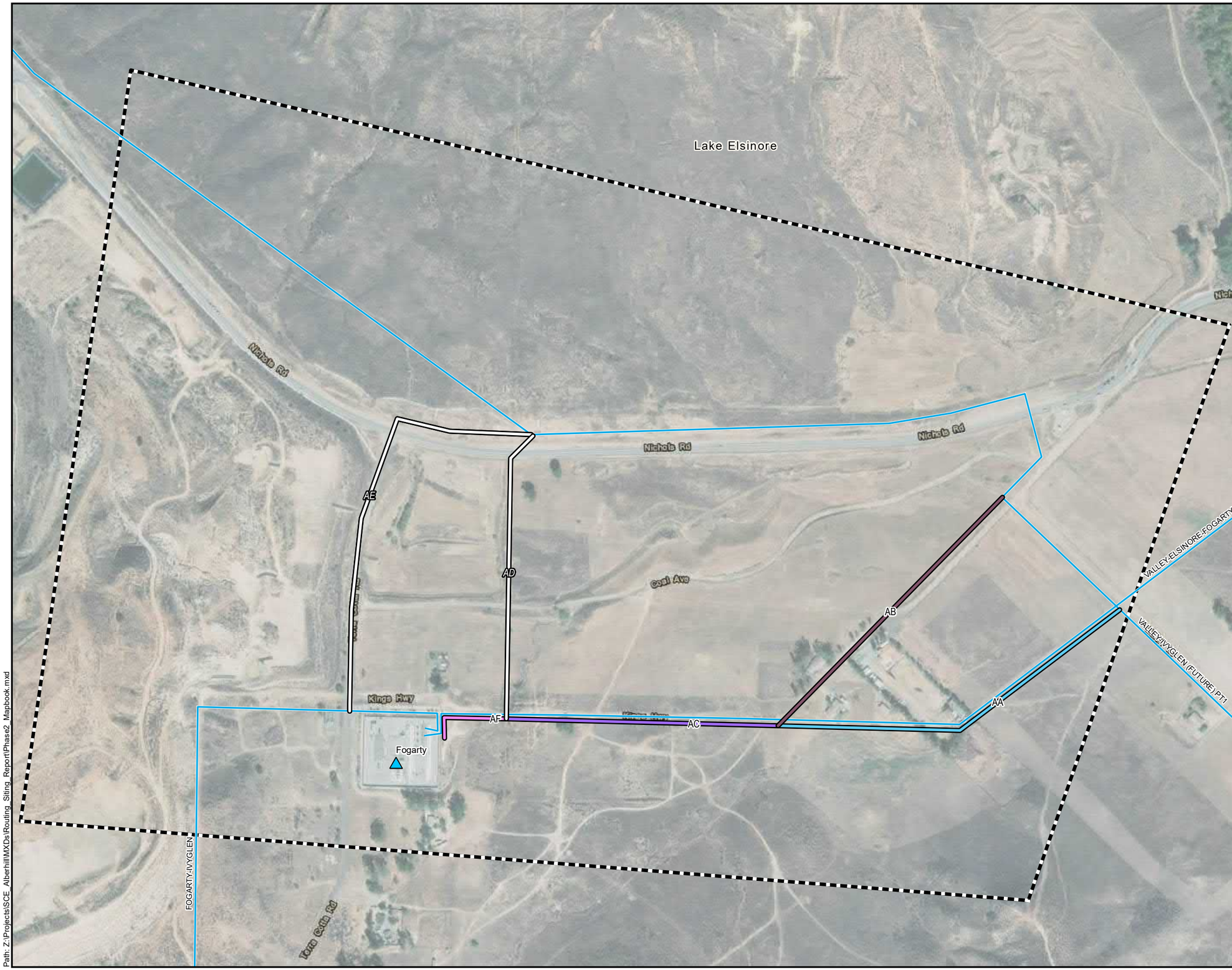
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_AlberhillMXDs\Routing_Siting_Report\Phase2_Mapbook_D_A_inset.mxd

Attachment F: Route Segments Eliminated from Consideration

Valley-Ivyglen to Fogarty (D-B)

Alberhill System Project



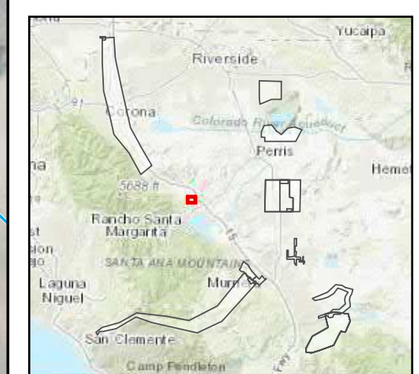
Study Area

Segment Eliminated from Future Consideration

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line



1:5,000

0 370 740 Feet

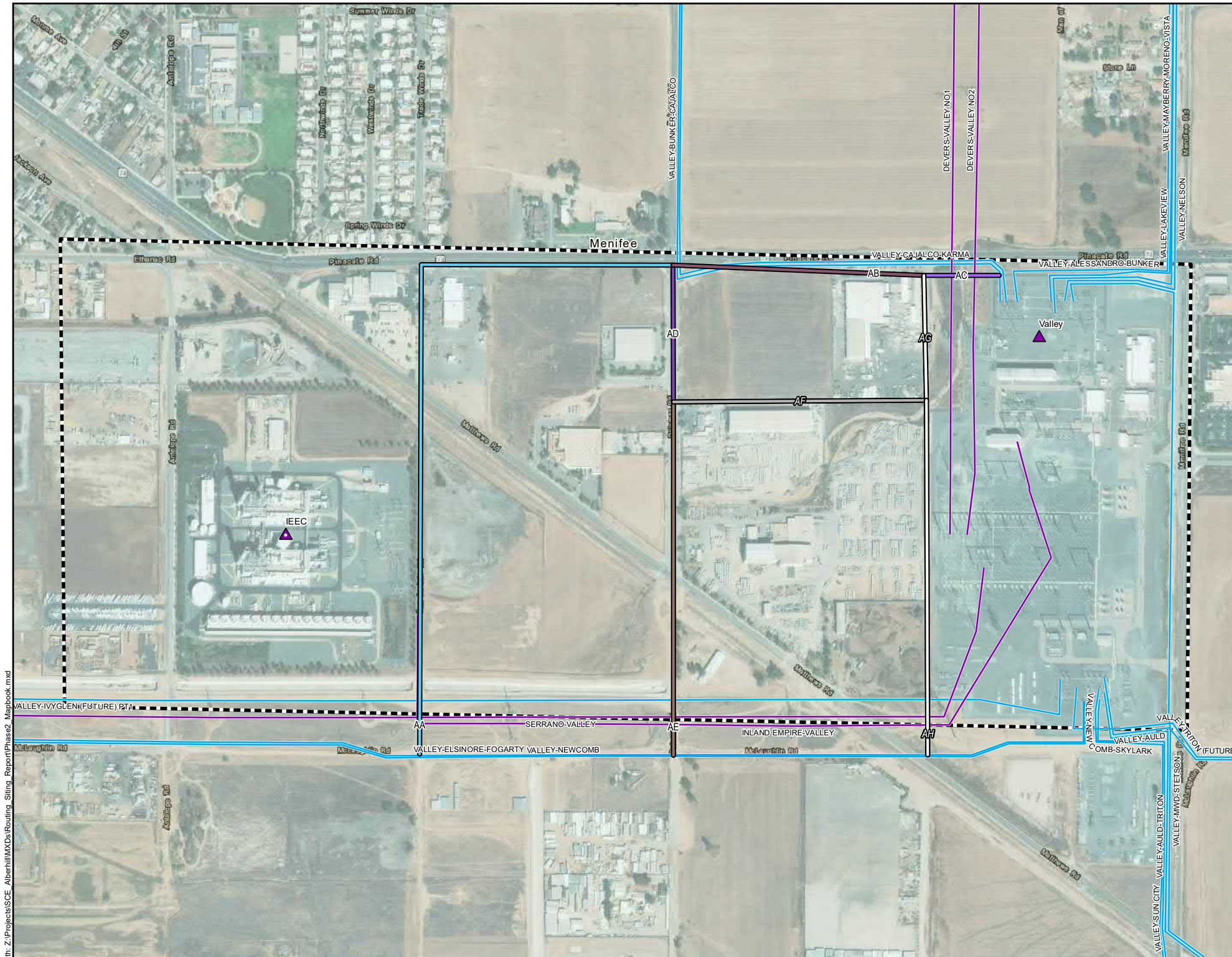
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase2_Mapbook.mxd

Attachment F: Route Segments Eliminated from Consideration

Valley North (E-C)

Alberhill System Project



Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase2_Mapbook.mxd

Study Area

Segment Eliminated from Future Consideration

Segment with No Further Value

Existing SCE Facilities

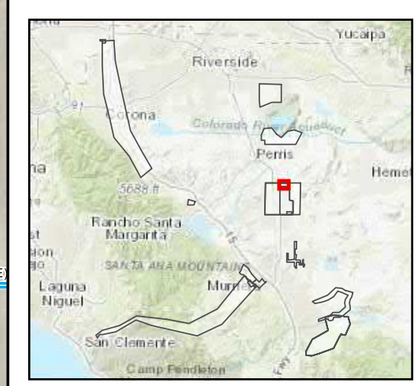
500 kV Transmission Substation

115 kV Subtransmission Line

500 kV Transmission Line

Customer-Owned Facilities

500 kV Transmission Substation



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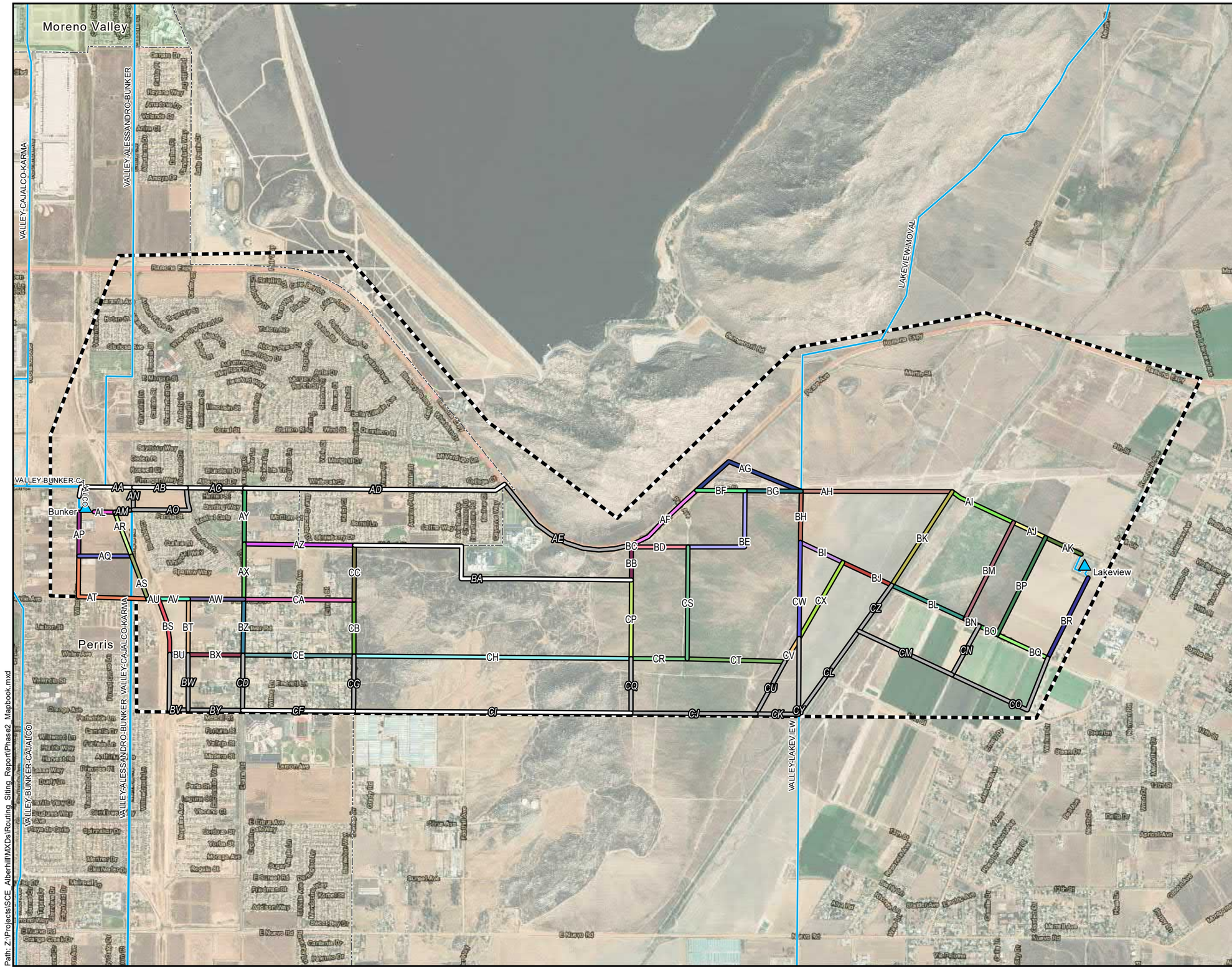
0 440 880 Feet

Sources: Insignia, 2019; SCE, 2019



Attachment F: Route Segments Eliminated from Consideration

Bunker-Lakeview (E-D)

Alberhill System Project

Study Area

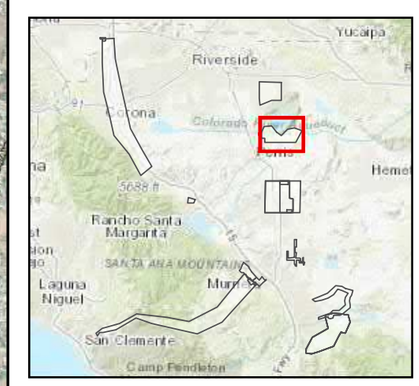
Segment Eliminated from Future Consideration

Segment with No Further Value

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line



1:27,000

0 2,000 4,000 Feet

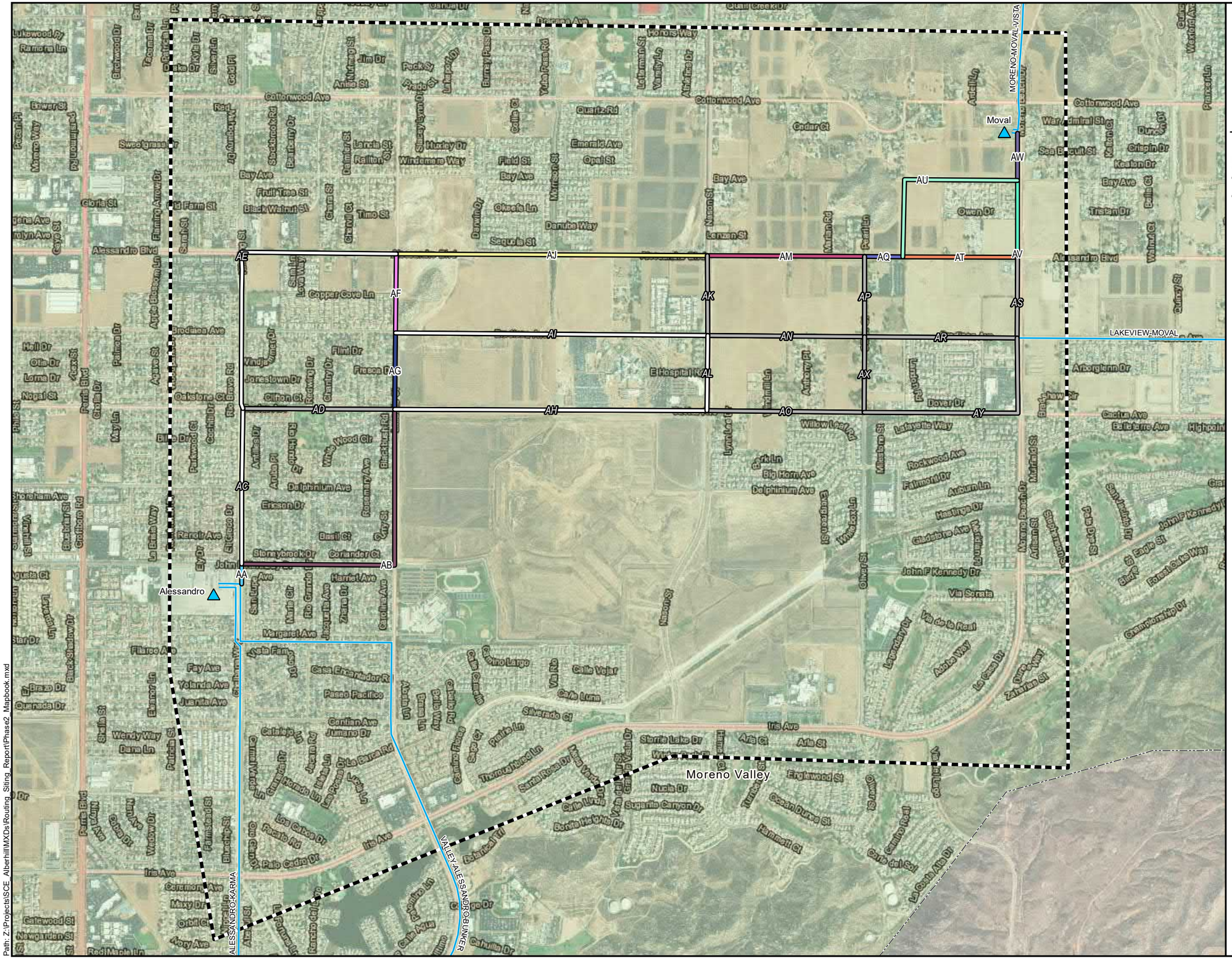
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase2_Mapbook.mxd

Attachment F: Route Segments Eliminated from Consideration

Alessandro-Moval (E-E)

