

# **WARRENTON WHEELER GAINESVILLE 230 kV RELIABILITY PROJECT**

## **COMMUNITY ADVISORY GROUP**

### **MEETING SUMMARY**

**October 28, 2013**

On Monday, October 28, 2013, the fifth meeting of the Community Advisory Group (CAG) for the Warrenton Wheeler Gainesville 230 kV Reliability Project (Project) was held. The CAG is co-sponsored by Dominion Virginia Power (Dominion) and Northern Virginia Electric Cooperative (NOVEC) and facilitated by Natural Resource Group, LLC (NRG), an environmental and public affairs consulting firm focused solely on the energy industry. The meeting was held from 2:30 p.m. to 4:30 p.m. at Beacon Hall, Manassas.

#### **Participants**

The following organizations were represented at the meeting:

- Buckland Preservation Society
- Citizens for Fauquier County
- City of Manassas
- Fauquier Chamber of Commerce
- Fauquier County Planning Commission
- Prince William Chamber of Commerce
- Prince William-Fairfax County Farm Bureau and Prince William Soil and Water Conservation District
- Prince William County Economic Development
- Prince William County Planning
- Southern Fauquier Historical Society, Inc.
- Town of Warrenton

The following organizations were invited but unable to attend the meeting:

- Fauquier County Economic Development
- Fauquier County Public Schools
- Prince William County Public Schools

## **Project Team**

### Dominion:

- Chris Behrens, Project Manager
- Liz Harper, Siting and Permitting Specialist
- Diana Faison, Siting and Permitting Specialist
- Carla Picard, Electric Transmission Project Communications Manager
- Deborah Johnson, Manager, Regional State and Local Affairs (Prince William County)
- Tim Sargeant, Manager External Affairs (Fauquier County)
- Chuck Penn, Media Relations Manager

### NOVEC:

- Bob Bisson, Vice President, Electric System Development
- Angela Thomas, Manager, Administrative Services
- Priscilla Knight, Communications Specialist

### NRG:

- Patty Rusten, Facilitator
- Bill Johnsen, Permitting and Routing
- Jon Berkin, Co-facilitator and Permitting

## **CAG Meeting Agenda**

The following agenda was used at the meeting and represents the topics of input and discussion:

Welcome, agenda and process review

Open house summary

Small group review of comments, draft route changes and structures

Update: continuing analysis, regulatory process, application and routing study

Next steps and evaluation

Public Comment

Adjourn

## **Welcome**

Patty Rusten, facilitator, opened the meeting at 2:30 p.m.

The facilitator reviewed the agenda, noting that the meeting would be the final “full” meeting of the CAG and that the objective of the meeting was to review comments received about the draft route segments, show draft route changes and gather feedback, and talk about the continuing analysis and next steps.

- The purpose of the CAG is to provide community input and perspectives regarding opportunities, constraints as well as local issues and concerns to aid Dominion in developing feasible route options to include in an application for the Virginia State Corporation Commission (SCC). The SCC will determine the need for the project and select the final route.
- The final meeting of the CAG will be the day of the next round of open houses. The objective of that meeting is to review the routes that will be presented to the public.

## **Open House Summary**

Carla Picard, Dominion, provided an overview of the public open houses and other outreach activity that has occurred since the open houses:

- Dominion and NOVEC hosted three project information open house events in Gainesville, Warrenton and Bealeton during the month of September 2013.
- A total of about 200 individuals participated in the events, many of them provided feedback on the route segments. Thank you to the CAG members who were able to attend and participate in the events.
- Each CAG member has a copy of the consolidated comments that were received at the open house, provided to the court reporter or sent to Dominion or NOVEC via email or US mail.
- A number of changes were made to the route segments as a result of feedback from CAG members, open house attendees, meetings with organizations and continued analysis by the routing team. Since the changes affect personal property, Dominion and NOVEC felt it was important to meet with or reach out to the property owners to discuss the changes before this meeting occurred.
- The routing team analyzes all of the feedback received to determine if a change can be made and if so, to analyze the impacts that result from any shift in the route.
- The route segments with the variations are still considered draft.

