

Reference: Summary of Corps Public Notice Comments and Responses

Based on FAA regulations the towers adjacent to the channels will be lighted. Dominion is agreeable to the above requested lighting for the fender system. The Private Aid to Navigation application will be submitted per your request, and the Coast Guard will be notified prior to construction as directed.

Corps Operation Branch – Design Section

- During construction, it is required that adequate space is provided in the channel to allow for safe, efficient navigation; and that should vessels require additional room during construction that the construction contractor accommodates safe navigation of all vessels.
- A 60 day notification prior to construction is to be provided in writing to the Norfolk District Operations Branch.
- The Virginia Pilots Association had a concern about the location of tower 582/17. Tribell Shoal Channel seems to have some natural channel realignment drift to the east that is not reflected on the chart. Is it possible to locate the tower in shallower water to eliminate the possibility of a deep draft vessel strike?
- Within 60 days of completion of the work, the permittee shall provide the Corps with an as-built drawing of the new 7.76 mile 500 kV overhead transmission powerline from Surry Nuclear Plant to the proposed Skiffes Creek 55 kV – 230 kV – 115 kV Switching Station.
- If navigation is expected to be impacted for an extended period as a result of the construction, the applicant shall develop a plan to manage and minimize impacts to navigation. The plan should be coordinated with the Corps and Coast Guard.
- A comment from David McNeel, Senior Policy Advisor, from the City of Richmond requesting that the power line be at the same height as the Highway 895 Bridge (145 FT vertical clearance).

Dominion will coordinate further with the Corps and the Virginia Pilots Association to address the natural channel realignment drift issue. Dominion will make all necessary notifications within the required timeframes indicated above. If navigation is expected to be impacted for an extended period, Dominion will coordinate with the Corps and Coast Guard to minimize impacts to navigation.

Additionally, and noted in Section 3.1.1.1. of the Individual Joint Permit Application (JPA), the minimum vertical clearance (MVC) above mean high water (MHW) for the Tribell Shoal federal navigation channel is 204 FT, and the MVC above MHW for the secondary navigational channel is 191 FT. Both of these clearances exceed the 145 FT MVC of the Highway 895 Bridge.

Environmental Protection Agency

- The EPA is requesting the Corps consider requiring mitigation for the proposed conversion and temporary impacts to forested wetlands to compensate for loss of ecological services specific to forested wetland systems.
- EPA would like to reserve the right to comment if additional environmental concerns are identified by another agency or the applicant or if substantive changes are made to the proposal.

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There are no temporary impacts proposed for the project. Conversion impacts have generally been mitigated at a 0.5:1 ratio; however, because the ROW will be maintained at a scrub-shrub level through natural succession, no mitigation is typically required.

Department of Conservation and Recreation

For the Skiffes Creek – Whealton portion of the project, DCR recommends inventories for the following resources:

- Rare plants in the area of the power line in the southwest corner of the Grafton Ponds Conservation Site. The site already has three known rare plants slender marsh pink (*Sabatia campanulata*), cuthbert turtlehead (*Chelone cuthbertii*), and pine barren sandreed (*Calamovilfa brevipilis*) that should be re-inventoried to determine current status and location before recommendations can be provided.
- Mabee's salamander, canebrake rattlesnake and barking treefrog in Grafton Ponds and the Airport-TABB Conservation Sites and Harwood's Mill Reservoir area intersected by the project site, and canebrake rattlesnake in the surrounding forested areas in the vicinity of Newmarket Creek and Sandy Bottom Conservation Site adjacent to the project area.
- Grafton Ponds Natural Area Preserve has been documented in the project vicinity. DCR recommends avoidance of impacts to the preserve and associated natural heritage resources. Please coordinate with Rebecca Wilson, the DCR-Division of Natural Heritage Chesapeake Bay Region Steward at (804) 225-2303 or Rebecca.Wilson@dcr.virginia.gov for additional information.
- The project is within a section of the James River, which has been designated as a scenic river in the state of Virginia. Due to this designation, DCR recommends you contact Lynn Crump of the DCR-Division of Planning and Recreation at (804) 786-5054 or Lynn.Crump@dcr.virginia.gov.