Alberhill System Project



Study Area

Segment Eliminated from Future Consideration

Segment with No Further Value

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line

1:19,000

0 1,400 2,800 Feet

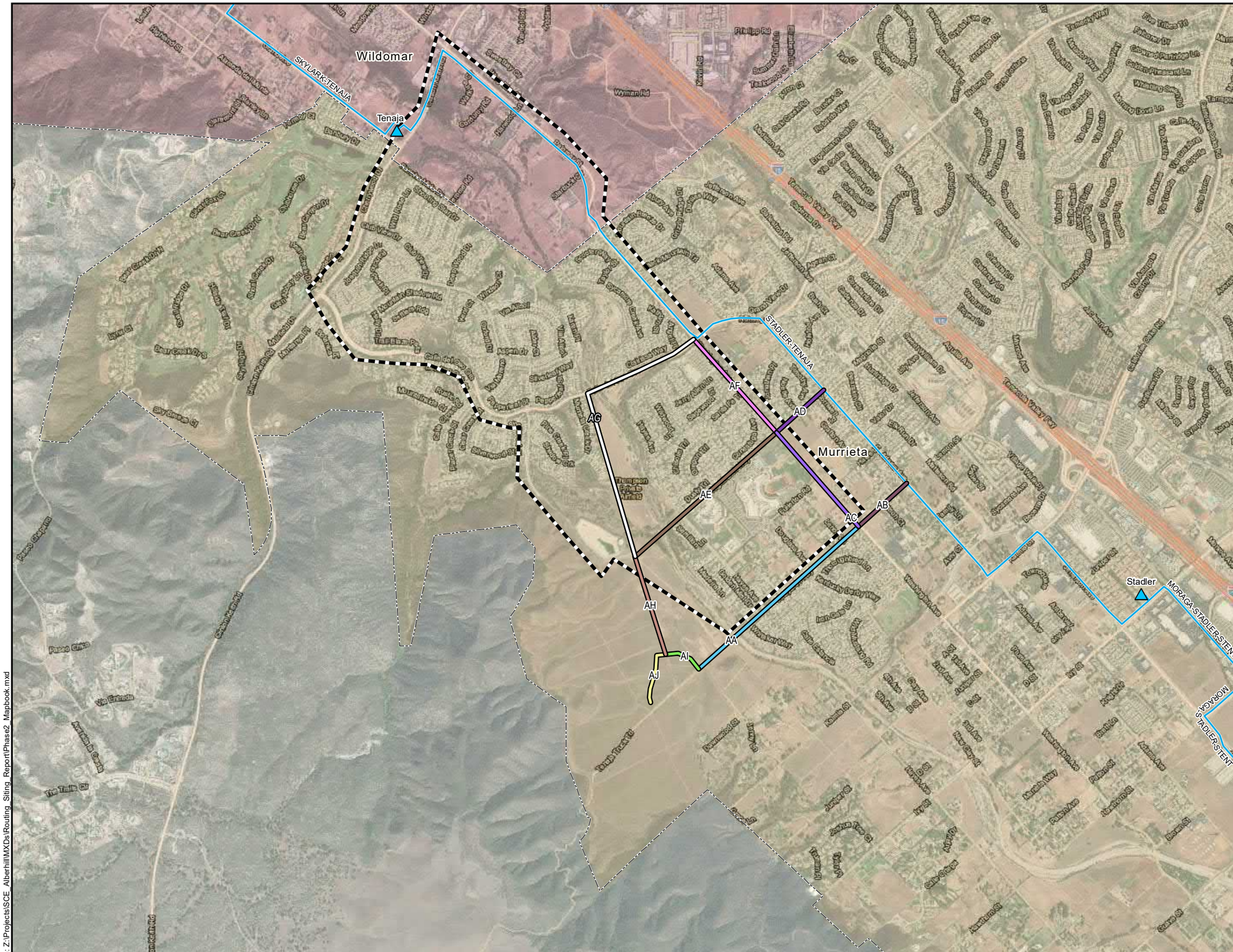
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase2_Mapbook.mxd

Attachment F: Route Segments Eliminated from Consideration

Tenaja (F-B)

Alberhill System Project



Study Area

Segment Eliminated from Future Consideration

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line

1:24,000

0 1,750 3,500 Feet

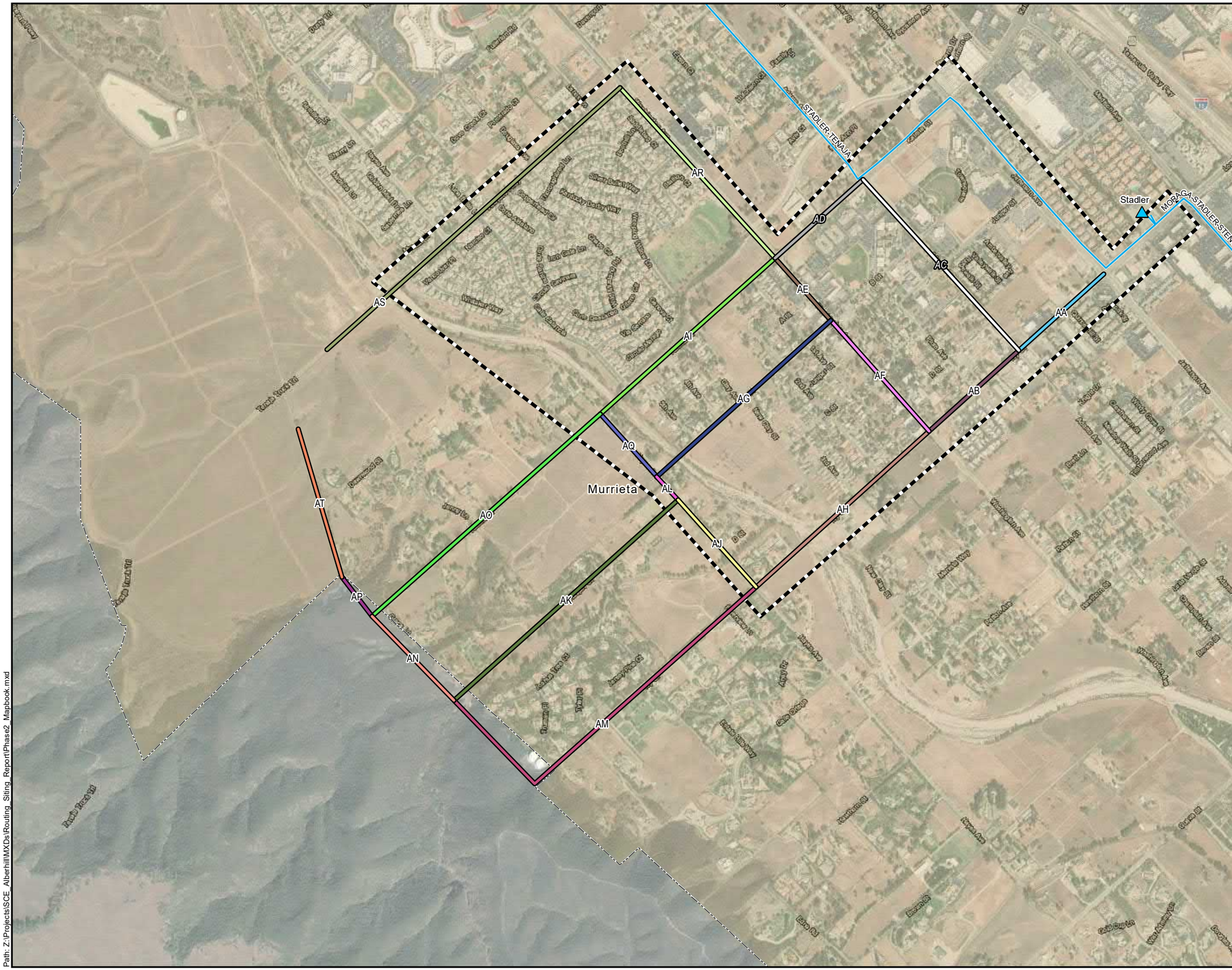
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase2_Mapbook.mxd

Attachment F: Route Segments Eliminated from Consideration

Stadler (F-C)

Alberhill System Project



Study Area

Segment Eliminated from Future Consideration

Segment with No Further Value

Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line

1:13,000

0 960 1,920 Feet

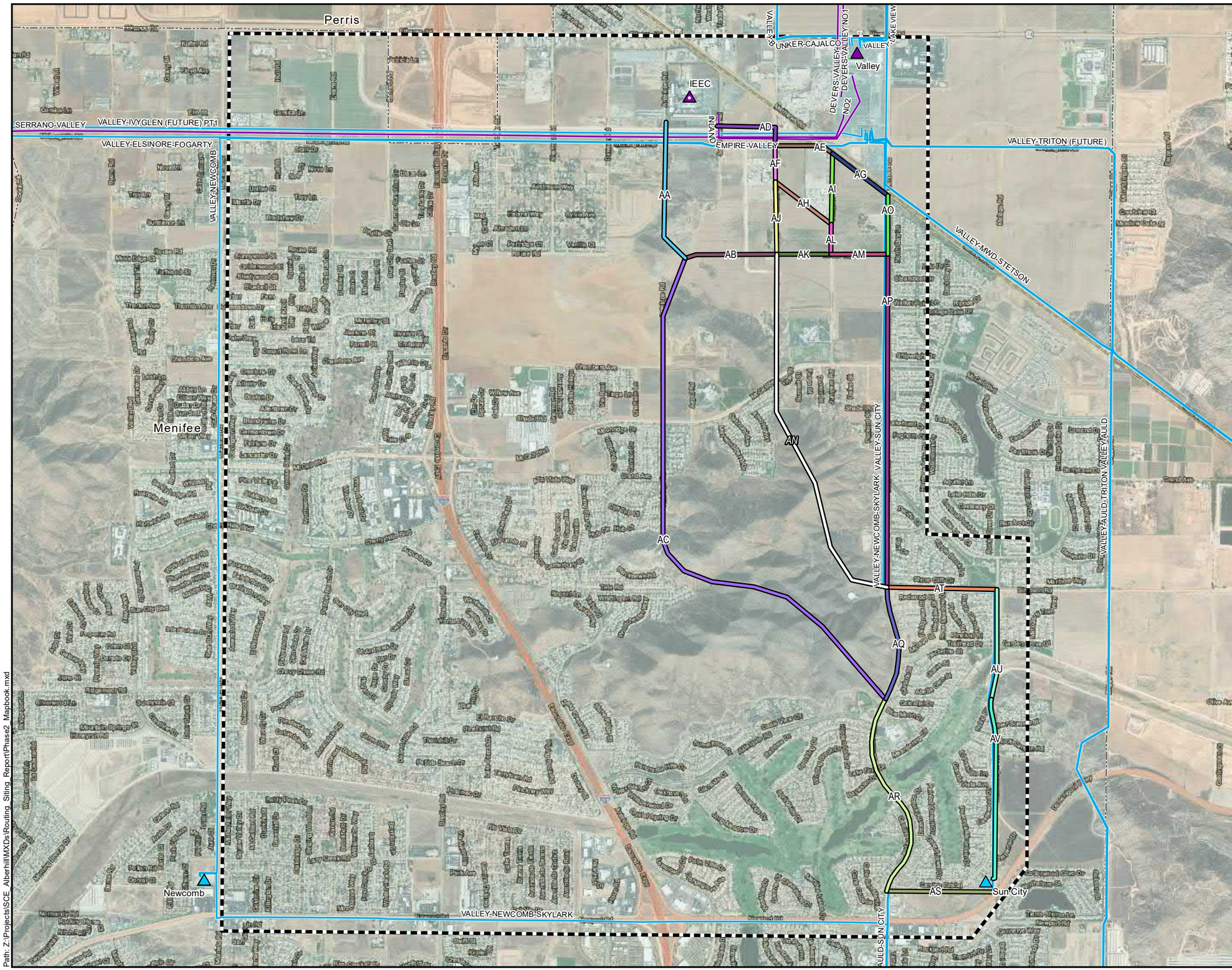
Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase2_Mapbook.mxd

Attachment F: Route Segments Eliminated from Consideration

IEEC (G-A)

Alberhill System Project



Study Area

Segment Eliminated from Future Consideration

Existing SCE Facilities

- 115 kV Subtransmission Substation
- 500 kV Transmission Substation
- 115 kV Subtransmission Line
- 500 kV Transmission Line

Customer-Owned Facilities

- 500 kV Transmission Substation

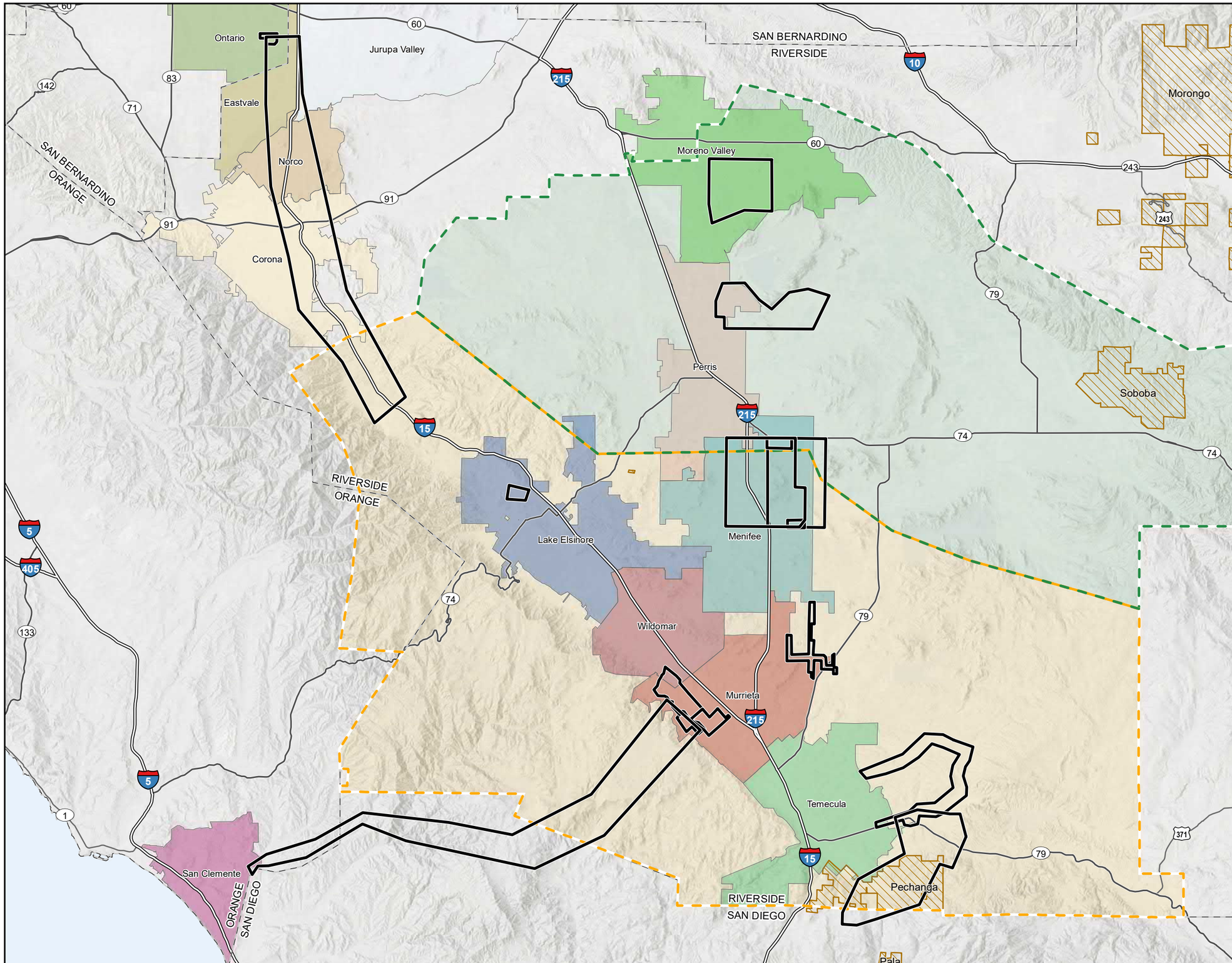
1:27,000

0 2,000 4,000 Feet

Sources: Insignia, 2019; SCE, 2019

Path: Z:\Projects\SCE_Alberhill\MXDs\Routing_Siting_Report\Phase2_Mapbook.mxd

ATTACHMENT G: SYSTEM ALTERNATIVE MAP PACKAGE



Study Area Overview

Alberhill System Project

- Study Area
- Valley North Electrical Needs Area
- Valley South Electrical Needs Area
- County Boundary
- Park/Open Space
- Bureau of Indian Affairs Land

