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Witness: Digaunto Chatterjee, Lavelle A. Freeman and Elli Ntakou
Request from: Office of Consumer Counsel

Question:

Refer Exhibit CLP-TSP-1, p. 60, "the Benefit Cost Analysis (BCA) tool is utilized to determine the most cost-effective reliability improvement work to perform based on historical event data to meet a desired reliability outcome." State the date the tool was first used to select distribution reliability work, provide its ranked candidate list and the work performed for each year it was used, and explain each case in which lower-ranked work proceeded.

Response:

Please refer to the Company's response to EOE-151[i]. Per that response, the first results of the ReBOT tool were used to drive reliability work in 2024 to support the selection of the 2025 TripSaver program. ReBOT works as a tool that enables agility in planning reliability programs and projects and as such, ReBOT lists the optimal cost mitigation for all eligible zones, in decreasing order of cost effectiveness as measured by $/SAIDI saved and $/SAIFI reduction. In other words, because work happens for a multitude of reasons and there are typically multiple need triggers, it is possible that projects ranked lower when only considering SAIFI and SAIDI benefits, proceeded when assessing other system needs and potential project benefits.

All rankings provided within the attachments below are based on the specific program/work type identified from the ReBot tool.

Smart Switch Program – Trip Saver Rankings

Please refer to OCC-792, Attachment 1 CONFIDENTIAL - Smart Switch (2025 Trip Savers) for the trip saver locations installed in 2025 based on the ReBot optimization tool prioritized by SAIFI.

Please refer to OCC-792, Attachment 2 CONFIDENTIAL - Smart Switch (2026 Trip Savers) for the trip saver locations that will be installed in 2026 based on the ReBot optimization tool prioritized by SAIFI.

Please refer to OCC-792, Attachment 3 CONFIDENTIAL - Smart Switch (2027 Trip Savers) for the trip saver locations that will be installed in 2027 based on the ReBot optimization tool prioritized by SAIDI. These locations are still in the design stage.

Lower ranked devices may not be included based on detailed reviews of each specific location. For example, the recommended trip saver location may not have the required load current for the device to operate properly, the fault rating may exceed the rating of the trip saver or the device may not coordinate properly.

Smart Switch Program – Smart Switch (Reclosers) Rankings

Please refer to OCC-792, Attachment 4 CONFIDENTIAL - Smart Switch (2027 Smart Switch Reclosers) for the zone locations where reclosers will be installed to reduce customers zones to less than 500 customers in 2027 based on the ReBot optimization tool prioritized by SAIDI.

Lower ranked devices may not be included if those locations were already designed within existing projects or if no further sectionalizing was possible.

Reliability Program – Reliability (Reconductoring) Rankings

Please refer to OCC-792, Attachment 5 CONFIDENTIAL – 2027 Reconductoring for zones that will be reconductored in 2027 based on the ReBot optimization tool prioritized by SAIDI.

Lower ranked devices may not be included if those locations were already designed within existing projects.

Prior Referenced Response:

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[i] EOE-151 Question:

(VEGETATION MANAGEMENT PROGRAM) Refer to Exhibit CLP-ELP-1, p. 67. Please provide the cost benefit analyses the Company performed for determining reliability projects for the 2025 Test Year.

EOE-151 Response:

As part of compliance with Docket No. 17-12-03RE08, the Company performed the referenced Benefit-Cost Analysis ("BCA") in 2023 using historical reliability projects, their associated costs, and their observed impact on SAIDI and SAIFI.

In 2024, the BCA results were incorporated into the Reliability Budget Optimization Tool ("ReBOT"). ReBOT uses the BCA results as a baseline to determine the cost-optimal reliability mitigation measure for each zone. It first creates a list of zones eligible for reliability mitigation by evaluating historical outage performance at the individual-zone level. The tool then estimates the potential reduction in customer interruptions and customer minutes of interruption associated with various eligible remediation alternatives. The estimated reliability benefit of each alternative is then evaluated relative to its estimated project cost using $/SAIDI or SAIFI per unit reduction as the metric to determine the most cost-effective mitigation measure. This process identifies and prioritizes potential device deployments and

other remediation alternatives that are expected to provide the greatest reliability improvement in a cost-effective manner.

The initial ReBOT recommendations were produced in late 2024. Due to the timing of the Company's project-planning cycle, the recommendations were used to support project selection for the 2025 and 2026 TripSaver Program. ReBOT's use was subsequently expanded to support both the TripSaver, Smart Switch and reconductoring Programs in 2027.

ReBOT is an evolving analytical tool, and the Company continues to refine its methodology and expand its application as additional experience and data become available.

The BCA and ReBOT are used as project-screening and prioritization tools and are not intended to predict the precise impact of future projects or programs. Final project selection also considers engineering judgment, constructability, local system conditions, operational requirements, and other project-specific factors. As such, benefits and costs of each project may differ from the tool's results for a multitude of reasons.