See Section 8.0 Threatened and Endangered Species of the Individual Joint Permit Application (JPA). Slender marsh pink, cuthbert turtlehead, and pine barren sandreed are not federal or state listed as threatened or endangered species. Areas known to support Mabee's salamander and barking treefrog are within existing ROW. No clearing or permanent habitat alteration is required within these habitat areas and construction access will be located to avoid these areas to the maximum extent practicable. Clearing is proposed within the 1.16 mile expansion area in York County that is identified as potential canebrake rattlesnake habitat. Measures will be taken during construction to avoid impacts to this species. Dominion's proposed avoidance measures for the canebrake rattlesnake is species identification sheets for the contractors to be located within the SWPPP books. These species sheets will direct the contractors to leave them alone if they are identified. Grafton Ponds Natural Area Preserve is nearby but not intersected by the project so no further coordination with Ms. Wilson is required.

Based on the results of the Corps' Section 106 coordination, the proposed project will not have a negative impact on the James River's designation as a scenic river. Therefore, no further coordination is required.

James City County

Three representatives from James City County (JCC) resubmitted their prefiled direct testimony and/or a transcript of their testimony; they include Ms. Leanne Reidenbach, Senior Planner; Mr. Robert C. Middaugh,

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Administrator; and Mr. Russell Seymour, Director, Office of Economic Development. Ms. Reidenbach's testimony included a discussion on the project's impacts on land use and historic preservation in JCC which is inconsistent with the JCC 2009 Comprehensive Plan as well as the need of a Special Use Permit for the construction of the Skiffes Creek Switching Station. Mr. Middaugh testimony also addressed the zoning issues and Special Use Permit required for the Switching Station as well as economic development and tourism. Mr. Seymour testimony addressed JCC's willingness to work with Dominion to implement JRV4 crossing of the BASF property and to obtain necessary easement for that route.

Concerns expressed by representatives of JCC were primarily covered in the SCC's Approval Order issued November 26, 2013. The section on Economic Development and the 2009 Comprehensive Plan are covered on pages 52-54. In regards to Economic Development, by statute, the Commission must consider economic development within the Commonwealth and not just in the counties that participated as parties. The SCC finds the proposed project will reasonably minimize adverse impacts on scenic assets, historic districts, and environment of the area. It has been demonstrated during the proceedings that the project is required to maintain reliable electric service across a substantial portion of the Commonwealth which will support economic development by cost effectively maintain system reliability. Given these benefits and the modern development along the proposed route, the SCC could not conclude that tourism in the Historic Triangle or economic development in the Commonwealth would be negatively impacted by the proposed project. With respect to JCC 2009 Comprehensive Plan, the SCC found that, pursuant to Code §56-46.1 B, JCC did not provide adequate evidence that existing planned corridors or routes designated in its 2009 Plan can adequately serve the identified project needs. The SCC also found that the Skiffes Creek Switching Station is part of the line project, and as such is exempt from requiring a Special Use Permit (pages 59-65). Finally, because an easement agreement could not be reached within the timeframe established by the SCC, on February 28, 2014, the SCC issued the Order Amending Certificate approving JRV1 crossing.

The City of Newport News

Oakland Industrial Park is located in the City of Newport News (City) and borders James City County. The existing Dominion easement associated with this project traverses from James City County through a City-owned parcel in Oakland Industrial Park. The parcel is currently undeveloped and is managed by the Industrial Development Authority (IDA). The City considers the parcel marketable and highly valuable.