City Boundaries

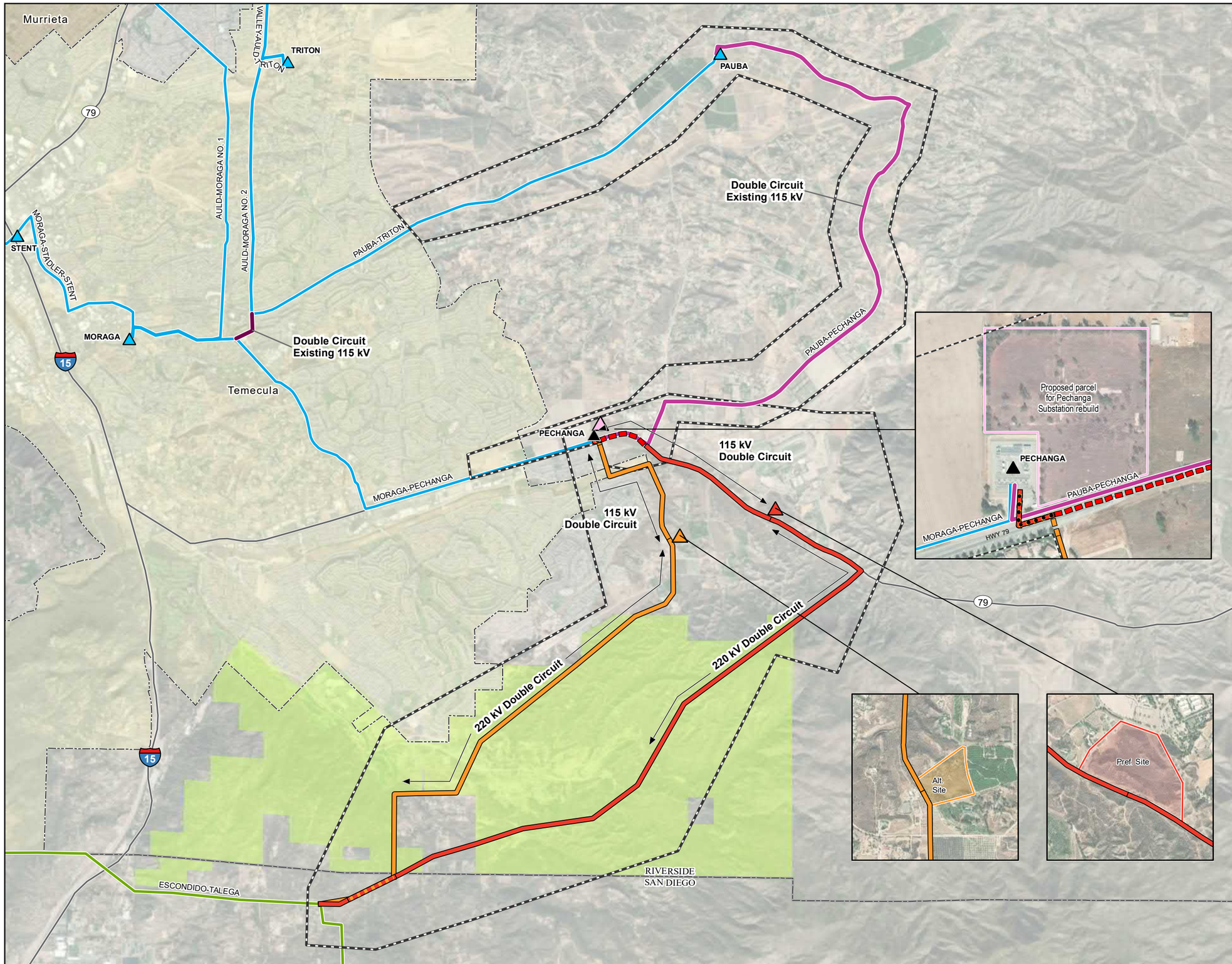
- Corona
- Eastvale
- Jurupa Valley
- Lake Elsinore
- Menifee
- Moreno Valley
- Murrieta
- Norco
- Ontario
- Perris
- San Clemente
- Temecula
- Wildomar

CONFIDENTIAL

1:275,000

0 20,000 40,000 Feet

Sources: Insignia, 2019; SCE, 2019



SDG&E

Alberhill System Project

Proposed System Alternative

Study Area(s)

Substation Sites

- Preferred Transmission (220/115 kV) Substation
- Alternative Transmission (220/115 kV) Substation
- Rebuild Existing Pechanga Subtransmission (115 kV) Substation

Routes

- Preferred Route (Overhead Construction)
- Preferred Route (Underground Construction)
- Alternative Route (Overhead Construction)
- Alternative Route (Underground Construction)

Common to Both

- Overhead Construction
- Underground Construction

Existing SCE Lines

- Double Circuit Auld-Moraga #2 (115 kV)
- Double Circuit Pauba-Pechanga (115 kV)

Existing SCE Facilities

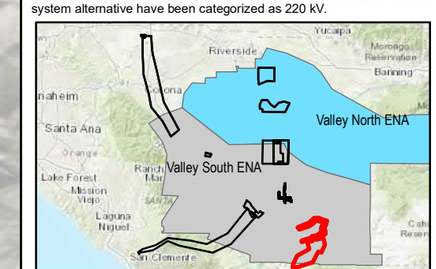
- 115 kV Subtransmission Substation
- 115 kV Subtransmission Substation to be Demolished
- 115 kV Subtransmission Line

Existing SDG&E Facilities

- 220 kV Transmission Line

- Pechanga Reservation
- County Boundary
- City Boundary

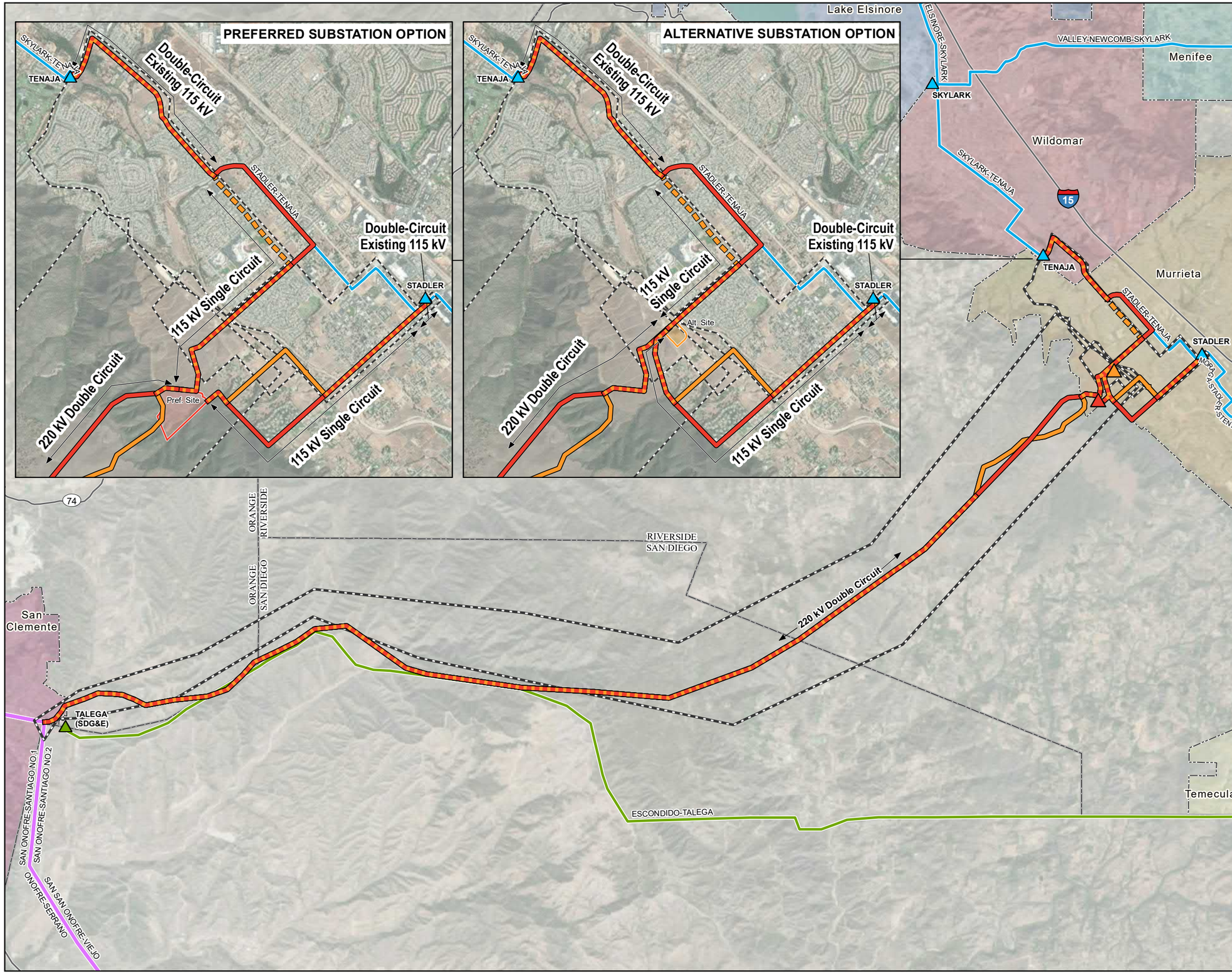
SDG&E's transmission system in the vicinity of this system alternative operates at 230 kV. In this area, SCE operates their transmission system at 220 kV. To avoid confusion, all transmission lines associated with this system alternative have been categorized as 220 kV.



1:57,170

0 4,200 8,400 Feet

Sources: Insignia, 2019; SCE, 2019



SCE Orange County

Alberhill System Project

Proposed System Alternative

Study Area(s)

Substation Sites

- Preferred Transmission (220/115 kV) Substation
- Alternative Transmission (220/115 kV) Substation

Routes

- Preferred Route (Overhead Construction)
- Alternative Route (Overhead Construction)
- Alternative Route (Underground Construction)

Common to Both

- Overhead Construction

Existing SCE Facilities

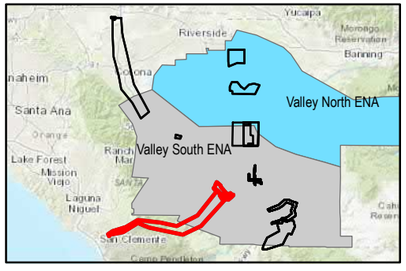
- 115 kV Subtransmission Substation
- 115 kV Subtransmission Line
- 220 kV Transmission Line

Existing SDG&E Facilities

- 220 kV Transmission Substation
- 220 kV Transmission Line

- County Boundary
- City Boundary

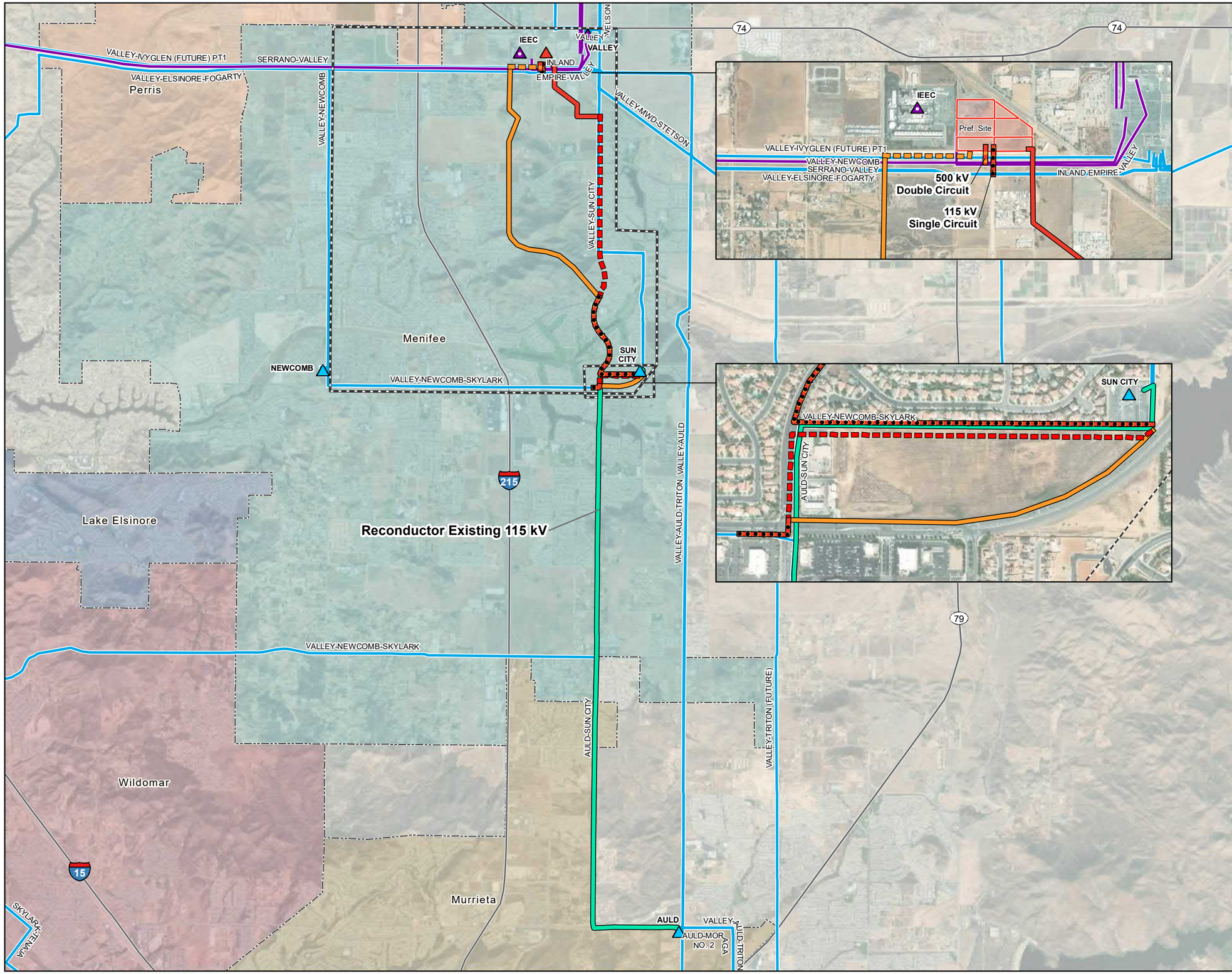
SDG&E's transmission system in the vicinity of this system alternative operates at 230 kV. In this area, SCE operates their transmission system at 220 kV. To avoid confusion, all transmission lines associated with this system alternative have been categorized as 220 kV.



1:112,900

0 8,300 16,600 Feet

Sources: Insignia, 2019; SCE, 2019



Menifee

Alberhill System Project

Proposed System Alternative

Study Area(s)

Substation Sites

Preferred Transmission (500/115 kV) Substation

Routes

Preferred Route (Overhead Construction)

Preferred Route (Underground Construction)

Alternative Route (Overhead Construction)

Alternative Route (Underground Construction)

Common to Both

Overhead Construction

Underground Construction

Existing SCE Lines

Reconductor Auld-Sun City (115 kV)

Existing SCE Facilities

115 kV Subtransmission Substation

500 kV Transmission Substation

115 kV Subtransmission Line

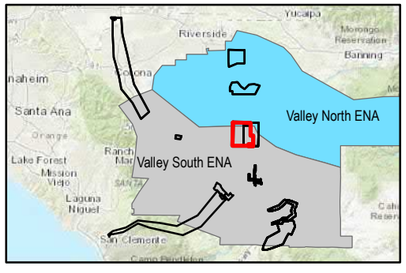
500 kV Transmission Line

Customer-Owned Facilities

500 kV Transmission Substation

City Boundary

All routes within study areas are 115 kV single circuit unless noted



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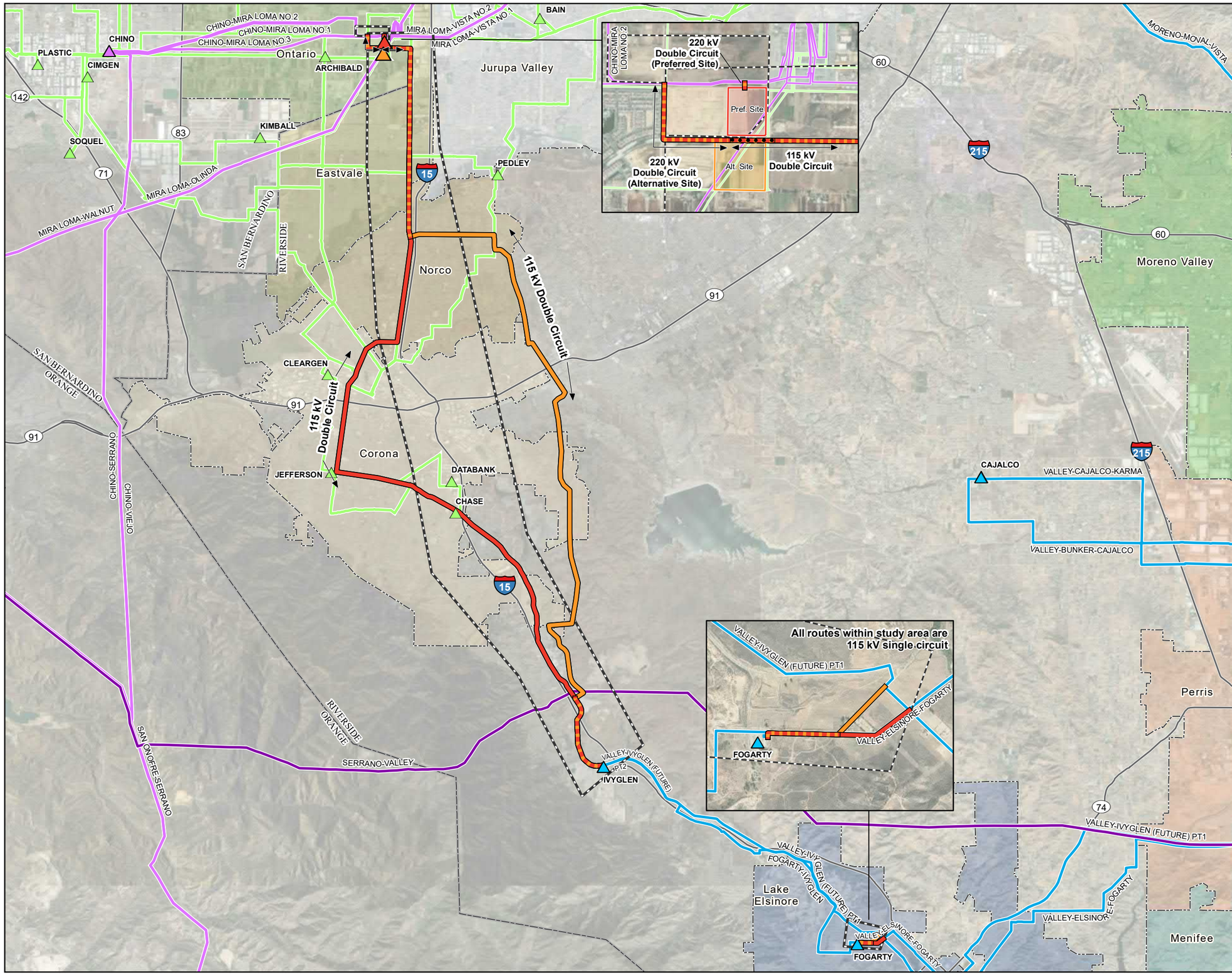
0 4,900 9,800 Feet