## **Small Group Review of Route Variations**

The review process was similar to what was used in previous meetings - CAG members were seated at one of three tables, each table was hosted by a project team member: Chris Behrens, Project Manager; Liz Harper, Siting and Permitting Specialist; and Jon Berkin, Permitting Specialist; and feedback forms were used to document the comments. The process began with an overview of the maps and a description of the changes that the CAG members were to review. The maps were projected on a screen and printed copies were at each table. CAG members were also provided with reports of CAG comments from the previous meeting and public comments from the open houses about all the options. The overview included:

### **Option C-1 Route Variations:**

- Broad Run Trail Variation – This variation was developed as a result of feedback from the last CAG meeting where important information was shared about this trail and the potential impact from the original route.
- Lonesome Road Variation – This variation was developed as a result of feedback from a property owner at one of the open houses. The property owner provided information about a new house construction project that was not in progress at the time the aerial information was developed for the version of Google Earth that was used. The house construction was also not visible from the road for the routing team to see when driving potential routes.

### **Option C-2 Route Variations:**

- Kettle Run Variation – This variation was developed as a result of feedback from a property owner at one of the open houses. This property owner requested that the route be moved to the property line rather than running diagonally across the property.
- Rogues Road Variation – This is another example of a route variation that was developed as a result of feedback from a property owner at one of the open houses. The routing team was unaware that the original route impacted two parcels owned by the same family. The original route went between their house and barn so this variation was developed to move the route from between their buildings to the front of the property along the road.

### **A-3 Variation:**

- Because the Dominion routing team anticipates that the State Corporation Commission (SCC) will want to see an alternative that connects the Warrenton and Wheeler substations, this variation was developed and basically optimizes the best of the A-2 and A-3 routes for what is

now called the A-3 Variation. This is the best overhead route that could be developed during the evolution of this project but it still will not be a recommended alternative in the SCC application.

The following is a consolidated list of comments received from CAG members for the route variations.

**OPTION C – Alternate C-1 – New Overhead Line**

<b>C-1: Broad Run Trail Variation; Lonesome Road Variation</b>
<b>Review: Challenges, opportunities, general impression, community issues</b>
Investigate moving the line further into the park at the Water Treatment Plant since the park master plan does not have any proposed fields at this time.
Good response with noted variations at Broad Run Trail and Lonesome Road.
Seems to have the least negative impacts.
Is there the potential to follow from the Broad Run Trail to planned Vint Hill substation?
The Broad Run Trail variation is helpful. It eliminates creek crossings, impacts on trails and resource protection areas.
The Lonesome Road variation is about landowner accommodation.
C-1 has the least impacts of the routes being considered.

**OPTION C - Alternate C-2 – New Overhead Line**

<b>C-2: Rogues Road Variation; Kettle Run Variation</b>
<b>Review: Challenges, opportunities, general impression, community issues</b>
Good response with noted Kettle Run variation.
The Kettle Run variation is about landowner accommodation.
Rogues Road variation would impact and affect eligibility of resource for listing in the NRHP.
The modification (Rogues Road Variation) has significant impact on the ability for the historic district designation of Rogues Road to Greenwich.
No comments on the Kettle Run variation.
Appears to dissect more properties/parcels.
Crosses historical study areas (national register eligible).
More impact on Prince William designated Rural Crescent.

**OPTION A – Warrenton to Wheeler – New Overhead or Underground Line  
Not Recommended at this Time**

<b>Warrenton to Wheeler –A-3 Overhead Variation and UG</b>
<b>Review: Challenges, opportunities, general impression, community issues</b>
Crosses Kettle Run school slightly (Fauquier County).
Crosses/dissects multiple properties.
Impedes function of Warrenton airfield.
Crosses designated open space.
Variations do provide positive changes but overall route is fraught with obstacles/complications.
Brookside crossing through green space/tree area.
Crosses the potential historic byway 5 times and negates the connection of the Auburn Battlefield and

troop movement corridor to the Buckland Battlefield protection area.
Rogues Road colors need to be changed to blue.
This is so close to so many residential properties and would disturb the limited existing woodlands with the wider right of way.
The right-of-way could create a cross country bike connection between Greenbrier and Brookside.
This still has significant visual, economic, socioeconomic, environmental and historic impacts.
This crosses the New Baltimore Service District.
Will impact property values in the densely populated New Baltimore Service District.