Currently, a portion of this parcel is also being evaluated by Virginia Department of Transportation (VDOT) for the future location for the proposed Route 60 Realignment Project. This road project will involve construction of an approximately 3.6-mile four lane divided roadway from the Ft. Eustis Boulevard/Route 60 interchange in Newport News to the existing Route 60 north of the Green Mount Industrial Park in James City County. The project also includes a bridge component which will carry travelers across Skiffes Creek from James City County into Newport News and onto the undeveloped parcel (Parcel 28). It appears that at the area of the parcel where the power lines will enter onto Parcel 28, the future bridge will intersect with proposed power lines.

See Section 3.3 of the Individual Joint Permit Application (JPA). The City has indicated that the proposed project will potentially interfere with the future development of Parcel 28 and the VDOT bridge; however, the entire line will be constructed within the existing Dominion right-of-way (ROW), and structure replacement will generally be at a one to one ratio with existing structures. In this portion of the project, the existing double circuit painted poles will be painted and reused (structures 285/438-285/458).

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Newport News Williamsburg International Airport

The airport has two different runway projects programmed over the next 20 years according to the Airport Layout Plan (ALP), with a potential third project entering into the planning phase.

- Runway 7-25 Extension would be required if the Federal Aviation Administration (FAA) implements a policy that is currently being discussed that focuses on land-use compatibility within the Runway Protection Zone (RPZ). The RPZ is a trapezoidal area off the end of each runway that protects people and property on the ground. If the policy is enacted, this would result in the need to extend Runway 7 towards Hardwood's Mill Reservoir by 1,250 feet (FT) resulting in a 9,250 FT length runway for takeoff purposes. The poles supporting line 292 would become obstructions to Federal Aviation Regulation (FAR) Part 77 for 50:1 precision instrument approach surface and deemed objects that affect navigable airspace. In particular, pole identified on the WEG drawings as 292/580 through 292/587 would be obstructions.
- Runway 2-10 Relocation is required as a result of FAA policy under Engineering Brief 75 (EB75) which airports are obligated to follow through federal grant assurances. Runway 2 would be relocated 1,110 FT to the northeast and the subsequent extension of Runway 2 by an equal amount. The extension of Runway 2-20 would cause the poles that support line 1209 to become obstructions to the FAR Part 77 for 34:1 non-precision approach surface and deemed objects that affect navigable airspace. In particular, pole identified on the WEG drawings as 1209/565 through 1209/571 would be obstructions.
- Runway 7L-25R Construction consists of the construction of a 7,000 FT Runway that is parallel to Runway 7-25 and located 4,450 FT north of the Runway 7-25 centerline. The construction of Runway 7L-25R would cause the poles that support lines 1209 and 292 to become obstructions to the ultimate FAR Part 77 for 50:1 precision instrument approach surface. The poles and lines would subsequently be deemed objects that affect navigable airspace. In particular, pole identified on the WEG drawings as 1209/571 through 1209/573 and poles identified as 292/574 through 292/576 would be obstructions.

The better solution would be to route the new 230 kV transmission line on the Dominion easement that is located on the north side of Oriana Road and crosses over George Washington Memorial Highway. While it is true that the existing "H" shaped poles on line 292 would remain penetration to the FAR Part 77 surfaces associated with a 9,250 FT long Runway 7-25 with or without the 230 kV line; removal of the line could reduce the potential costs of burying the lines in the future. This would facilitate easier burial of existing power lines for an extended Runway 7-25, however, there appears to be no reasonable solution to the Runway 2-20 shift or the future parallel Runway 7L-25R.

The identified poles included above are approximate since the airport was not able to determine exact locations of the approach surface as no distinguishing features of the airport was included in the drawings. The airport can provide Dominion or WEG with necessary AutoCAD files to accurately depict existing and future FAR Part 77 approach surfaces. Also, the airport will be federally obligated to meet FAA advisory circulars in effect at the time of the grant application which may impact the scope and budget of the airfield project in question.