Sources: Insignia, 2019; SCE, 2019



Mira Loma

Alberhill System Project

Proposed System Alternative

Study Area(s)

Substation Sites

- Preferred Transmission (220/115 kV) Substation
- Alternative Transmission (220/115 kV) Substation

Routes

- Preferred Route (Overhead Construction)
- Preferred Route (Underground Construction)
- Alternative Route (Overhead Construction)
- Alternative Route (Underground Construction)

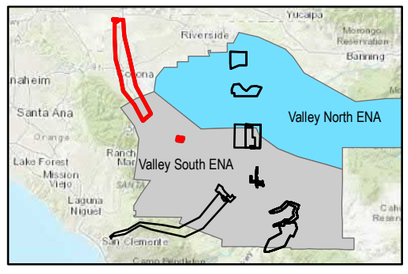
Common to Both

- Overhead Construction
- Underground Construction

Existing SCE Facilities

- 66 kV Subtransmission Substation
- 115 kV Subtransmission Substation
- 220 kV Transmission Substation
- 66 kV Subtransmission Line
- 115 kV Subtransmission Line
- 220 kV Transmission Line
- 500 kV Transmission Line

- County Boundary
- City Boundary



1:139,360

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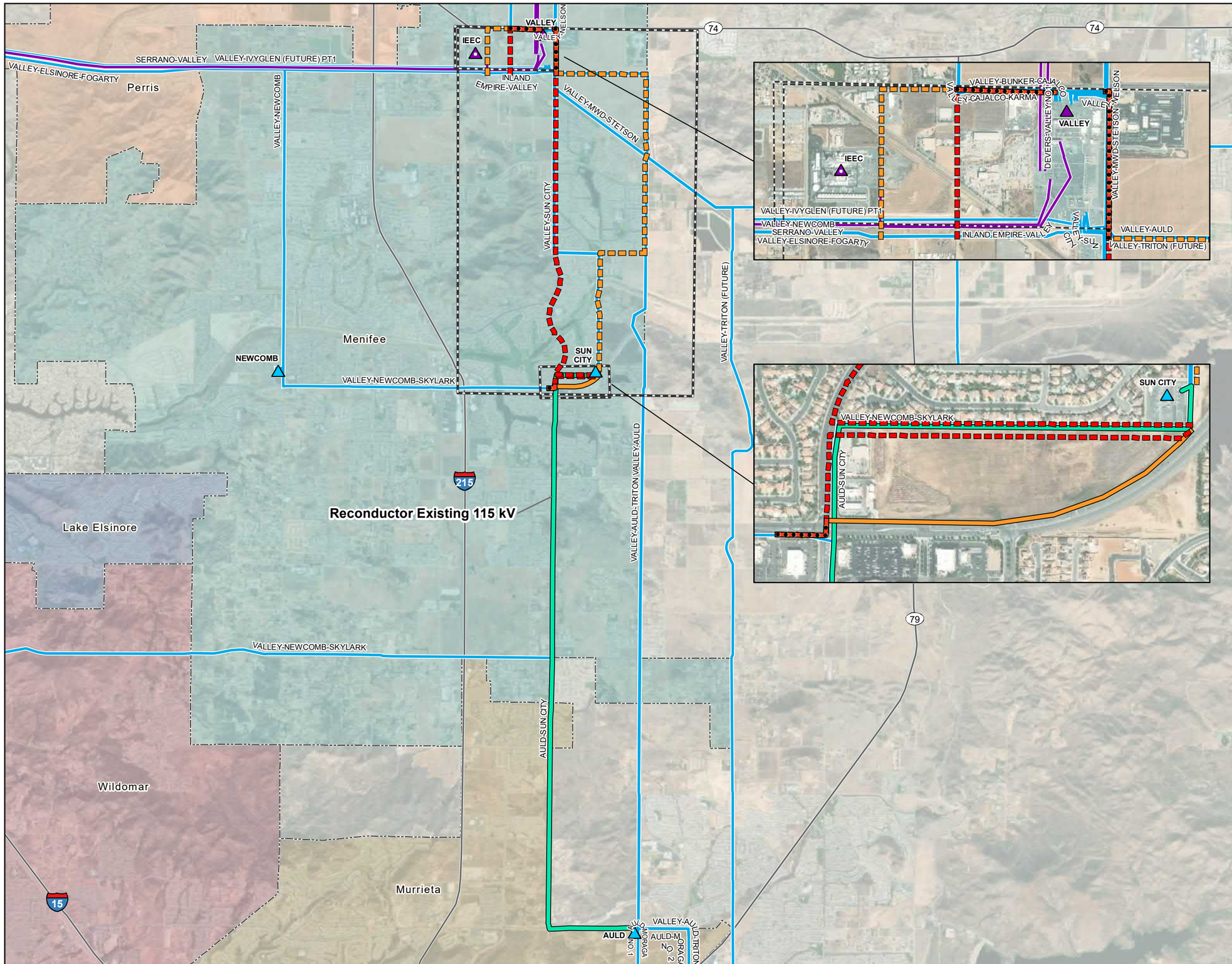
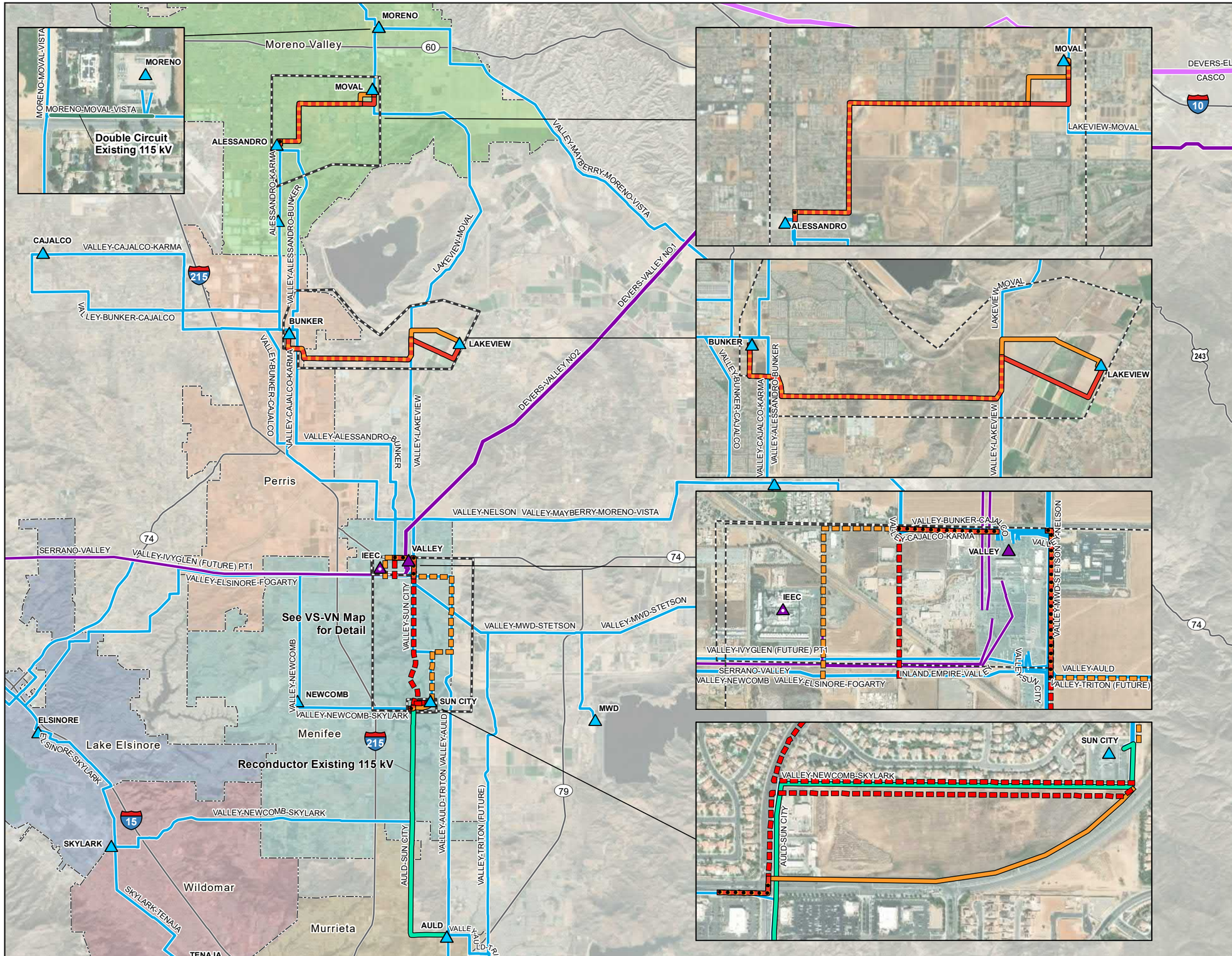
Sources: Insignia, 2019; SCE, 2019



Sources: Insignia, 2019; SCE, 2019

Valley South to Valley North to Vista

Alberhill System Project



Proposed System Alternative

- Study Area(s)

Routes

- Preferred Route (Overhead Construction)
- Preferred Route (Underground Construction)
- Alternative Route (Overhead Construction)
- Alternative Route (Underground Construction)

Common to Both

- Overhead Construction
- Underground Construction

Existing SCE Lines

- Double Circuit Moreno-Moval-Vista (115 kV)
- Reconductor Auld-Sun City (115 kV)

Existing SCE Facilities

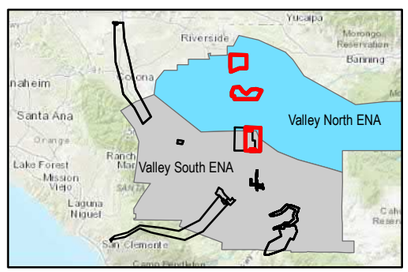
- 115 kV Subtransmission Substation
- 500 kV Transmission Substation
- 115 kV Subtransmission Line
- 220 kV Transmission Line
- 500 kV Transmission Line

Customer-Owned Facilities

- 500 kV Transmission Substation

- City Boundary

All routes within study areas are 115 kV single circuit



1:159,550

0 11,000 22,000 Feet

Sources: Insignia, 2019; SCE, 2019

Centralized BESS in Valley South

Alberhill System Project

Proposed System Alternative

Study Area(s)

Substation Sites

Preferred Subtransmission (115 kV) BESS

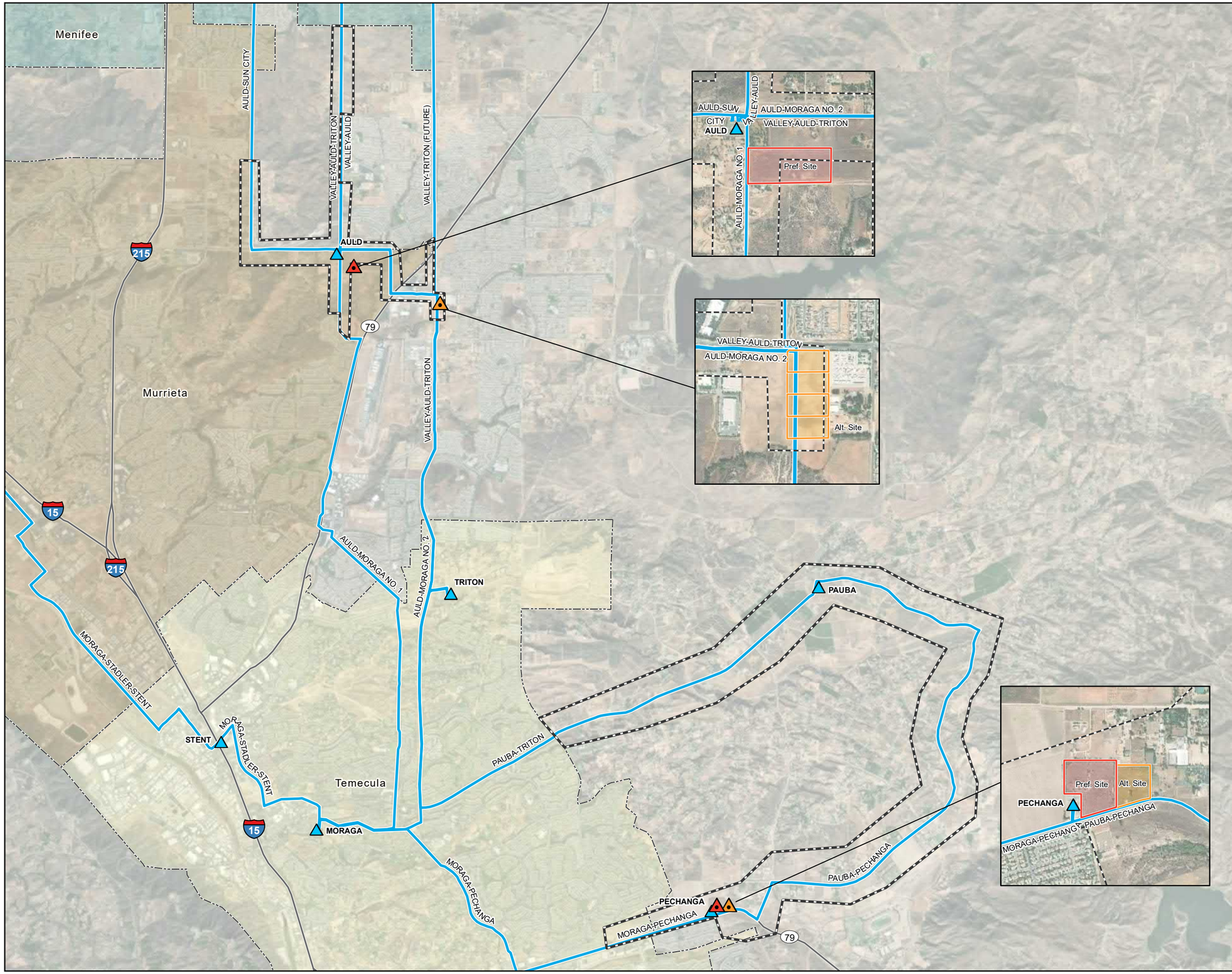
Alternative Subtransmission (115 kV) BESS

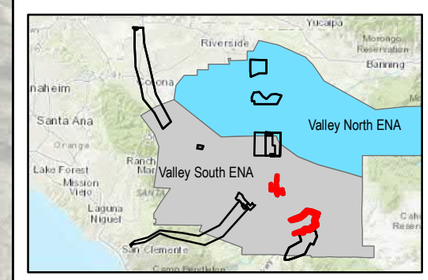
Existing SCE Facilities

115 kV Subtransmission Substation

115 kV Subtransmission Line

City Boundary

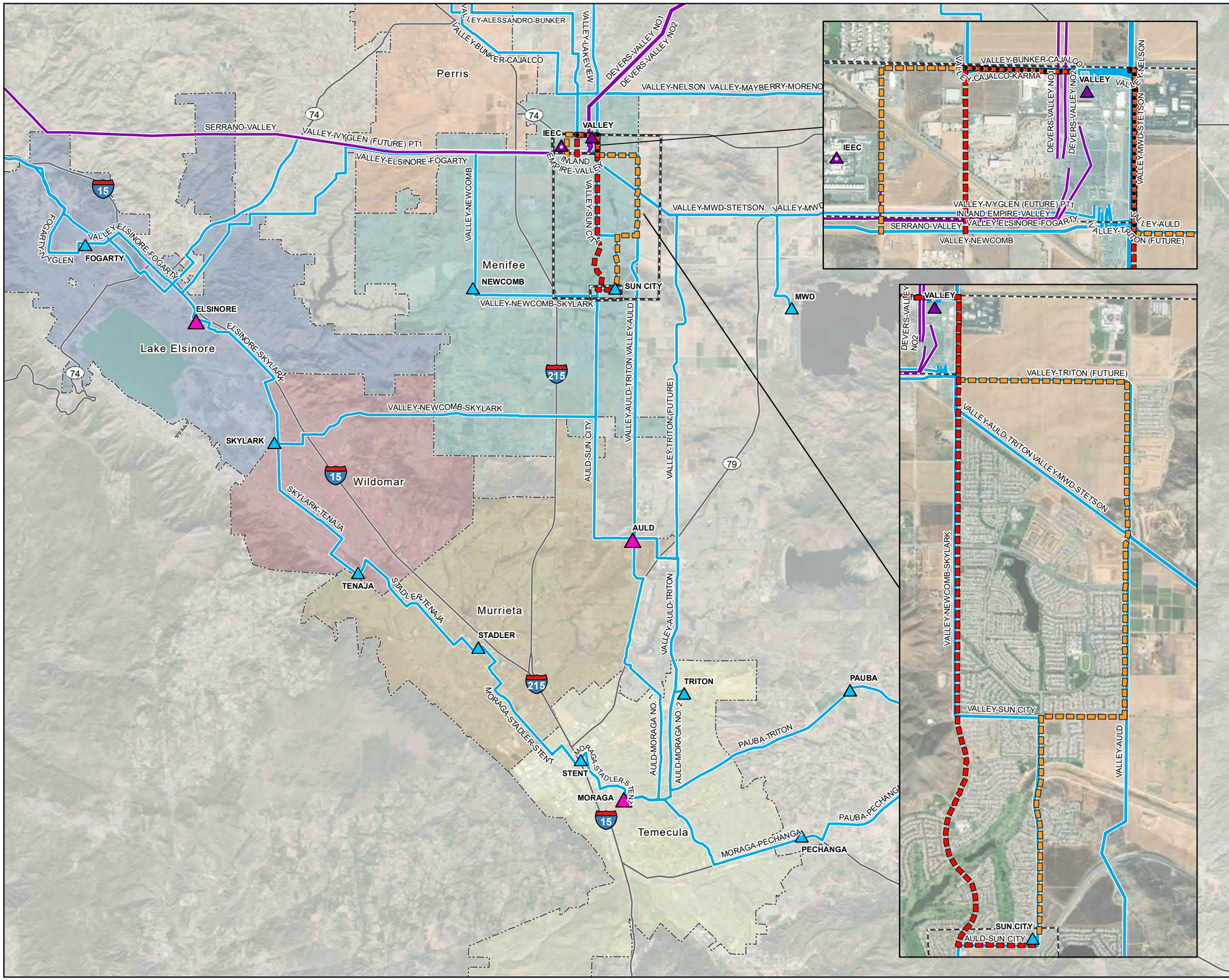




1:67,250

0 5,000 10,000 Feet

Sources: Insignia, 2019; SCE, 2019



Valley South to Valley North and Distributed BESS in Valley South

Alberhill System Project

Proposed System Alternative

- Study Area(s)
- New Energy Storage Component Installed at 115 kV Substation within Existing SCE Fence Line

