

Meeting Summary

Advisory Group Meeting #3b

November 17, 2011 • 5:30 p.m. to 8:00 p.m.

Baymont Inn and Suites, Kirkland, WA elements

Organization	Representative (s) in Attendance
Aegis Lodge	Wilson Anhar
Aerojet	Dirk Lakin
City of Kirkland, Parks and Community Services	Linda Murphy
City of Kirkland, Public Works	Rob Jammerman
City of Redmond, Planning	Eric McConaghy
City of Redmond, Parks	Jean Rice
Evergreen Hill Neighborhood	Lynda Haneman
Greater Redmond Chamber of Commerce	Danielle Lynch
Juanita Neighborhoods	Richard Aijala (alternate for Mary Pong Dunphy)
North Rose Hill Neighborhood	Don Schmitz
Proctor International, Inc.	Fred Proctor
Puget Sound Energy	Andy Swayne
Sustainable Redmond	Cindy Jayne
Willows Rose Hill Neighborhood	Tom Matthews
Willows Rose Hill/Grass Lawn Neighborhood	Jill Krusinski

Other Attendees:

- Barry Lombard, Puget Sound Energy, Project Manager
- Jason Van Nort, Puget Sound Energy, Government and Community Relations Manager
- Lindsey Walimaki, Puget Sound Energy, Corporate Communications
- Jim Swan, Puget Sound Energy, Senior Real Estate Representative
- Carol Jaeger, Puget Sound Energy, Transmission Planning
- LaWana Quayle, Puget Sound Energy, Transmission Engineering
- Kerry Kriner, Puget Sound Energy, Municipal Land Planner
- Elaine Babby, Puget Sound Energy, Senior Land Planner
- Lyn Keenan, GeoEngineers
- Joanne Markert, GeoEngineers
- Penny Mabie, EnviroIssues, Facilitator
- Rochelle Stowe, EnviroIssues, Notetaker
- Diann Strom, EnviroIssues

Meeting Purpose and Overview

The fourth stakeholder advisory group (SAG) meeting for the Puget Sound Energy (PSE) Sammamish-Juanita 115 kilovolt (kV) Transmission Line Project was convened in Kirkland, Washington on Nov. 17, 2011. The meeting included a SAG round robin about constituent feedback and presentations on information requested at the third SAG meeting. The bulk of the meeting included review and discussion of weighting and criteria for the project routing model (GeoRoute model), and live runs with the model to develop conceptual route options with the goal of producing at least three potential routes to present to the public. The meeting concluded with next steps for the SAG regarding meetings and the open house on Dec. 14.

Meeting Summary

Welcome, Introductions, Agenda and Safety Moment

Penny Mabie welcomed everyone, led a round of introductions and reviewed the agenda. Penny noted that the intent of tonight's SAG meeting was to reach a reasonable number of feasible and constructible routes to bring to the community. She reminded the group that "micro-siting," or siting detailed portions of the suggested route, could be determined after the general routes are identified, and not during the GeoRoute modeling process.

Lindsey Walimaki, PSE Corporate Communications, introduced herself and gave the safety moment. Lindsey distributed the [Winter Driving Guide](#) and noted that travelers should get an auto check-up before the first winter storm, and especially check tire pressure before cold weather. She warned that auto shops are the busiest just before or during storms, and that travelers should keep a first aid kit in their vehicle.

November 3 Meeting Requests

Penny asked each SAG member if they had spoken with their constituents about the project, and asked what they had heard since the last meeting, and if there were any new questions or observations. Penny reminded the SAG of the importance of receiving feedback from their respective communities, and noted that members agreed in the operating guidelines to involve and report constituent feedback.

Constituent feedback

Members of the advisory group noted that constituents:

- Have heard about the project through community meetings.
- Were concerned about animal habitat, and would like the route to stay away from large forested areas, and for PSE to try conservation first.
- Were concerned that cutting down trees will create more noise, especially between Willows Road and the residential area.
- Were not shown the route example maps from the Nov. 3 meeting because it would have solicited too much reaction.

- Were interested in the modeling technology.
- Had no input, considering their neighborhood would not be affected.
- Encouraged anything to improve electrical reliability (businesses).
- Were curious about the next steps in the routing selection process.
- Were sent information (board members), and suggested keeping the route on well traveled streets, through busy commercial corridors, and on existing power poles.

Review October 17 and November 3 Meeting Notes

Penny asked the SAG about the content and level of detail in the past meeting notes from Oct. 17. The group approved a final version of the Oct. 17 notes from the second meeting, and Penny noted they would be uploaded to the PSE project website. She also explained that PSE is continuing to review the notes from Nov. 3, and will send the draft on Nov. 18.

Response to Information Requests

Sharing public comments with the advisory group

Barry Lombard, PSE Project Manager, explained the public communication report distributed to the SAG. The report showed the public communications submitted to PSE, minus names and other personal information. PSE noted that people who write into the project inbox (info@sammjuan115.com) will receive a message notifying them that their comment may be shared, but their personal information will be kept private. The SAG noted that the document of public comments was useful.