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According to the SCC Application, Volume I, Section II.B.4. 230 kV Skiffes – Whealton Line, the route in the vicinity of Newport News/Williamsburg International Airport, steel H-frames structures will be used to maintain existing height limitation. Additionally Section III.G. lists airports where the proposed route would place a structure or conductor within the glide path of the airport, and provides contacts and results of contacts made with appropriate officials regarding the effect on the airport's operations, addresses airport coordination. Dominion met with airport officials from three airports in the vicinity of the project area: Newport News/Williamsburg International, Langley Air Force Base, and Felker Airfield at Fort Eustis. At a January 11, 2012 meeting with Newport News/Williamsburg International Airport Assistant Airport Directors, Melissa Cheaney and Ted Kitchens, Dominion demonstrated with detailed elevation analyses that the new structures would not penetrate the approach surface to the airport.

The SCC Approval Order concludes that Dominion should continue to coordinate with the Federal Aviation Administration and the Virginia Department of Aviation to prevent potential hazards to aviation. Should expansion at the Newport News-Williamsburg Airport develop in the future such that Dominion's existing structures become an impediment, that scenario would involve issues broader than the current proceedings, as the existing ROW already includes several other transmission lines.

Additional Comments Received

Comments were also received from citizens, BASF Corporation, Digital Design and Imaging Services, Inc., Chesapeake Conservancy, Garden Club of Virginia, Greater Williamsburg Chamber of Commerce, James River Association, Jamestown Rediscovery, National Parks Conservation Association, National Trust for Historic Preservation, Piedmont Environmental Council, Preservation Virginia, RLC Engineering, Save the James Alliance, Scenic Virginia, The Colonial Williamsburg Foundation and Virginia Outdoor Foundation. Their comments are summarized below.

BASF Comment

BASF Corporation expressed concerns regarding the ROW bisecting the property reducing the potential sale and development of the site. They additionally expressed concerns regarding the placement of towers within the existing remediation site and their concerns over the need to develop a new, approvable remediation plan that would require additional time and money to develop and implement.

Dominion has worked closely with BASF, and specific measures to be taken on the BASF property during construction are presented in both the Hearing Examiners report and the Approval Order. Additionally, after the SCC's approval of JRV1, BASF Corporation filed a Notice of Appeal with the SCC on March 25, 2014. On April 10, 2014, the SCC issued an Order Denying the Appeal.

Digital Design and Imaging Service Comment

Mr. Curt Westergard from Digital Design and Imaging Services, Inc, submitted his prefiled direct testimony and a transcript of his testimony in which he demonstrates that Dominion's methodology to simulate the impacts on historic resources was insufficient and produced inaccurate representations of the resulting viewsheds.

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SCC Application, Volume I, Section III Impacts of Line on Scenic, Environmental and Historic Features and Volume IV Environmental Routing Study, Appendix G includes a description and the results of the Line of Sight and Photo Simulation. Copies of the Photo Simulations were provided to the Corps and DHR.

Conservation Groups and Citizen Comments

The conservation groups' and citizen comments fell into specific categories which are described below and presented based on the number of comments received on each topic:

Alternate Route/Options: A majority of the comments related to alternate routes or options. Alternate routes included following already existing routes, such as a crossing at the Route 17 James River Bridge or other non-specified existing option. Using the underground option was also mentioned frequently as either the 500 kV or 230 kV line. Alternate options that were mentioned included solar, wind, oil or management of electric needs/generation on a local/community scale. There were also comments stating that not all options were considered.

From the SCC Application, Volume I, Section I.C. describes the feasible alternatives for meeting the identified need without constructing the proposed project and explains why these alternatives were rejected. Additional information is provided in Volume II and in the Alternatives section of the SCC Approval Order. Section 4 of the Individual Joint Permit Application (JPA) further summaries the alternatives considered. The table below summarizes the alternate routes considered and why they are considered not feasible.