Routes

- Preferred Route (Underground Construction)
- Alternative Route (Underground Construction)

Common to Both

- Underground Construction

Existing SCE Facilities

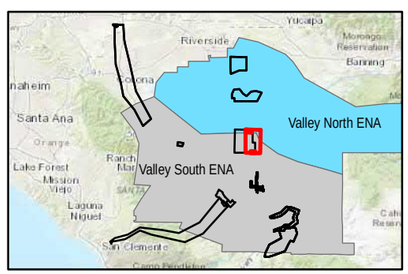
- 115 kV Subtransmission Substation
- 500 kV Transmission Substation
- 115 kV Subtransmission Line
- 500 kV Transmission Line

Customer-Owned Facilities

- 500 kV Transmission Substation

- City Boundary

All routes within study areas are 115 kV single circuit



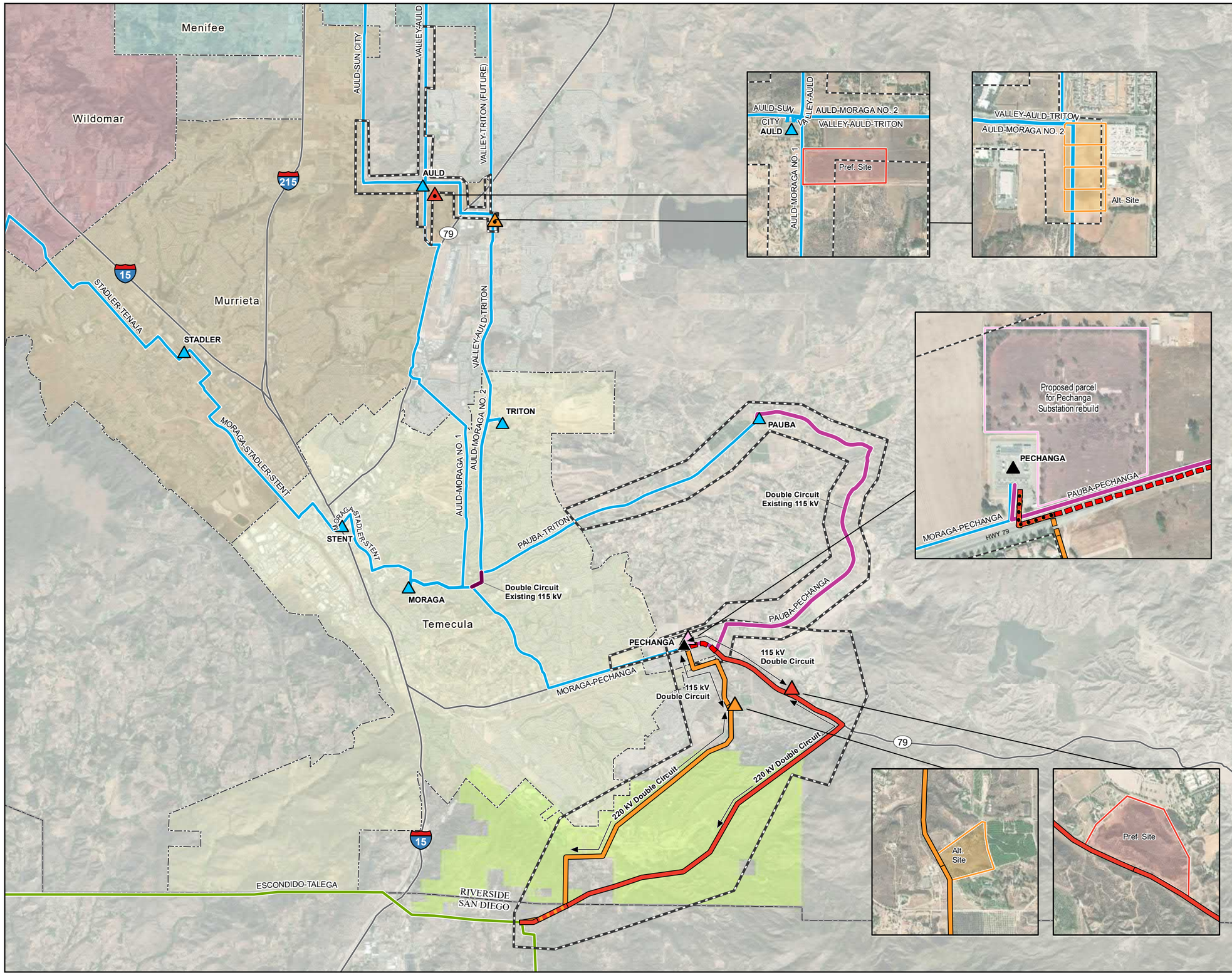
1:150,000

0 11,000 22,000 Feet

Sources: Insignia, 2019; SCE, 2019

SDG&E and Centralized BESS in Valley South

Alberhill System Project



Proposed System Alternative

- Study Area(s)

Substation Sites

- Preferred Transmission (220/115 kV) Substation
- Alternative Transmission (220/115 kV) Substation
- Preferred Subtransmission (115 kV) BESS
- Alternative Subtransmission (115 kV) BESS
- Rebuild Existing Pechanga Subtransmission (115 kV) Substation

Routes

- Preferred Route (Overhead Construction)
- Preferred Route (Underground Construction)
- Alternative Route (Overhead Construction)
- Alternative Route (Underground Construction)

Common to Both

- Overhead Construction
- Underground Construction

Existing SCE Lines

- Double Circuit Auld-Moraga #2 (115 kV)
- Double Circuit Pauba-Pechanga (115 kV)

Existing SCE Facilities

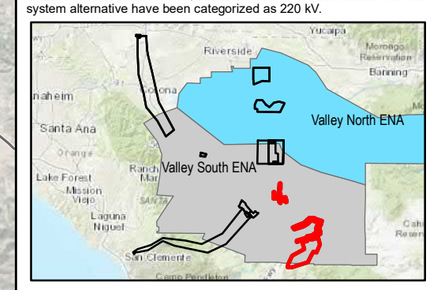
- 115 kV Subtransmission Substation
- 115 kV Subtransmission Substation to be Demolished
- 115 kV Subtransmission Line

Existing SDG&E Facilities

- 220 kV Transmission Line

- Pechanga Reservation
- County Boundary
- City Boundary

SDG&E's transmission system in the vicinity of this system alternative operates at 230 kV. In this area, SCE operates their transmission system at 220 kV. To avoid confusion, all transmission lines associated with this system alternative have been categorized as 220 kV.



1:96,390

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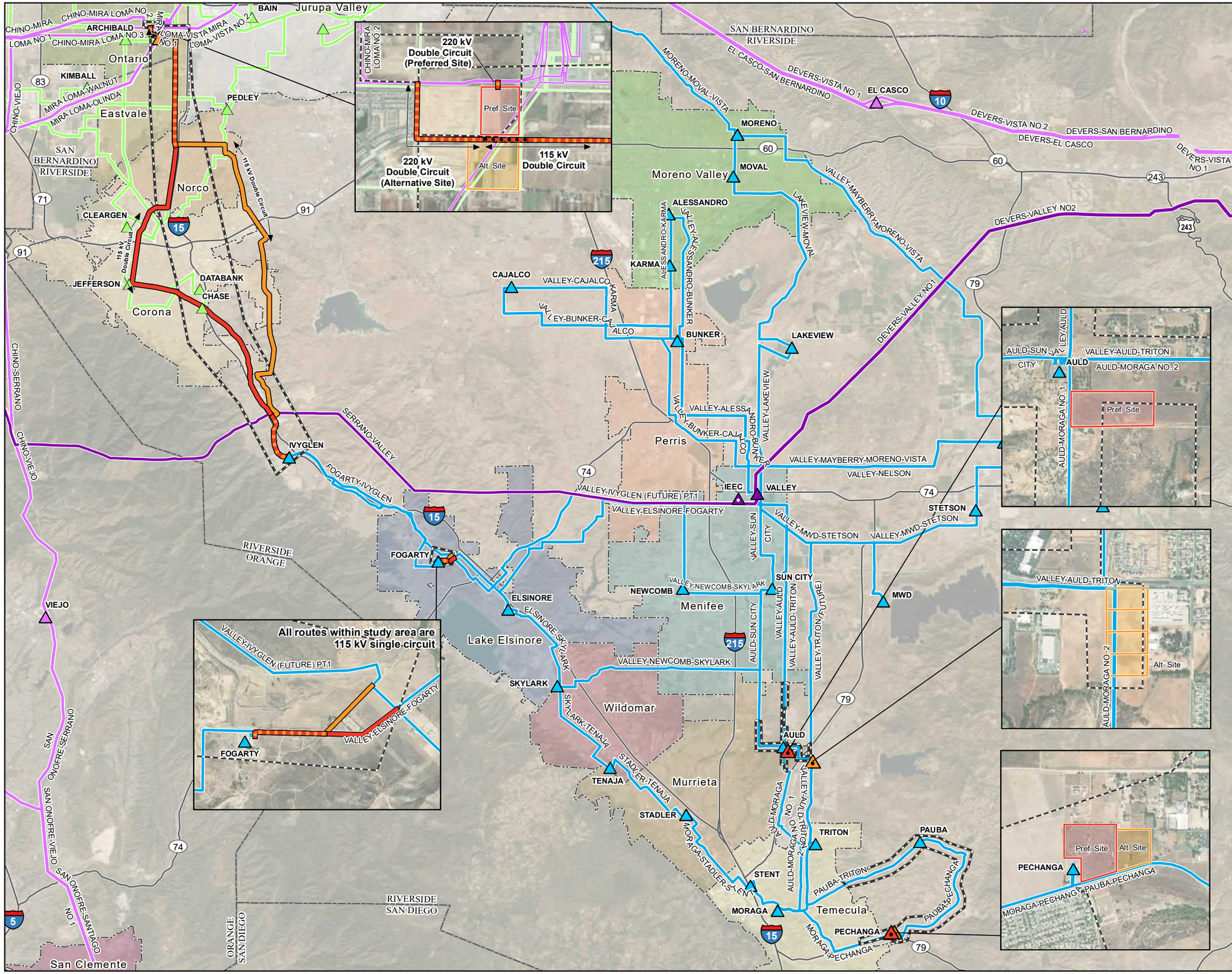
Sources: Insignia, 2019; SCE, 2019



Mira Loma and Centralized BESS in Valley South

Alberhill System Project

Proposed System Alternative

Study Area(s)

Substation Sites

- Preferred Transmission (220/115 kV) Substation
- Alternative Transmission (220/115 kV) Substation
- Preferred Subtransmission (115 kV) BESS
- Alternative Subtransmission (115 kV) BESS

Routes

- Preferred Route (Overhead Construction)
- Preferred Route (Underground Construction)
- Alternative Route (Overhead Construction)
- Alternative Route (Underground Construction)

Common to Both

- Overhead Construction
- Underground Construction

Existing SCE Facilities

- 66 kV Subtransmission Substation
- 115 kV Subtransmission Substation
- 220 kV Transmission Substation
- 500 kV Transmission Substation
- 66 kV Subtransmission Line
- 115 kV Subtransmission Line
- 220 kV Transmission Line
- 500 kV Transmission Line

Customer-Owned Facilities

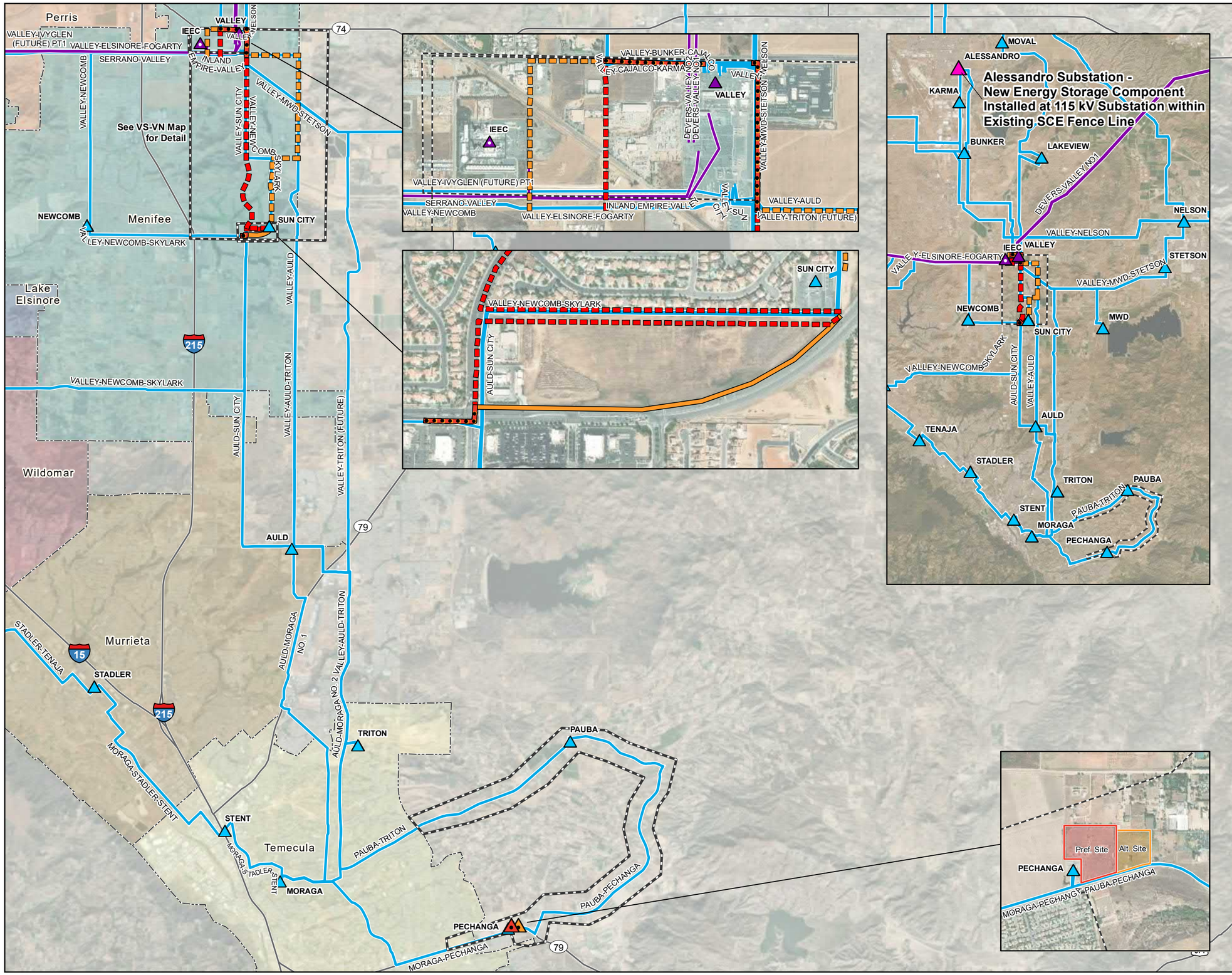
- 500 kV Transmission Substation

- County Boundary
- City Boundary

Sources: Insignia, 2019; SCE, 2019

Valley South to Valley North and Centralized BESS in Valley South and Valley North

Alberhill System Project



Proposed System Alternative

- Study Area(s)

Substation Sites

- Preferred Subtransmission (115 kV) BESS
- Alternative Subtransmission (115 kV) BESS
- New Energy Storage Component Installed at 115 kV Substation within Existing SCE Fence Line

Routes

- Preferred Route (Underground Construction)
- Alternative Route (Overhead Construction)
- Alternative Route (Underground Construction)

Common to Both

- Underground Construction

Existing SCE Facilities

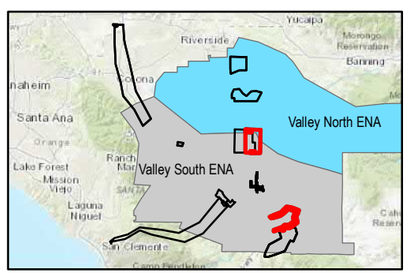
- 115 kV Subtransmission Substation
- 500 kV Transmission Substation
- 115 kV Subtransmission Line
- 500 kV Transmission Line