### **Project Update, Continuing Analysis, Regulatory Process**

- Continuing analysis – Chris Behrens and Carla Picard: Dominion and NOVEC continue to make progress on the analysis of the options to support the development of the application. At this point, no conclusion has been reached on which of the options will be the preferred option to submit to the SCC. Dominion will use the following to help determine the preferred option: feedback from the CAG, the public, local governments and agencies; results of the constraint analysis and competing constraint comparisons; constructability; costs, including real estate costs which are not yet complete; geography/topography; ability to provide a long-term solution; regulatory and rate obligations; etc.

Dominion is also required to provide information about the project to PJM, a regional transmission organization that coordinates the operation of electric transmission systems in all or parts of 13 states (Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, North Carolina, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia) and the District of Columbia. PJM provides a number of services including long-term planning for transmission needs and review of potential projects. Utilities planning new projects within the PJM area are required to submit information to the organization about project need, benefits and potential solutions. PJM reviews the information and provides an opinion about the project in terms of how it meets the planning and reliability criteria to support the future electric transmission needs. Dominion plans to submit the Warrenton Wheeler Gainesville 230 kV Reliability Project to PJM in November.

- NOVEC Update – Bob Bisson: Bob reviewed the original three problems that were identified for the project and reiterated that a long-term solution is needed for the region, NOVEC customers and Dominion customers in Prince William and Fauquier Counties.

- Regulatory update – application and routing study – Liz Harper and Bill Johnsen: Liz referred the group to the SCC process handout and noted that the company is still in the early phase of the project (left column on the SCC chart) and continues to gather input and feedback from various sources, including the CAG and the public. When the application is submitted, the SCC begins the approval process which includes public notice and opportunities for public comments. Information will be provided to stakeholders and property owners at the time the application is filed. The application process can take a year or more and the SCC ultimately determines project need and the final route.

The application also includes a routing report, which is a detailed report that analyzes every option that was identified during the early phase of the project (prior to the application being submitted). The analysis includes a description of each option, a discussion of the constraints/existing conditions, an analysis of the alternatives, visual assessment, identification and discussion of transmission facilities needed for the project (switching stations, substation expansion, etc.), and conclusions and a recommendation.

The Department of Environmental Quality is responsible for evaluating the environmental impacts of the project and conducts a coordinated review among the different state agencies, including Virginia Marine Resources Commission, Department of Conservation & Recreation, Department of Game & Inland Fisheries, Department of Historic Resources and others. These agencies perform their own analysis and provide recommendations which typically become conditions of the project approval in the SCC's Final Order.

## **Next Steps**

- A second round of open houses will be held in late November so the public has the opportunity to review and provide feedback on the updated route segments.
- The facilitator will send an email to CAG members when the updated online aerial map is available on the project website.
- The meeting summary will be drafted and sent to CAG members for review.
- The next meeting, the 6<sup>th</sup> and final meeting of the CAG, will be held on the same day as the beginning of the next set of open houses. A Doodle Poll will be set up to help schedule that meeting.

- The facilitator will send an email to CAG members confirming the time and location of the final CAG meeting and information about the two open houses to be held in Warrenton and Gainesville.

## Meeting Evaluation

At the conclusion of the CAG meeting, participants were asked to complete a meeting evaluation form in which they were asked the following questions: (Responses in italics)

- **What do you feel worked well for this meeting?**
  - *Giving us the "tweaks" in the routes.*
  - *The information on the status of the process and the next steps is helpful.*
  - *This process has been public/open and included a reasonable amount of disclosure.*
  - *The maps made it very understandable.*
  - *The overall map presentations for the group prior to the table discussions.*
  - *Facilitated format.*
  - *Collaborative style.*
  - *Maps were very helpful.*
- **What would you do differently?**
  - *Nothing - you have done a great job.*
  - *I thought the meeting went well.*
  - *Can't think of anything.*
  - *Have the meetings either early morning or later morning. 2:30 is a split of the day.*
- **Do you have suggestions on discussion items for the next meeting?**
  - *Not really.*
  - *None.*
  - *Nope, thank you!*
  - *Should be after public meeting for dinner. Then maybe some more CAG members will show up.*

## Public Comment

No comments were received. The meeting was adjourned.