Alternatives considered and rejected

Alternative Considered	Reason for Alternative Rejection
<i>Surry-Skiffes Creek Double Circuit 230 kV Line</i>	<ul style="list-style-type: none"> • estimated total project cost would be approximately \$131.6 million • failure to resolve all of the identified NERC criteria violations • would increase the load on the already stressed 230 kV transmission system
<i>Chickahominy-Skiffes Creek Double Circuit 230 kV Line</i>	<ul style="list-style-type: none"> • estimated total project cost would be approximately \$191 million • it would not provide longer term relief to both stressed 230 kV system
<i>Chickahominy-Skiffes Creek 500 kV Line Through Lanexa Substation</i>	<ul style="list-style-type: none"> • estimated total project cost would be approximately \$255.7 million • failure to resolve a Category D outages • have significant routing impacts, including the acquisition of significant additional ROW and the taking of a significant number of homes
<i>Underground Surry-Skiffes Double Circuit 230 kV Line or 500 kV Line</i>	<ul style="list-style-type: none"> • estimated cost of the project would be approximately \$462 million • would not resolve all of the identified NERC criteria violations • underground lines at 500 kV only installed in a few places around the world and none have been installed with the minimum required 2000 MVA capacity

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Alternative Considered	Reason for Alternative Rejection
<i>Great Bridge and Surry 230 kV Alternative</i>	<ul style="list-style-type: none"> • <i>failure to resolve all of the identified criteria violations.</i>
<i>Generation Retrofit at Yorktown and Chesapeake Power Stations</i>	<ul style="list-style-type: none"> • <i>would require a capital investment of approximately \$1 billion between 2011 and 2022</i> • <i>retrofitting existing units has generally proved to be the most expensive option</i> • <i>coal-fired unit more than 40 years old</i>
<i>Surry Alternative</i>	<ul style="list-style-type: none"> • <i>the Corps and Joint Base Langley Eustis expressed concern regarding the reduced MVC over the secondary channel to avoid TERPS violation</i>
<i>James River Variation 2 James River Variation 3</i>	<ul style="list-style-type: none"> • <i>Dominion does not have the rights to exercise their power of Eminent Domain over County property, and the ability to acquire the required easement through the IDA parcel was not possible</i>

Historic Resources: Several comments addressed concerns over impacts to specific historic resources such as Carters Grove, Jamestown, Colonial Williamsburg, the Captain John Smith Chesapeake National Historic Trail, and the Colonial Parkway to general comment regarding the historic nature of the area. Visual effect of the proposed project would be inconsistent with Virginia's policy towards protection of historic properties. Also concerns were expressed over required tower lighting being visible from historic sites.

In the Scenic Assets, Historic Districts and Resources, and the Environment section of the Approval Order, the SCC states that the project is proposed for construction along a route where it will avoid impacting most of the historic resources contained in the Historic Triangle. Additional information regarding historic resources may be found in: SCC Application, Volume I, Section III. Impact of Line on Scenic, Environmental and Historic Features; Volume III, Section 3.4 Cultural Resource Conditions; Volume IV, Appendix G- Cultural Resource Assessment; Cultural Resources, Inc. Phase I Cultural Resources Survey of the Proposed Dominion Virginia Power Skiffes Creek to Surry 500 kV Transmission Line Alternatives in James City and Surry Counties, Virginia; and PCN, Section 9 and Appendix I: Cultural and Historic Resources. Additionally, the Corps will initiate the Section 106 process with DHR as part of the application process.

Public Meeting/Hearing: Several individuals requested either a public meeting or a hearing to allow the public to provide input. Individuals felt the proposed project was being rushed, that other options existed that were not evaluated, or that Dominion had too much influence over the SCC's decision.

Prior to the initiation of the SCC process, residents were notified by letter and open houses were held to provide information. On December 1, 2011, fact sheets were mailed to 3,900 property owners crossed by the Chickahominy alternative and the proposed 230 kV Skiffes Creek – Whealton line to explain that a new transmission line project was being considered. Newspaper advertisements for an open house ran in six local publications in mid-December and early January. An open house was held in Williamsburg on January 9, 2012, and an open house was held in Newport News on January 11, 2012.

Dominion launched a public webpage on November 30, 2011. The website (www.dom.com, search Skiffes) provides public access to project details, maps, frequently asked questions, and regulatory proceedings.