Customer-Owned Facilities

- 500 kV Transmission Substation

- City Boundary

All routes within study areas are 115 kV single circuit



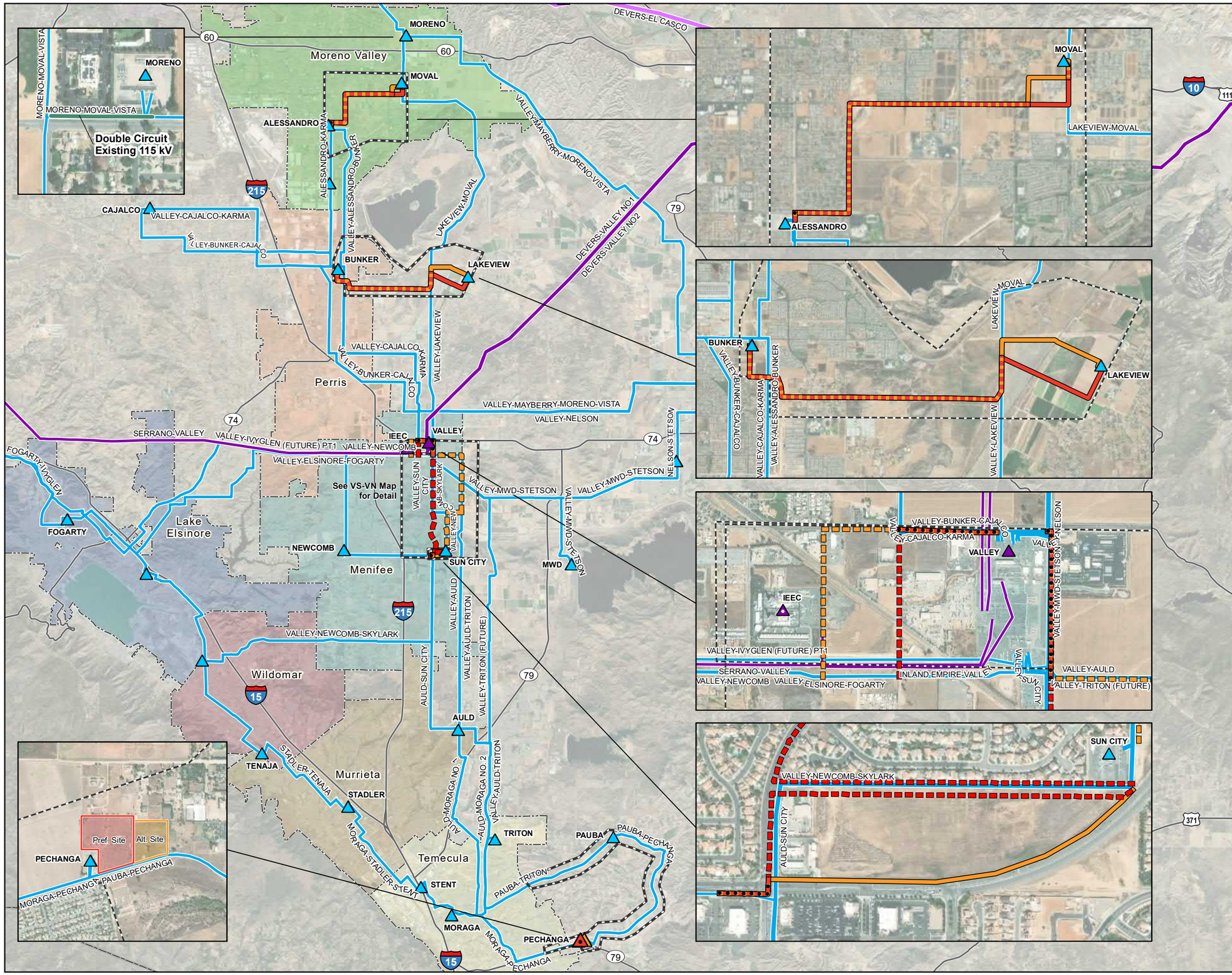
1:116,410

0 8,600 17,200 Feet

Sources: Insignia, 2019; SCE, 2019

Valley South to Valley North to Vista and Centralized BESS in Valley South

Alberhill System Project



Proposed System Alternative

- Study Area(s)

Substation Sites

- Preferred Subtransmission (115 kV) BESS
- Alternative Subtransmission (115 kV) BESS

Routes

- Preferred Route (Overhead Construction)
- Preferred Route (Underground Construction)
- Alternative Route (Overhead Construction)
- Alternative Route (Underground Construction)

Common to Both

- Overhead Construction
- Underground Construction

Existing SCE Lines

- Double Circuit Moreno-Moval-Vista (115 kV)

Existing SCE Facilities

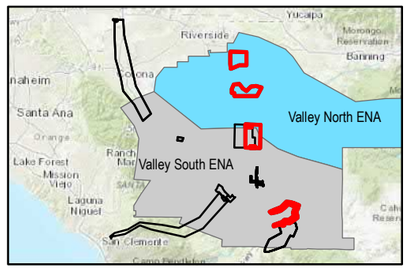
- 115 kV Subtransmission Substation
- 220 kV Transmission Substation
- 500 kV Transmission Substation
- 115 kV Subtransmission Line
- 220 kV Transmission Line
- 500 kV Transmission Line

Customer-Owned Facilities

- 500 kV Transmission Substation

- County Boundary
- City Boundary

All routes within study areas are 115 kV single circuit



1:209,030

0 15,000 30,000 Feet

Sources: Insignia, 2019; SCE, 2019

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001

To: CPUC
Prepared by: Rey Gonzales
Job Title: Sr. Project Manager, Environmental
Received Date: 2/14/2020

Response Date: 3/17/2020

Question DG-C-2:
On Page 46 of the Alberhill System Project Data Request Item C – Planning Study (ED-Alberhill-SCE-JWS-4: Item C) a footnote states that "Insignia Environmental was contracted by SCE to develop the framework for the OCC evaluation in a web-based GIS mapping tool." Please provide the list of data sources that was used to produce this mapping tool as well as when the data source was created. If possible, provide access to the mapping tool for evaluation. Describe, in detail, how the web-based tool was used to facilitate the OCC evaluation.

Response to Question DG-C-2:

A. Attached is the OCC GIS Data Source Table for your convenience, which lists the data sources that were used to produce the mapping tool and when the data source was updated and/or accessed.

B. Below is the link to the Alberhill System Project Map Viewer Summary. SCE is working to provide access to the Map Viewer for the CPUC, E&E, and Kevala. However, in order to do so, SCE will need the ARC GIS On-Line User IDs for each individual (SCE has received the email addresses provided on 3/10/20 from Amy DiCarlantoni. However, in addition to the email addresses, ARC GIS On-Line User IDs are required for access to the link below).

   https://insigniagis.maps.arcgis.com/apps/MapSeries/index.html?appid=ef665b0624ca4ae088ddad2d44ddb529#

C. As described in Section 3.2 Collect and Categorize Data from the project's OCC Analysis, the web-based tool was used as follows:

   1. Following the completion of the OCC factors, Geographic Information System (GIS) data were obtained from public data sources, clipped to within 1 mile of the ASP study areas, and incorporated into a file geodatabase.
   2. All data were categorized by resource area, factor, and factor type (i.e., opportunity, constraint, or concern).
   3. Data that were not available in GIS were researched and digitized to be included in the GIS dataset.
   4. Once all of the data were gathered and incorporated into the GIS dataset, the layers were assigned colors to represent their level of compatibility with the planned facilities.

5. All data were posted to Insignia's ArcGIS Online portal in order to be shared within SCE.
6. SCE subject matter experts reviewed the OCC data and provided comments electronically.
7. All comments received from SCE were compared against the existing data. Any data gaps were then incorporated into the GIS data and the final OCC data were prepared.
8. The OCC data served as a starting point to identify potential substation sites and route segments while attempting to maximize potential opportunities and minimize potential constraints

Category	Factor	OCC Use		Source/Web Address	Date Updated/Accessed
		Siting	Routing		
Aesthetics	Visual Character/Quality	•	•	City of Chino, General Plan Maps https://www.cityofchino.org/city_hall/departments/community_development/planning/zoning/maps	2010
				City of Corona, General Plan Maps https://www.coronaca.gov/government/departments/community-development/planning-division/general-plan-and-zoning-maps	2014
				City of Eastvale, General Plan Maps https://www.eastvaleca.gov/government/community-development/planning/general-plan	2012
				City of Lake Elsinore, General Plan Maps http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/lake-elsinore-general-plan	2011
				City of Menifee, General Plan Maps https://www.cityofmenifee.us/221/General-Plan	2018
				Moreno Valley, General Plan Maps http://www.moreno-valley.ca.us/city_hall/general_plan.shtml	2019
				City of Murrieta, General Plan Maps https://www.murrietaca.gov/267/Focused-General-Plan-Update-Information	2011
				City of Norco, General Plan Maps http://www.norco.ca.us/depts/planning/general.asp	2012
				City of Ontario, Policy Plan Maps http://www.ontarioplan.org/policy-plan/	2010
				City of Perris, General Plan Maps http://www.cityofperris.org/city-hall/general-plan.html	2013
				Riverside County, General Plan Maps https://planning.rctlma.org/General-Plan-Zoning/General-Plan	2013
				City of Temecula, General Plan Maps https://temeculaca.gov/345/General-Plan	2005
	Locally Valued Places	•	•	National Park Service, National Register of Historic Places https://www.nps.gov/subjects/nationalregister/database-research.htm	2013
	Scenic Highways	•	•	California Department of Transportation, State Scenic Highway System Data Basin https://databasin.org/datasets/1b669cbb6b5341019625153f524ecd57	2014
Biology	Water Bodies	•	•	United Sates Fish and Wildlife Service, National Wetlands Inventory https://www.fws.gov/wetlands/Data/Data-Download.html	2019
				United States Geological Survey, National Hydrography Dataset https://www.usgs.gov/core-science-systems/ngp/national-hydrography/access-national-hydrography-products	2019
	Special-status Species Critical Habitat	•	•	USFWS, Critical Habitat https://ecos.fws.gov/ecp/report/table/critical-habitat.html	2019
	Special-status Species Habitat	•	•	California Department of Fish and Wildlife, California Natural Diversity Database https://wildlife.ca.gov/Data/CNDDB/Subscribe	2019
Civil Engineering	Site Size & Shape	•		Riverside County, Geographic Information Services https://gisopendata-countyofriverside.opendata.arcgis.com/	2019
				San Bernardino County, Geographic Information Services http://cms.sbcounty.gov/gis/Home.aspx	2019
				Orange County, Open Data Portal http://data-ocpw.opendata.arcgis.com/	2019

Category	Factor	OCC Use		Source/Web Address	Date Updated/Accessed
		Siting	Routing		
Civil Engineering	Flood Plain	•		Federal Emergency Management Agency (FEMA), National Flood Hazard Layer (NFHL) Viewer https://msc.fema.gov/nfhl	2011
Community	Community Development Guidelines	•	•	City of Chino, Digitized from General Plan https://www.cityofchino.org/city_hall/departments/community_development/planning/zoning/maps	2010
				City of Corona, Digitized from General Plan https://www.coronaca.gov/government/departments/community-development/planning-division/general-plan-and-zoning-maps	2014
				City of Eastvale, Digitized from General Plan https://www.eastvaleca.gov/government/community-development/planning/general-plan	2012
				City of Lake Elsinore, Digitized from General Plan http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/lake-elsinore-general-plan	2011
				City of Menifee, Digitized from General Plan https://www.cityofmenifee.us/221/General-Plan	2018
				Moreno Valley, Digitized from General Plan http://www.moreno-valley.ca.us/city_hall/general_plan.shtml	2019
				City of Murrieta, Digitized from General Plan https://www.murrietaca.gov/267/Focused-General-Plan-Update-Information	2011
				City of Norco, Digitized from General Plan http://www.norco.ca.us/depts/planning/general.asp	2012
				City of Ontario, Digitized from General Plan http://www.ontarioplan.org/policy-plan/	2010
				City of Perris, Digitized from General Plan http://www.cityofperris.org/city-hall/general-plan.html	2013
				Riverside County, Digitized from General Plan https://planning.rctlma.org/General-Plan-Zoning/General-Plan	2013
				City of Temecula, Digitized from General Plan https://temeculaca.gov/345/General-Plan	2005
Community	Planned Future Development Near the Site	•	•	Digitized from review of local agency websites, input received from Southern California Edison (SCE) Subject Matter Experts (SMEs), and review of aerial photography	2019
Cultural Resources	Cultural Resource Probability	•	•	Digitized from Insignia Environmental SME input	2019
Design	Availability of ROW		•	SCE Transmission and Distribution Group, SCE Transmission System KMZ	2019
EMF	Setbacks from Prioritized Land Uses	•		California School Campus Database http://www.californiaschoolcampusdatabase.org/#download	2018
Geology/ Geotechnical	Flooding Potential	•	•	FEMA, NFHL Viewer https://msc.fema.gov/nfhl	2011
Geology/ Geotechnical	Liquefaction Potential	•	•	Riverside County, Geographic Information Services https://gisopendata-countyofriverside.opendata.arcgis.com/	2018
				San Diego Association of Governments (SANDAG), SanGIS http://www.sangis.org/download/index.html	Accessed 2019
Geology/ Geotechnical	Fault Rupture Hazard Zones	•	•	Riverside County, Geographic Information Services https://gisopendata-countyofriverside.opendata.arcgis.com/	2016
				San Diego Association of Governments (SANDAG), SanGIS http://www.sangis.org/download/index.html	Accessed 2019
Geology/ Geotechnical	Soil Contamination	•	•	Department of Toxic Substances Control EnviroStor Database https://www.envirostor.dtsc.ca.gov/public/data_download	2018

Category	Factor	OCC Use		Source/Web Address	Date Updated/Accessed
		Siting	Routing		
Hazards	Proximity to Natural Gas Pipeline	•	•	Southern California Gas Company, Gas Transmission Pipeline Interactive Map – San Bernardino http://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=faeed481312f4e5fb056f739ff169e02	Accessed 2019
Land Acquisition	Easement/Rights Required		•	Bureau of Land Management (BLM), Navigator https://navigator.blm.gov/home	Accessed 2019
				GreenInfo Network, California Protected Areas Database (CPAD) and California Conservation Easement Database https://www.calands.org/	2018
	Ownership	•		Bureau of Land Management (BLM), Navigator https://navigator.blm.gov/home	Accessed 2019
				GreenInfo Network, California Protected Areas Database (CPAD) and California Conservation Easement Database https://www.calands.org/	2018
				Riverside County, Geographic Information Services https://gisopendata-countyofriverside.opendata.arcgis.com/	2019
				San Bernardino County, Geographic Information Services http://cms.sbcounty.gov/gis/Home.aspx	2019
				Orange County, Open Data Portal http://data-ocpw.opendata.arcgis.com/	2019
Land Use	Zoning/General Plan Land Use(s)	•	•	City of Chino, General Plan/Zoning Maps https://www.cityofchino.org/city_hall/departments/community_development/planning/zoning/maps	2010
				City of Corona, General Plan/Zoning Maps https://www.coronaca.gov/government/departments/community-development/planning-division/general-plan-and-zoning-maps	2014
				City of Eastvale, General Plan/Zoning Maps https://www.eastvaleca.gov/government/community-development/planning/general-plan	2012
				City of Lake Elsinore, General Plan/Zoning Maps http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/lake-elsinore-general-plan	2011
				City of Menifee, General Plan/Zoning Maps https://www.cityofmenifee.us/221/General-Plan	2018
				Moreno Valley, General Plan/Zoning Maps http://www.moreno-valley.ca.us/city_hall/general_plan.shtml	2019
				City of Murrieta, General Plan/Zoning Maps https://www.murrietaca.gov/267/Focused-General-Plan-Update-Information	2011
				City of Norco, General Plan/Zoning Maps http://www.norco.ca.us/depts/planning/general.asp	2012
				City of Ontario, Policy Plan/Zoning Maps http://www.ontarioplan.org/policy-plan/	2010
				City of Perris, General Plan/Zoning Maps http://www.cityofperris.org/city-hall/general-plan.html	2013
				Riverside County, General Plan/Zoning Maps https://planning.rctlma.org/General-Plan-Zoning/General-Plan	2013
				City of Temecula, General Plan/Zoning Maps https://temeculaca.gov/345/General-Plan	2005

Category	Factor	OCC Use		Source/Web Address	Date Updated/Accessed
		Siting	Routing		
Land Use	Existing Land Use(s) on the Site	•	•	City of Chino, General Plan Maps https://www.cityofchino.org/city_hall/departments/community_development/planning/zoning/maps	2010
				City of Corona, General Plan Maps https://www.coronaca.gov/government/departments/community-development/planning-division/general-plan-and-zoning-maps	2014
				City of Eastvale, General Plan Maps https://www.eastvaleca.gov/government/community-development/planning/general-plan	2012
				City of Lake Elsinore, General Plan Maps http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/lake-elsinore-general-plan	2011
				City of Menifee, General Plan Maps https://www.cityofmenifee.us/221/General-Plan	2018
				Moreno Valley, General Plan Maps http://www.moreno-valley.ca.us/city_hall/general_plan.shtml	2019
				City of Murrieta, General Plan Maps https://www.murrietaca.gov/267/Focused-General-Plan-Update-Information	2011
				City of Norco, General Plan Maps http://www.norco.ca.us/depts/planning/general.asp	2012
				City of Ontario, Policy Plan Maps http://www.ontarioplan.org/policy-plan/	2010
				City of Perris, General Plan Maps http://www.cityofperris.org/city-hall/general-plan.html	2013
				Riverside County, General Plan Maps https://planning.rctlma.org/General-Plan-Zoning/General-Plan	2013
				City of Temecula, General Plan Maps https://temeculaca.gov/345/General-Plan	2005
Land Use	Farmland/ Agricultural Conservation	•		California Department of Conservation, Farmland Mapping and Monitoring Program ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP	2016
Land Use	Airport Land Use Plan	•	•	Riverside County, Geographic Information Services https://gisopendata-countyofriverside.opendata.arcgis.com/	2011
Wildfire	Fire Threat	•	•	California Public Utilities Commission, Fire-Threat Map ftp://ftp.cpuc.ca.gov/safety/fire-threat_map/2018/CPUC_Fire-Threat_Map_GIS/	2018
Wildfire	Fire Severity	•	•	CAL FIRE, Fire Hazard Severity Zone Map https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/	2007

Note: All data sets were supplemented with input provided by SCE SME's and/or a review of existing aerial photography.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 3/16/2020

Question DG-C-3:
Can you explain why an in-service date of 2022 is used for the cost-benefit analysis rather than 2025?