Railroad corridors

Jim Swan, PSE Real Estate Specialist, presented information about PSE's railroad corridor easement rights. PSE acquired underlying property rights for the former Burlington Northern Santa Fe (BNSF) Woodinville to Kenndale rail corridor. The rights were gained as part of an agreement with the Port of Seattle (Port). The easement allows PSE to site future electric and gas projects in the corridor; however, the easement is subject to a trail use agreement between King County and BNSF, where the primary use is for trails. The Port also gave easement rights to Comcast.

The corridor is approximately 40 miles long with an approximately 100-foot-wide easement which is "rail banked," and can be used for gas, electric and rail use. While rail isn't currently being utilized, freight or light rail could be resurrected. Each easement owner must be consulted if any one of the owners submits a plan to develop the area.

Questions

Does PSE have easement rights in the Redmond railroad corridor?

No, PSE does not have easement rights for the Redmond corridor.

GeoRoute Selection Model

Review and discuss criteria

Joanne Markert introduced herself, her role, and her experience with PSE and GeoEngineers. Joanne briefly reviewed the criteria and weighting options for avoidance and opportunity areas for the GeoRoute Model.

Penny distributed a new Nov. 17 map that showed three example route options with new criteria added or updated since the Nov. 3 meeting. The new map used the same avoidance areas and avoidance/opportunity percentages that were used at the Nov. 3 meeting.

Joanne noted that the railroad corridor was also modified to include only the western portion as an opportunity (as discussed in the Nov. 3 meeting).

Like the railroad corridor, PSE and the SAG similarly decided to modify the PSE ownership/right of way corridor. One section of the corridor could not be labeled as an opportunity due to an easement that only allows two electrical systems (and currently has two). However, Carol Jaeger, PSE Transmission Planner, noted that PSE has looked at an existing PSE right of way south of the Sammamish Substation as a potential route, which would run adjacent to a number of PSE transmission lines. Joanne noted that this change in opportunities would be incorporated into future model runs.

Barry presented the new data and proposed adjustments, which included:

- *Built Environment:*
 - o Increasing the weighting of the Native Growth Protection Easement
 - o Addition of the area of known WSDOT improvements
- *Natural Environment:*
 - o Removal of the shoreline jurisdiction as the layer is not applicable in the project area
 - o Increasing contiguous tree canopy
 - o Increasing 100 year floodplain
- *Opportunities:*
 - o Increasing within commercial/industrial zoning district
 - o Increasing adjacent to railroad right of way
 - o Increasing PSE ownership right of way

Questions

Why can't PSE upgrade a 115 kV line to a 230 kV line in the right of way, or add two 115 kV lines together?

LaWana Quayle, PSE Transmission Engineer, explained that the equipment is very different between a 230 kV and 115kV transmission line. A 230 kV transmission line moves power to another 230 kV line similar to a large pipeline transferring water from one reservoir to another. Using that analogy, transferring between 115 kV lines is like a spider web. It is simply not possible to add two voltages

together. Also, the lines would need to be rewired to meet national safety and structural standards and PSE requirements. The standard width for a 115 kV line is 50 feet, and PSE is physically constrained by the 100 foot corridor. PSE would also need to allow enough room for maintenance workers.

Why not underground a line underneath the current 230 kV line?

Jim Swan explained that PSE has permission for only two electrical systems, and would have to renegotiate easement rights with property owners to underground a system. Elaine Babby, PSE Senior Land Planner, explained that the corridor also contains an Olympic Pipe Line natural gas line.

LaWana noted that double-circuiting lines, which have two lines going in different directions, can reduce reliability due to maintenance because there is a possibility that one line will have to be turned off in order to work on the other.

Why is the “community plan compatibility” not included in the model? City of Redmond has a comprehensive plan, which is not law, but is something that the City of Redmond pursues. It has features that are good for the community such as:

- *Important natural features of hillside reserves*
- *Open pastures in Willows corridor*
- *Bicycle and pedestrian links*

Lyn Keenan, GeoEngineers, responded that the model uses “mappable” criteria. She noted that once two or three conceptual routes are mapped, then community plan details can be explored by the SAG. Penny noted that community plans are one of many details that may be discussed during the micro-siting process. Barry noted that once PSE and the SAG have an agreement on the general route, then eventually they can all work on refining the preferred route.

Jean Rice, City of Redmond, explained that the City uses the community plan in conjunction with a development guide, to achieve certain goals. The community plan may be used as part of the process that adds to the SAG’s discussion of the route options produced by the model and furthermore, PSE will be required to go through the permitting process and review through different agencies, counties and jurisdictions. Barry noted that through this public participation process, PSE hopes to have a route that can be permitted.

Does the City of Redmond have code variances for power companies to build transmission lines above ground along Willows Road?

Eric McConaghy, City of Redmond, explained that transmission lines greater than 50 kV can be built above ground. Eric also noted that the model includes some mapped view corridors (which are in the zoning code).

Live Model Runs

Penny led the SAG through a number of live model runs, and they discussed their preference for the built, natural and engineering avoidance areas. The SAG decided on the following percentages to use for all future model runs: built (50%), natural (35%), and engineering (15%).