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Mechanisms used by Dominion to communicate with the public include providing direct access to the project team via a toll-free number and email (powerline@dom.com) and discussion at open house events.

Letters were sent March 13, 2012 to 65 property owners crossed by or adjacent to the 500 kV Surry alternative to advise them of the route being studied and inviting them to an open house on March 26, 2012 in James City County. An advertisement for that open house ran in five local newspapers on March 14, 2012 and March 21, 2012. The March 26, 2012 open house was attended by over 110 people. A private neighborhood association open house was held in Colonial Heritage on April 19, 2012 with over 100 residents attending.

On April 2, 2012, concurrent with the application being filed with the SCC, the project website was updated to reflect the selection of the Surry – Skiffes Creek 500 kV line. Letters providing this information were mailed to all previously contacted property owners.

On July 11, 2012, the SCC issued its Order for Notice and Hearing. The SCC scheduled public hearings on October 24, 2012, in Williamsburg, Virginia and January 10, 2013, in Richmond, Virginia; and appointed a hearing examiner to conduct further proceedings on behalf of the SCC.

On August 31, 2012, the Virginia Department of Environmental Quality (DEQ) filed its coordinated review of the potential impacts to natural and cultural resources associated with the proposed project. The DEQ stated that the following agencies and planning district commissions joined in the review: DEQ; Department of Game and Inland Fisheries (DGIF); Department of Agriculture and Consumer Services (DACS); Department of Conservation and Recreation (DCR); Department of Health (DOH); Department of Historic Resources (DHR); Department of Forestry (DOF); Department of Transportation (VDOT); Department of Aviation (DOA); Marine Resource Commission (VMRC); Crater Planning District Commission (CPDC); and Hampton Roads Planning District Commission (HRPDC). In addition, DEQ reported that the following were invited to comment on the proposal: Department of Mines, Minerals and Energy (DMME); Surry County, James City County, York County, City of Newport News, and the City of Hampton.

By October 1, 2012, Notices of Participation were received from the following: James City County; Charles City County; BASF; Old Dominion Electric Cooperative; US Home Corporation d/b/a Lennar Corporation; Alliance; James River Association; Kingsmill Community Services Association; River Bluffs Condominium Association; James City County Citizens' Coalition, Inc.; David and Judith Ledbetter; and Brian E. Gordineer. In accordance with Rules of Practice and Procedure (5 VAC 5-20-80.B - Participation as a Respondent), a notice of participation as a respondent is the initial response to an application. A notice of participation shall be filed within the time prescribed by the commission and shall contain (i) a precise statement of the interest of the respondent; (ii) a statement of the specific action sought to the extent then known; and (iii) the factual and legal basis for the action. Any person or entity filing a notice of participation as a respondent shall be a party to that proceeding.

On October 24, 2012, a public hearing was held at the Warhill High School Auditorium in Williamsburg, Virginia, to receive the testimony of public witnesses concerning the application.

On January 10, 2013, a public hearing was held in the Commission Courtroom in Richmond, Virginia, to receive the testimony of public witnesses concerning the application.

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On April 9, 2013, through April 12, 2013, and April 15, 2013, through April 18, 2013, public hearings were held in the Commission Courtroom in Richmond, Virginia.

Through May 8, 2013, the Commission received written comments from the following: Joseph D. Morrissey, Member, House of Delegates, and A. Donald McEachin, Member, Senate of Virginia, in support of the Surry-Skiffes Creek route; The Colonial Williamsburg Foundation; Preservation Virginia; The College of William and Mary; the City of Williamsburg; the Chapter 11 Trustee for Carter's Grove; Greater Williamsburg Chamber & Tourism Alliance; and the National Trust for Historic Preservation in opposition to the Surry-Skiffes Creek route; the Charles City County Board of Supervisors in opposition to the Chickahominy Alternative route; the Scenic Virginia Public Policy Committee in support of submerged lines; and the York County Board of Supervisors in opposition to overhead lines.