Response to Question DG-C-3:

An in-service date of 2022 was used in the cost-benefit analysis in order to provide an objective comparison among the system performance improvements offered by each project alternative and to not bias the quantitative comparison of alternatives' performance by subjective assumptions on their relative timing (relative timing considerations were addressed qualitatively as risks). The year 2022 aligns with the need date for the Valley South System to address transformer overloads, so the analysis is simplified by not accruing transformer capacity-related EENS for any of the alternatives before a project is assumed to be in service. Assuming some other common in-service date such as 2025 would not alter the relative rankings of alternatives in benefit-to-cost ratio, since all alternatives would accrue EENS equally in the years prior to implementation. The year 2025 is the current projected in-service date for the Alberhill System Project. Considering the extended period of design and CEQA analysis that would likely be required, other selected alternatives would realistically have a later in-service date. Assuming different in-service dates for each alternative would have substantially affected the quantitative cost benefit results, since monetized EENS that would accrue in the early years for alternatives other than ASP would not be discounted.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 3/16/2020

Question DG-C-4:
The Planning Study mentions that it makes sense to do an "incremental cost-benefit analysis" where alternatives with widely disparate benefits are compared; when this is conducted, the ASP is superior to all other alternatives. Where can we find these results?

Response to Question DG-C-4:

A discussion for the incremental cost-benefit analysis can be found in Section 8.2.2 of SCE's response to Item C starting on page 56 of 73. The results of this analysis are found in Table 8-6, which can be found on page 57 of 73. The results demonstrate that the Alberhill System Project has a 9.9 incremental benefit to incremental cost ratio, over the Mira Loma alternative.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET C P U C - S u p p l e m e n t a l D a t a R e q u e s t - 0 0 1

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 3/16/2020

Question DG-C-5:
Please make available the results of the sensitivity analysis and explain in more detail how the DER forecasts/electrification forecasts are considered, as well as the scenario where BESS costs are reduced 50%.

Response to Question DG-C-5:

Development of the 30-year load forecasts for use in the sensitivity analysis is described in Section 5.4 of SCE's response to Item C. The three forecasts used in the cost-benefit analysis include, in order from low growth to high growth: Spatial PVWatts, Spatial Effective PV, and Spatial Base. The Spatial Effective PV is used as the base-case for the cost-benefit analysis as it is considered to represent the most likely future long-term load forecast scenario.

The primary difference between the Spatial Effective PV and Spatial PVWatts forecasts is in the impact of PV generation. The Spatial PVWatts forecast incorporates the unadjusted, extended California Energy Demand (CED) forecast, using IEPR-driven PV forecast derived directly from the National Renewable Energy Laboratory DOE PVWatts PV generation modeling program. This generation model does not incorporate adjustments for PV generation dependability for use in planning purposes. The modeling that SCE has developed is local-area specific, and is incorporated into the Spatial Effective PV forecast. It considers how peak PV generation ("solar peak" which typically occurs at 12:00 PM) offsets load at the time of the area's electrical demand peak ("system peak", which typically occurs in the late afternoon). For the specific area that Valley Substation serves, the typical peak occurs at 5:00 PM. Additionally, there are other factors such as degraded panel performance that affect observed historical differences between the actual PV performance and the theoretical values predicted by the PVWatts model. These adjustments result in less reduction in system peak loading due to PV generation, and therefore the Spatial Effective PV forecast is higher than the Spatial PVWatts forecast. See Appendix A.3 of SCE's response to Item A for further information.

The primary difference between the Spatial Effective PV and Spatial Base forecasts is in the methodology used to incorporate DERs. The Spatial Base forecast incorporates future DERs assuming a continued rate of DER adoption based on historical trends (i.e., it does not incorporate growth in load-reducing DERs). The Spatial Effective PV forecast includes DER adoption rates as

reflected in the 2018 CED IEPR forecast until 2030, and extends the IEPR forecast until 2048 by considering the point at which adoption rates of individual DER categories for PV, EV, EE and DR are expected to saturate and therefore cease to impact the forecast further.

Note that the methodologies used to develop the Spatial PVWatts and Spatial Base forecasts are not intended to incorporate all possible load modifying factors through 2048; rather, they are intended to represent possible load forecast scenarios that could occur based on the information that was available to SCE at the time of the submittal.

In order to evaluate the sensitivity of the initial installed cost of batteries on the BESS cost model, SCE arbitrarily reduced the total battery Capex by 50% for all BESS alternatives. The PVRR for the BESS alternatives was recalculated using the reduced battery Capex cost. This resulted in improved benefit-to-cost ratios for alternatives that include BESS scope. This is further described in Section 8.4 of SCE's response to Item C.

The separate and combined impacts of load forecast and BESS cost sensitivities are considered in the response. Benefit-cost results for the load forecast sensitivity can be found in Table 8-7 (for the PVWatts forecast), and in Table 8-8 (for the Spatial Base forecast). Benefit-cost results for the BESS cost sensitivity can be found in Table 8-9 (reduced BESS costs and lower than base case load forecast), Table 8-10 (reduced BESS costs and base case load forecast), and Table 8-11 (reduced BESS costs and higher than base case load forecast).

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 3/16/2020

Question DG-MISC-16:
From Shannon Stewart (SCE) per 1/21/19 email follow up from webinar: "The Quanta Technology (QT) Conventional Forecast implicitly incorporates DERs by considering historical load data only, i.e., historical DER adoption trends that are embedded in historical load data are carried forward in the forecast without modification." Can you better explain this point? E.g., does that mean historical DER adoption rates are carried forward, without adjusting for CEC IEPR-developed DER growth forecasts?

Response to Question DG-MISC-16:

Yes, however, that approach applies only to the Quanta Conventional forecast. The Quanta Spatial Load forecast incorporates the CEC IEPR-developed DER growth forecasts through 2030 (which is the horizon year of the IEPR forecast used), and is then extended to the year 2048 as described in Section 5.4 of SCE's response to Item C. The Conventional forecast was provided primarily for comparative purposes to the DER-adjusted Spatial Load forecast and SCE Load forecast. All three forecast indicate a need date of 2022, but the increased adoption of DERs included in the SCE Load forecast and Spatial Load forecast result in lower compound annual growth rates (0.74% per year and 0.88% per year, respectively) than the Conventional forecast (1.09%).

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/7/2020

Question DG-MISC-17:
Please provide circuit GIS data (single line diagram including line segments, whole feeders, and all line segment information, with phase count information and object ID that matched relational data for lookup).

Response to Question DG-MISC-17:
CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/7/2020

Question DG-MISC-18:
Please provide transformer locational data (and all transformer data e.g. transformer age, ID #, rating) for primary/substation transformers and secondary/service transformers.
Preference for full distribution planning area.

Response to Question DG-MISC-18:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/8/2020

Question DG-MISC-19:
Please provide powerflow models and the powerflow model used for need determination for the distribution planning area.

Response to Question DG-MISC-19:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/7/2020

Question DG-MISC-20:
Please provide the circuit protection equipment (e.g. switches and reclosers) locational data (GIS file) matching the powerflow model.

Response to Question DG-MISC-20:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/7/2020

Question DG-MISC-21:
Please provide the power quality equipment (e.g. tap changers and bank capacitors) locational data (GIS file).

Response to Question DG-MISC-21:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 7/22/2020

Question DG-MISC-22:
Please provide SCE associated customer load and system AMI/meter locational data (all geospatial information and service address ID, minimum one year, preferably 3 years, in .csv/.xlsx file).

Response to Question DG-MISC-22:

Please see SCE's response to Question DG-MISC-35 which contains the requested AMI data and includes the locational data.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/7/2020

Question DG-MISC-23:
Please provide location and specifications of DG-PV installed and in queue for interconnection system-wide (.csv/.xlsx file).

Response to Question DG-MISC-23:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/7/2020

Question DG-MISC-24:
Please provide location and specifications of DG battery storage installed and in queue for interconnection system-wide (in .csv/.xlsx file).

Response to Question DG-MISC-24:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/7/2020

Question DG-MISC-25:
Please provide location and specifications of all additional DG installed and in queue for interconnection system-wide (in .csv/.xlsx file). Specifications include nameplate capacity, tilt, azimuth, installed location.

Response to Question DG-MISC-25:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/22/2020

Question DG-MISC-26:
Please provide available geographic location of SCADA data for each transformer bank and feeder (5 years historical data, in .csv/.xlsx file).

Response to Question DG-MISC-26:

Please see SCE's response to Question DG-MISC-40 which contains the requested data.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 7/22/2020

Question DG-MISC-27:
Please provide customer class and rate structure (in .csv/.xlsx file).

Response to Question DG-MISC-27:

Please see SCE's response to Question DG-MISC-35 which contains the requested AMI data and includes the customer class and rate structure.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/7/2020

Question DG-MISC-28:
Please provide association/relational data for circuit GIS data (e.g. line segment to feeder, line segment to line segment and how they are all tied together). Preference for all circuits within the full distribution planning area (.csv/.xlsx file).

Response to Question DG-MISC-28:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/8/2020

Question DG-MISC-29:
Please provide association/relational data for transformer locational data (e.g. transformer to line segment or feeder ID and how they are all tied together) for primary/substation transformers and secondary/service transformers (.csv/.xlsx file).

Response to Question DG-MISC-29:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/8/2020

Question DG-MISC-30:
Please provide association/relational data for circuit protection equipment locational data (GIS) matching powerflow model (.csv/.xlsx file).

Response to Question DG-MISC-30:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/8/2020

Question DG-MISC-31:
Please provide association/relational data for power quality locational data (e.g. tap changers in .csv/.xlsx file).

Response to Question DG-MISC-31:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/8/2020

Question DG-MISC-32:
Please provide association/relational data for metering/monitoring locational data (e.g. PMU, SCADA, in .csv/.xlsx file).

Response to Question DG-MISC-32:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 7/22/2020

Question DG-MISC-33:
Please provide AMI/meter association/relational data – (e.g. associated feeder/line segment, in .csv/.xlsx file).

Response to Question DG-MISC-33:

Please see SCE's response to Question 35 of this data request set where the requested information was provided.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/7/2020

Question DG-MISC-34:
Please provide association/relational data for all DG-PV installed and in queue for interconnection system-wide (in .csv/.xlsx file).

Response to Question DG-MISC-34:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 7/2/2020

Question DG-MISC-35:
Please provide AMI data – 15 min intervals (kW, kWh) or hourly (8760) 3 years of historical data. Requested format is CSV, with timestamp in UTC (if in local time, please specify the timezone and daylight savings flag, or the offset from UTC) (in .csv file).

Response to Question DG-MISC-35:

CONFIDENTIAL

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/20/2020

Question DG-MISC-36:
Please provide 10 year forecast by year at the subtransmission substation and distribution substation level, often expressed as peak demand, under normal conditions and heat storm conditions (in .csv/.xlsx file).

Response to Question DG-MISC-36:

Please find attached a file titled "A0909022-ED-Supplemental Data Request 002-Question DG-MISC-36.xlsx" which contains the requested data based on SCE's most recently finalized 10-year forecast covering the years 2019-2028.

A0909022-ED-Supplemental Data Request 002-Question DG-MISC-36.xlsx													
				Non-coincident Peak Load - Normal Weather or 1-in-2 (MVA)									
				Projected									
System	Substation	Sub Type	Voltage	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Valley South	Auld	SCE Distribution	115/12 kV	113.0	113.2	114.3	115.9	118.2	119.6	120.5	121.4	122.8	124.0
Valley South	Auld	SCE Distribution	115/33 kV	28.2	29.4	30.0	31.2	32.2	32.8	33.4	33.9	34.8	35.7
Valley South	Elsinore	SCE Distribution	115/12 kV	63.5	63.0	63.2	63.9	64.8	65.3	65.9	66.4	66.9	67.3
Valley South	Elsinore	SCE Distribution	115/33 kV	33.2	33.2	33.1	33.6	33.6	33.5	33.5	33.5	33.5	33.4
Valley South	Fogarty	SCE Distribution	115/12 kV	29.6	29.5	29.4	29.3	30.2	30.9	32.2	33.3	33.6	33.5
Valley South	Ivyglen	SCE Distribution	115/12 kV	45.6	46.3	47.6	48.2	49.4	51.2	53.0	54.7	56.6	58.4
Valley South	Moraga	SCE Distribution	115/12 kV	116.2	122.0	121.8	121.8	121.5	120.9	122.1	121.2	120.7	120.3
Valley South	Newcomb	SCE Distribution	115/12 kV	130.5	128.6	130.5	132.9	135.5	136.9	138.3	139.6	141.2	142.5
Valley South	Pauba	SCE Distribution	115/12 kV	42.3	42.4	42.3	42.4	42.7	42.9	43.0	44.7	44.8	44.9
Valley South	Pechanga	SCE Distribution	115/12 kV	86.4	78.2	78.8	80.4	82.0	82.7	82.8	82.0	83.1	84.4
Valley South	Pechanga	SCE Distribution	115/33 kV	18.2	17.7	17.7	17.7	17.7	17.7	17.7	17.7	17.7	17.7
Valley South	Rectifier*	Customer	115/33 kV	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Valley South	Skylark	SCE Distribution	115/12 kV	65.0	64.5	64.8	65.9	67.4	68.0	68.7	69.4	70.3	71.1
Valley South	Stadler	SCE Distribution	115/12 kV	106.0	105.3	105.1	105.5	106.9	107.0	107.1	107.2	107.3	107.3
Valley South	Stent	Customer	115/12 kV	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Valley South	Sun City	SCE Distribution	115/12 kV	49.2	54.7	60.0	63.0	66.3	68.8	69.4	70.1	70.8	71.4
Valley South	Tenaja	SCE Distribution	115/12 kV	51.3	51.0	51.0	50.9	50.3	50.3	50.3	50.3	50.4	50.5
Valley South	Triton	SCE Distribution	115/12 kV	54.1	53.8	53.9	54.0	54.0	54.0	52.3	52.3	52.5	52.7

* Rectifier is a customer dedicated transformer bank within Moraga substation and is modeled as load at Moraga 115 kV bus along with the distribution load

A0909022-ED-Supplemental Data Request 002-Question DG-MISC-36.xlsx													
				Non-coincident Peak Load - Normal Weather or 1-in-10 (MVA)									
				Projected									
System	Substation	Sub Type	Voltage	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Valley South	Auld	SCE Distribution	115/12 kV	125.2	125.4	126.6	128.4	131.0	132.5	133.5	134.5	136.1	137.4
Valley South	Auld	SCE Distribution	115/33 kV	30.5	31.8	32.5	33.8	34.9	35.5	36.2	36.7	37.7	38.6
Valley South	Elsinore	SCE Distribution	115/12 kV	69.6	69.0	69.3	70.0	71.0	71.6	72.2	72.8	73.3	73.8
Valley South	Elsinore	SCE Distribution	115/33 kV	36.4	36.4	36.3	36.8	36.8	36.7	36.7	36.7	36.7	36.6
Valley South	Fogarty	SCE Distribution	115/12 kV	32.6	32.5	32.4	32.3	33.3	34.0	35.5	36.7	37.0	36.9
Valley South	Ivyglen	SCE Distribution	115/12 kV	50.3	51.1	52.5	53.2	54.5	56.5	58.5	60.4	62.5	64.5
Valley South	Moraga	SCE Distribution	115/12 kV	127.4	133.7	133.5	133.5	133.2	132.5	133.8	132.8	132.3	131.8
Valley South	Newcomb	SCE Distribution	115/12 kV	143.8	141.7	143.8	146.5	149.3	150.9	152.4	153.8	155.6	157.0
Valley South	Pauba	SCE Distribution	115/12 kV	45.4	45.5	45.4	45.5	45.8	46.0	46.1	47.9	48.0	48.1
Valley South	Pechanga	SCE Distribution	115/12 kV	94.7	85.7	86.4	88.1	89.9	90.6	90.7	89.9	91.1	92.5
Valley South	Pechanga	SCE Distribution	115/33 kV	18.5	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
Valley South	Rectifier*	Customer	115/33 kV	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Valley South	Skylark	SCE Distribution	115/12 kV	71.2	70.7	71.0	72.2	73.8	74.5	75.3	76.0	77.0	77.9
Valley South	Stadler	SCE Distribution	115/12 kV	116.2	115.4	115.2	115.6	117.2	117.3	117.4	117.5	117.6	117.6
Valley South	Stent	Customer	115/12 kV	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Valley South	Sun City	SCE Distribution	115/12 kV	54.2	60.3	66.1	69.4	73.1	75.8	76.5	77.3	78.0	78.7
Valley South	Tenaja	SCE Distribution	115/12 kV	56.2	55.9	55.9	55.8	55.1	55.1	55.1	55.1	55.2	55.3
Valley South	Triton	SCE Distribution	115/12 kV	59.3	59.0	59.1	59.2	59.2	59.2	57.3	57.3	57.5	57.8

* Rectifier is a customer dedicated transformer bank within Moraga substation and is modeled as load at Moraga 115 kV bus along with the distribution load

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/20/2020

Question DG-MISC-37:
Please provide 10 year forecast by year at the subtransmission substation and distribution substation level, often expressed as peak demand, under normal conditions and heat storm conditions (in .csv/.xlsx file).

Response to Question DG-MISC-37:

This appears to be a duplicate of Question DG-MISC-36. Please see SCE's response to Question DG-MISC-36 of this data request set.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/29/2020

Question DG-MISC-38:
Please provide Future known new block loads, by feeder, indicating relevant customer class (all data in forecast including assumptions made, shape of demand of buildings, magnitude of load growth, etc., in .csv/.xlsx file).

Response to Question DG-MISC-38:

Please see the attached file titled "A0909022-ED-Supplemental Data Request 002-Question DG-MISC-38.xlsx" which contains all of the data SCE currently has available relevant to this question. The spreadsheet includes two worksheets. The first is titled "LG-Included in 2020PY" which represents the load growth projects relevant to this question and which were considered in SCE's forthcoming 2020-2029 forecast. The second is titled "LG-Post 2020PY" which represents those projects relevant to this question, but which were not considered in SCE's forthcoming 2020-2029 forecast because the information was provided after the input period for the current planning cycle but is expected to be considered in the next 10-year forecast. The column headings are self-explanatory, but SCE offers the following for clarity regarding column G "iepr_status." Certain load growth projects are not adequately addressed in the CEC's IEPR forecast and SCE has identified them as "incremental" to the values that result from the disaggregation of the IEPR forecast. Those not considered "incremental" are designated as "embedded."