The SAG discussed a number of model runs with different avoidance to opportunity ratios. There was no consensus on the percentages to assign to the avoidance and opportunity weighting. The SAG also adjusted the individual opportunities, in which there was also no consensus.

Comments

- I would like to see more routes that are straight.
- We keep seeing the same general route.
- We should try changing the criteria within the opportunity area to alter the route.
- The native growth area is forcing the route east, and blocking an entire area. Would it be better if we cut through a smaller portion of native growth?
- It is important to pay attention to not only the streams and creeks, but the nearby residents, too.
- I would like to see a route due west and along 132nd Street.

Action Item: PSE will provide the SAG with a selection of route maps for review in order to present at the open house on Dec. 14.

Exploring a different endpoint

Penny explained that ending the transmission line at the Juanita Substation is not the only option. It is possible for the new Sammamish-Juanita line to join the existing transmission line south of the Juanita Substation, as long as it is north of the Crestwood Substation. Carol Jaeger noted that a switch installed on the existing transmission line on 108th Street that enters into the south side of Juanita Substation could work with the electrical system.

The SAG discussed how best to handle the new information about changing the endpoint. They wanted to see how an alternative endpoint would affect the routes, and also noted that presenting too many options to the public may be confusing.

Barry explained that the Juanita Substation was built to accept the new 115 kV line, and PSE was willing to put the option of not connecting directly to the substation. Rich Aijala, Juanita Neighborhoods, acknowledged that many people would need to be notified in his community, while others agreed there might be latent energy with the new point potentially located south of the substation wall. The SAG agreed that because of the variability, questions, and lack of time to discuss the new option of changing the endpoint, PSE would move forward with presenting alternative routes to the public in December with only the Juanita Substation as the terminus, at this stage of the process. The SAG and PSE will explore the issue of different end points further at a future meeting.

Questions

Can PSE consider overhead distribution as an opportunity?

Correct. Barry explained there are 12.5 kV distribution poles stationed along neighborhood streets that are 45 to 50 feet tall. When overbuilding occurs, some of the distribution poles are replaced with transmission poles, which are 70 feet tall. Additional wire is installed on the transmission poles and attached much higher above ground. However, some might consider overbuilding unsightly. In some areas overbuilding may be seen as an opportunity while in other areas it may not be.

Are there any poles along Willows Road? What feeds the businesses?

For the most part, there aren't any poles because there is underground distribution.

Wouldn't it be better to underground lower voltage lines?

Barry noted that there are fee schedules PSE must adhere to for undergrounding. For example, in some instances, PSE would bear 60 percent of the cost where the respective city would pay 40 percent. The residents would have to pay for additional service costs.

The model showed distribution lines mapped through steep slopes. What is the danger or risk of steep slope areas?

PSE would need to complete extensive geotechnical studies to determine the pole foundation needs. For example, if PSE removes trees, then there may be increased erosion which would have to be addressed. This is an example of where PSE would have to micro-analyze the area. Some of the native growth areas can actually act as avoidance areas; they can be very restrictive.

Is it possible to run the transmission line through the PSE right of way that already has a number of existing lines?

A couple of transmission lines already utilize the east-west right of way south of the Sammamish Substation to 132nd Street. It would be a forest of poles, but it is doable.

If the GeoRoute model is looking for the shortest path, is it possible to lengthen the distance the model uses in order to get alternative routes (e.g., due west and up 132nd Street)?

Instead of lengthening the model, the PSE right of way opportunity area could be adjusted similar to the railroad corridor. If the SAG weighted that particular opportunity highly, then the model might use it for an alternative route.

Would the intersection of the two lines be a substation (in reference to using an endpoint and not Juanita Substation)?

No, the line intersection is a switch on the wire, not a station.

How will the public be notified about the upcoming open house on Dec. 14?

Diann Strom, EnviroIssues, explained that PSE will produce a number of notifications to best inform the public including:

- Sending a postcard to individuals in the project area.

- Running advertisements in the local newspapers and blogs.
- Posting invitations on community calendars.
- Emailing the SAG members to distribute the postcard invitation to their respective communities.
- Emailing the list of individuals who have contacted PSE via email.
- Posting meeting details on City websites.

Public Comment

There were no public comments.

Wrap-Up and Next Steps

Penny discussed the open house which will take place at Lake Washington Institute of Technology, West Building - Room 401. She explained it will be an open space where attendees will be given a guide to the different stations, each telling a different part of the story. A prominent station will have Joanne demonstrating the GeoRoute model. Penny noted that PSE would like SAG members to attend, help answer questions based on their experience in participating in the advisory group, and talk about comments and/or concerns from constituents.

Penny reviewed the next steps, which include PSE developing and sending possible alternatives for the SAG, and next month the SAG will apply public feedback to the routing process. Penny informed the group the next meeting will be on Jan. 26, 2012 from 5:30 p.m. to 8:00 p.m. at the same location.

The meeting adjourned at 8:08 p.m.

Summary of Action Items:

PSE will provide the SAG with a selection of conceptual route option maps for review in order to present at the open house on Dec. 14.