In addition, 563 petition signatures and public comments were filed in support of the Surry-Skiffes Creek route and four public comments were filed in opposition. Forty-five public comments were filed in opposition to the Chickahominy Alternative route. Ninety-five public comments were filed in support of submerged lines and four public comments were filed in opposition to overhead lines. Also, 741 public comments in the form of a Change.org online petition to stop the aerial crossing of the James River were filed, with 492 of the public comments from Williamsburg, 108 of the public comments from fifty-two other Virginia locations, 117 of the public comments from thirty other states and the District of Columbia, and twenty-four of the public comments from seventeen foreign countries. Other comments received include the following: National Parks Conservation Association supporting the SCC requiring Dominion to explore all reasonable alternatives to avoid building the proposed line; Chesapeake Bay Office of the National Park Service requesting that Dominion minimize the visual impacts with the river crossings; Chesapeake Conservancy requesting that Dominion find less impactful alternatives that maintain the integrity of the sites along the James River; and Michael B. Watson, Member, House of Delegates, reminding the SCC of potential negative impacts of the aerial lines across the James River. Finally, eighteen other public comments were filed and included support for using existing power lines, limiting residential impact, conserving energy, and retrofitting coal plants to gas plants. Also, these public comments included opposition to high towers on the James River and the increased price tag for the Chickahominy Alternative route.

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List of SCC Hearings Previously Held for Surry – Skiffes Creek - Whealton

Activity	Activity Status	Activity Date	Location
Hearing	Completed	10/24/2012	Warhill High School Auditorium, Williamsburg,
Hearing Continued	Completed	10/24/2012	Warhill High School Auditorium, Williamsburg,
Hearing	Completed	1/10/2013	SCC 2nd Floor Court Room
Pre-Hearing	Completed	1/30/2013	
Hearing Continued	Completed	4/9/2013	SCC 2nd Floor Court Room
Hearing Continued	Completed	4/10/2013	SCC 2nd Floor Court Room
Hearing Continued	Completed	4/11/2013	SCC 2nd Floor Court Room
Hearing Continued	Completed	4/12/2013	SCC 2nd Floor Court Room
Hearing Continued	Completed	4/15/2013	SCC 2nd Floor Court Room
Hearing Continued	Completed	4/16/2013	SCC 2nd Floor Court Room
Hearing Continued	Completed	4/17/2013	SCC 2nd Floor Court Room
Hearing Continued	Completed	4/18/2013	SCC 2nd Floor Court Room
Hearing Continued	Completed	1/30/2014	SCC 2nd Floor Court Room

Once the SCC accepts the application, an entirely new avenue for public involvement begins (see attached process map).

The James River: Several individuals expressed concerns over impacts to the James River. While some comments addressed the ecological habitat, health, and pristine nature of the river; others called it historical, a natural treasure, America’s first river, visually unpolluted, most historic river in America, sacred, and a unique and valuable resource.

In the Scenic Assets, Historic Districts and Resources, and the Environment section of the Approval Order, the SCC states that the installation of towers and line crosses the James River in an area where the SCC finds the impacts to scenic assets, historic districts and resources, and the environment will be reasonable. The proposed project crosses in an area that includes the Surry Nuclear Power Station, a resort community with marina and riverfront golf, the Ghost Fleet, theme park rides, water towers, a sewage treatment plant, military installations and several industrial properties with additional development proposed for the future by BASF and JCC.

The SCC has also considered Code §10.1-419, which defines a portion of the James River as a “Historic River.” The crossing straddles the downriver boundary of the Historic River defined by this statute. The proposed crossing begins within the Historic River, and then crosses over to a part of the James River that is not so designated before arriving onshore in JCC.

Environment: There were several non-specific comments expressing concern over impacts to the environment and protection of the environment. A few specific comments stated: detrimental to the environment, protect the environment both ecologically and aesthetically, preserve environmental value, and protect environmental resource.