SCE's planning engineers utilize load schedules submitted by the applicants, historical data of similar type of loads, and size of the facility to estimate the timing and the amount of projected load. To avoid over forecasting load growth, SCE's planning practices recognize that customer load schedules generally include total connected load (versus projected coincident demand values) and discounts the total connected load to reflect a more realistic peak demand impact.

ckt_key	Ckt	Substation	project_ID	sector	Category	iepr_status	mva_2020	mva_2021	mva_2022	mva_2023	mva_2024	mva_2025	mva_2026	mva_2027	mva_2028	mva_2029	mva_total	project_desc
CKT_4750_13603	Palomino	Auld 115/12	191869	Commercial	Medical	Embedded	0.8	0	0	0	0	0	0	0	0	0	0.8	56,523 square-foot, two story building
CKT_16_01377	Beeler	Auld 115/12	413767	Commercial	Other	Embedded	0	0.4	0	0	0	0	0	0	0	0	0.4	Existing school upgrading panel from 2000A to 4000A. Load increase from 570kVA to 900kVA.
CKT_534_14724	Rawson	Auld 115/12	238520	Residential	Tract Homes	Embedded	0	0.6522	0.6522	0.4348	0	0	0	0	0	0	1.7391	Phase 1: 287 lots single family unit. 6kW each, 1.72 MVA Phase 2: Business park no info yet. 10/12/18 SK.
CKT_4370_03711	Clydesdale	Auld 115/12	134745	Residential	Tract Homes	Embedded	0.5	0.5	0.5	0	0	0	0	0	0	0	1.5	~500 new homes. 6kW per lot. 3MVA of load included in the model. 2018 Most of the house built except last phase, 115 Homes. Not all houses occupied at this moment. (SK, 10.21.19)
CKT_4369_00635	Appalousa	Auld 115/12	195463	Commercial	Shopping Centers	Embedded	0	0.22	0.28	0	0	0	0	0	0	0	0.5	Gas station/convenience store.
CKT_589_03838	Colt	Auld 115/12	134799	Residential	Tract Homes	Embedded	0.3	0	0	0	0	0	0	0	0	0	0.3	~84 Homes. 6kW per lot. Engineering anticpated load: 500kW
CKT_4370_03711	Clydesdale	Auld 115/12	423869	Commercial	Medical	Embedded	0	1	0	0	0	0	0	0	0	0	1	Medical offices and hotel
CKT_461_10369	Leon	Auld 115/12	191870	Residential	Tract Homes	Embedded	0	0.375	0.375	0	0	0	0	0	0	0	0.75	54,795 sq.ft. building. two story 44 Studio 30 One-Bedroom 13 Two-Bedroom 7 Private Studio 15 Semi-Private Studio total 137 bedroom
CKT_3941_07036	Garboni	Auld 115/12	423880	Residential	Mixed Use	Embedded	0	0.5	0	0	0	0	0	0	0	0	0.5	Residential care facility, senior.
CKT_4369_00635	Appalousa	Auld 115/12	134741	Residential	Mega Tract Homes	Embedded	0.3261	0.3261	0.3261	0.3261	0.1087	0.1087	0.3261	0.3261	0	0	2.1739	New 1200 Homes over the next 5-10 years
CKT_4888_17797	Thoroughbred	Auld 115/12	134741	Residential	Mega Tract Homes	Embedded	0.3261	0.3261	0.3261	0.3261	0.1087	0.1087	0.3261	0.3261	0	0	2.1739	New 1200 Homes over the next 5-10 years
CKT_4369_00635	Appalousa	Auld 115/12	134796	Residential	Tract Homes	Embedded	0.2174	0.1087	0.1087	0.1087	0	0	0	0	0	0	0.5435	~125 new Homes 6kW per lot. ~750kW of demand
CKT_4369_00635	Appalousa	Auld 115/12	134742	Residential	Tract Homes	Embedded	0.65	0.6522	0.6522	0.3261	0.2174	0.2174	0.2174	0.2174	0	0	3.15	~600 new homes 6kW/lot ~3.6MVA of load
CKT_68_14324	Pony	Auld 115/33	238523	Commercial	Other	Embedded	2.6	0	0	0	0	0	0	0	0	0	2.6	New MSJC campus at the existing Abbot Facility. ~2.6MVA of load expected
CKT_3331_05216	Dorman	Elsinore 115/12	413766	Industrial	Cultivation	Incremental	1	0.5	0	0	0	0	0	0	0	0	1.5	Cultivation grow 50,000 sqft building.
CKT_3331_05216	Dorman	Elsinore 115/12	413769	Industrial	Cultivation	Incremental	1	0.5	0.5	0	0	0	0	0	0	0	2	Cultivation and bottler right next door. Engineering anticipated demand at max 1.5 MVA for the grow and 0.5MVA for the Bottler
CKT_3838_03805	Collier	Elsinore 115/12	413765	Commercial	Shopping Centers	Embedded	0	0.3261	0	0	0	0	0	0	0	0	0.3261	New big box store
CKT_4826_15533	Ruiz	Fogarty 115/12	54849	Residential	Mega Tract Homes	Embedded	0	0	1.5217	1.5	1.5	1.5	1.5	1.5	1.5	0	10.5217	Aprox 550 acres. 70% mixed residential, 30% light commercial
CKT_4824_09811	Kleven	Fogarty 115/12	423870	Residential	Tract Homes	Embedded	0	0.5	0.5	0	0	0	0	0	0	0	1	163 SFH, 6kW each, 978kW
CKT_3847_03928	Conestoga	Ivyglen 115/12	413775	Industrial	Industrial Plant	Embedded	2	1	0	0	0	0	0	0	0	0	3	Ice cream manufacturer. Load includes: -Freezer -Refrigeration -Motors
CKT_20_03502	Chuck Wagon	Ivyglen 115/12	54848	Residential	Mega Tract Homes	Embedded	0	0	0	0	0	0.8696	0.8696	0.8696	0.8696	0.87	4.3483	1235 Residential unit. City Approval. 10/12/18
CKT_240_16882	Stageline	Ivyglen 115/12	54848	Residential	Mega Tract Homes	Embedded	0	0	0	0	0	0.8696	0.8696	0.8696	0.8696	0.87	4.3483	1235 Residential unit. City Approval. 10/12/18
CKT_4934_05208	Donner	Ivyglen 115/12	2830	Residential	Mega Tract Homes	Embedded	1	1	1	1	1	1	1	1	1	0	9	1150 (6kW) sfh and 450 (3.5kW) condos. Plus 99 acres of commmercial
CKT_240_16882	Stageline	Ivyglen 115/12	2830	Residential	Mega Tract Homes	Embedded	1	1	1	1	1	1	1	1	1	0	9	1150 (6kW) sfh and 450 (3.5kW) condos. Plus 99 acres of commmercial
CKT_3237_02361	Buckboard	Ivyglen 115/12	413764	Industrial	Industrial Plant	Embedded	0.4348	0	0	0	0	0	0	0	0	0	0.4348	Expansion of existing mining company. Adding 670 HP motor, 1600A switch gear.
CKT_4742_18722	Via Norte	Moraga 115/12	238530	Commercial	Lodging	Embedded	0.5	0	0	0	0	0	0	0	0	0	0.5	5 story hotel. no specific load schedule.
CKT_3571_08842	Hunter	Moraga 115/12	423878	Commercial	Commercial EV Charger	Incremental	1	0	0	0	0	0	0	0	0	0	1	1000kVA of theoretcal peak load. 6 Charging station
CKT_4077_07388	Goetz	Newcomb 115/12	305	Residential	Mega Tract Homes	Embedded	0.4	0.4	0.4	0.4	0.4	0.2	0.2	0	0	0	2.4	2200 home ~1100 homes to be energized (10/11/18 SK) (6kW each) 6.6MVA (300) of load
CKT_3272_08055	Harnage	Newcomb 115/12	305	Residential	Mega Tract Homes	Embedded	0.4	0.4	0.4	0.4	0.4	0.2	0.2	0	0	0	2.4	2200 home ~1100 homes to be energized (10/11/18 SK) (6kW each) 6.6MVA (300) of load
CKT_1053_12976	Oakdale	Newcomb 115/12	305	Residential	Mega Tract Homes	Embedded	0	0.4	0.4	0.4	0.4	0	0	0	0	0	1.6	2200 home ~1100 homes to be energized (10/11/18 SK) (6kW each) 6.6MVA (300) of load
CKT_4317_10826	Lusk	Newcomb 115/12	238446	Residential	Tract Homes	Embedded	0.53	0.2174	0	0	0	0	0	0	0	0	0.7474	-Multiple residential tracks. -Hotel -Commercial Center(No info yet) -Retail Store (No info yet) -City Hall (No Info yet) -Movie Theatre 10/12/18
CKT_4317_10826	Lusk	Newcomb 115/12	238446	Residential	Tract Homes	Embedded	0.55	0.2174	0.2174	0	0	0	0	0	0	0	0.9848	-Multiple residential tracks. -Hotel -Commercial Center(No info yet) -Retail Store (No info yet) -City Hall (No Info yet) -Movie Theatre 10/12/18
CKT_4317_10826	Lusk	Newcomb 115/12	238446	Residential	Tract Homes	Embedded	0	0.2174	0.2174	0.22	0	0	0	0	0	0	0.6548	-Multiple residential tracks. -Hotel -Commercial Center(No info yet) -Retail Store (No info yet) -City Hall (No Info yet) -Movie Theatre 10/12/18
CKT_4317_10826	Lusk	Newcomb 115/12	238446	Residential	Tract Homes	Embedded	0	0.5	0	0	0	0	0	0	0	0	0.5	-Multiple residential tracks. -Hotel -Commercial Center(No info yet) -Retail Store (No info yet) -City Hall (No Info yet) -Movie Theatre 10/12/18
CKT_4317_10826	Lusk	Newcomb 115/12	238446	Residential	Tract Homes	Embedded	0	0.75	0	0	0	0	0	0	0	0	0.75	-Multiple residential tracks. -Hotel -Commercial Center(No info yet) -Retail Store (No info yet) -City Hall (No Info yet) -Movie Theatre 10/12/18
CKT_1053_12976	Oakdale	Newcomb 115/12	423865	Residential	Mega Tract Homes	Embedded	0.2	0.4	0.4	0.2	0	0	0	0	0	0	1.2	163 SFHU AVG 6.5kW Per lot. Total 1177kVA
CKT_1729_14074	Piedra	Newcomb 115/12	423873	Residential	Tract Homes	Embedded	0	0.5	0.5	0	0	0	0	0	0	0	1	155 SFH, 6kW per lot, ~1MW
CKT_4317_10826	Lusk	Newcomb 115/12	423875	Commercial	Commercial EV Charger	Incremental	0.8	0	0	0	0	0	0	0	0	0	0.8	14 charging stations. Potential upgrade to 20 charging stations.
CKT_356_11512	McLaughlin	Newcomb 115/12	216081	Residential	Tract Homes	Embedded	0.37	0	0	0	0	0	0	0	0	0	0.37	53 lots. 7kW per lot. ~371kVA of demand.
CKT_18_03353	Chardonnay	Pauba 115/12	413768	Commercial	Mixed Use	Embedded	0	0.25	0.25	0	0	0	0	0	0	0	0.5	Winery Tasting building, production building , hotel, restaurant.
CKT_17_01979	Bordeaux	Pauba 115/12	238541	Residential	Custom Homes	Embedded	0	0	0.2609	0.1304	0.1304	0.1304	0	0	0	0	0.6522	~50 lots single family custom homes. (modeled in MDI) -7 Vineyard (Not modeled in MDI yet) No Load schedule submitted. Rule 20 currently in design. 10/12/18 SK Same note as above. 10.21.19 SK.
CKT_17_01979	Bordeaux	Pauba 115/12	238538	Commercial	Lodging	Embedded	1.09	0	0	0	0	0	0	0	0	0	1.09	Hotel and Spa ~750kVA Winery ~300kVA
CKT_4090_10261	Lazaro	Pechanga 115/12	2799	Residential	Tract Homes	Embedded	0.1087	0.1087	0	0	0	0	0	0	0	0	0.2174	200 - 300 single family homes ~60 more lots to be built. Currently back bone being designed. 6kW per house ~420kW of load. (10/12/18) DK
CKT_3245_02422	Bundy	Skylark 115/12	134798	Residential	Tract Homes	Embedded	0	0.22	0.13	0	0	0	0	0	0	0	0.35	143 UNITS + CLUB H. Low Income Houses
CKT_4869_03255	Celestial	Sun City 115/12	18652	Residential	Mega Tract Homes	Embedded	2.17	0	0	0	0	0	0	0	0	0	2.17	3400 Homes (6kW per lot)
CKT_4870_06001	Equinox	Sun City 115/12	18652	Residential	Mega Tract Homes	Embedded	2.61	1.087	0	0	0	0	0	0	0	0	3.697	3400 Homes (6kW per lot)
CKT_4870_06001	Equinox	Sun City 115/12	18652	Residential	Mega Tract Homes	Embedded	2.17	3.9	0	0	0	0	0	0	0	0	6.07	3400 Homes (6kW per lot)
CKT_4870_06001	Equinox	Sun City 115/12	18652	Residential	Mega Tract Homes	Embedded	0	0	2.1739	2.1739	2.17	0	0	0	0	0	6.5178	3400 Homes (6kW per lot)
CKT_4870_06001	Equinox	Sun City 115/12	134841	Residential	Tract Homes	Embedded	0	0.6522	0.4348	0.4348	0	0	0	0	0	0	1.5217	Phase 1: ~250 new home 1,300kVA OD:2020~2021 Phase 2: N/A
CKT_4870_06001	Equinox	Sun City 115/12	69898	Commercial	Other	Embedded	0	3.5	0	0	0	0	0	0	0	0	3.5	New High School 2-4000A Panels No specific plans submitted yet. Not included in the forecast 10/12/18
CKT_4870_06001	Equinox	Sun City 115/12	423874	Residential	Tract Homes	Embedded	0.4	0.8	0	0	0	0	0	0	0	0	1.2	202 new homes, 6kW each lot, ~1,200kVA
CKT_4882_16075	Seawolf	Triton 115/12	223291	Residential	Tract Homes	Embedded	0.43	0.2	0	0	0	0	0	0	0	0	0.63	-250 new homes. 6kW per house. -~1.3 MW (60A) -1/5 of the track energized. Modeled 4/5 (1MW) of the future load. 10/11/18 SK
CKT_4878_00328	Bullhead	Triton 115/12	223294	Residential	Mega Tract Homes	Embedded	0	1	1	1	1	1	0.7	0.65	0.65	1	8	No specific load schedule submitted yet. -10~15 year plan ~6MVA of load (Engineering estimate) -Recreation Center -2 schools -Sports park -Residential homes.
CKT_4880_03724	Capelin	Triton 115/12	423876	Commercial	Commercial EV Charger	Incremental	1.4	0	0	0	0	0	0	0	0	0	1.4	16 Charging Stations

ckt_key	Ckt	Substation	project_ID	sector	Category	iepr_statu	mva_2020	mva_2021	mva_2022	mva_2023	mva_2024	mva_2025	mva_2026	mva_2027	mva_2028	mva_2029	mva_total	project_desc
CKT_8348_03304	Chablis	Moraga 115/12		Commerical				1	0.5	0.5	0.5	0.5					3	Tilt-ups / Spec building. 20 buildings will be built with 480V service, and switchgear sizes ranging from 400A-2000A per the prelim info. Uncertainty of tenant.
CKT_4870_06001	Equinox	Sun City 115/12		Residential	Tract Homes				1	1	0.6						2.6	TR32102 & TR32102-1. ~441 single family house unit. 6kW per lot. Total of 2.6MW of demand spread 5 year period.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 6/5/2020

Question DG-MISC-39:
Please provide 10 year DER forecast, disaggregated to circuit level or busbar level, for EV, EE, PV, AAPV, DR, and storage (in .csv/.xlsx file).

Response to Question DG-MISC-39:

Please see the attached file titled "A.09-09-022 ED-Supplemental Data Request-002 Question DG-MISC-39.xlsx" which contains the requested information. SCE notes that IEPR-derived AAPV and PV forecast values at the SCE system level are combined prior to SCE's disaggregation to the distribution circuit level. As circuit-loading profiles, area-specific solar PV curves, and times of peak demand vary by circuit from that of the SCE-system as a whole, SCE is unable to separate the AAPV and PV values and has provided a single combined PV value for each circuit. Additionally, the values provided are those which are projected to be coincident with the peak demand time of the specific circuit and not of its source substation or the Valley South System as a whole.

Southern California Edison
A.09-09-022 – Alberhill PTC & CPCN

DATA REQUEST SET CPUC-Supplemental Data Request-001 and 002

To: CPUC
Prepared by: Paul Mccabe
Job Title: Senior Advisor
Received Date: 2/14/2020

Response Date: 5/22/2020

Question DG-MISC-40:
Please provide available SCADA time series data for each transformer bank and feeder (5 years historic data, in .csv/.xlsx file).

Response to Question DG-MISC-40:

Please see the attached file titled "A0909022-ED-Supplemental Data Request 002-Question DG-MISC-40.zip" which contains the requested data. Within the attachment are five separate spreadsheets (one for each year from 2014-2018). Each spreadsheet has the 8,760 hourly SCADA value for each substation and each circuit. The units are in MW and the timestamp is in (UTC – 8) format, which means it does not have the Daylight Savings Time shift and follows PST for the full year. Please note that while the data is provided in MW and is useful in demonstrating the load shapes of the substations and circuits, SCE planning assessments use units of MVA which incorporates MVAR power requirements along with MWs. Lastly, some circuits did not exist during the entire 5-year period (they may either have been decommissioned or were newly constructed) so there may be some fields with zero values in these instances.