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Because most comments regarding concerns over environmental impacts were non-specific, the portion of the SCC application which addresses environmental issues as a whole is Volume III, Section 3.2. Inventory of Existing Conditions and Section 5.1.2. Surry Alternative Natural Resources. Several agencies are involved in the application review process for this project including the Corps, Department of Environmental Quality (DEQ), DCR, Department of Game and Inland Fisheries (DGIF), Center for Conservation Biology (CCB), Virginia Marine Resources Commission (VMRC), U.S. Fish and Wildlife Services (USFWS), EPA and National Oceanic and Atmospheric Administration (NOAA). Required agency coordination of environmental resources is summarized below:

Agency coordination required for environmental resource impacts

Resource	Required Coordination
Wetlands	wetlands subject to the jurisdiction of Corps and DEQ under Sections 404/401 of the Clean Water Act (CWA)
Waterbodies	the Corps has jurisdiction over navigable water activities and VMRC has jurisdiction for activities within and over subaqueous lands
Natural Heritage Resources	Conservation Site, Areas for Natural Heritage Resource and Karst Screening Area have been coordinated with DCR
Protected Species	Screening for protected species has been coordinated with DCR and DGIF
Federally and State-Listed Endangered and Threatened Species	Coordination with USFWS, NOAA, DGIF and DCR is on-going. Several surveys have been completed
Bald Eagle Management	Screening for bald eagles has been performed using DGIF and CCB databases and field observations

T&E Species/Sturgeon/Oyster Beds: Many comments expressed concerns for threatened and endangered species and wildlife in general. There were also comments regarding protection of sturgeon including a request to mitigate for potential impacts to sturgeon, apply time-of-year restrictions and to monitor for tagged sturgeon. Concerns over habitat fragmentation and the potential for the introduction of invasive species were also raised. There were a few comments expressing concerns over damage to the existing oyster beds.

SCC Application, Volume III, Section 3.2.4. Protected Species and the Individual Joint Permit Application (JPA) Sections 3.1.1.1 and 8.1 and Appendices A and H address T&E Species and Sturgeon, and Private Oyster Beds. Regulatory agency coordination for T&E species is included in the summary above. Dominion is also working with NOAA regarding potential impacts to sturgeon. Dominion will continue to work closely with regulatory agencies regarding potential impacts to T&E Species.

Tourism/Economy: Most of these comments were related to the potential impact on tourism and the local economy due to the change in viewshed. Only a few comments expressed concern over the potential for economic growth and impact to property values.

As addressed previously in response to concerns expressed by JCC in regards to Economic Development, by statute, the SCC must consider economic development within the Commonwealth and not just in the counties that participated as parties. The SCC finds that the proposed project will support economic development in

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the Commonwealth by cost effectively maintaining system reliability and adequately increasing transmission capacity. The SCC could not conclude that tourism in the Historic Triangle or economic development in the Commonwealth would be negatively impacted by the proposed project (Approval Order).

Environmental Impact Statement: There were comments stating that, given the significant negative impacts that issuing this permit will have on historic, natural and scenic resources, the National Environmental Preservation Act (NEPA) requires the Corps to prepare an Environmental Impact Statement (EIS) prior to issuing any permit. All the comments were identical.

The purpose of the EIS is to identify resources that could potentially be impacted by the project and to evaluate the significance of those impacts. That evaluation has been performed.

Section 106 Consultation: Fewer comments also stated consultation under Section 106 of the National Historic Preservation Act should be convened concurrently with the NEPA review process to ensure that concerns and alternatives raised by consulting parties during consultation can be fully considered in both reviews. A request was made to involve the Advisory Council of Historic Preservation.

Dominion is working closely with Virginia Department of Natural Resources (DHR), and as part of the application process, the Corps will initiate Section 106 coordination with DHR. Please see section above regarding Historic Resource.

Navigation: There were a few comments expressing concern over the impacts the structures will have on navigation of both ships and aircraft.

SCC Application, Volume I, Section III.G. of the SCC application lists airports where the proposed route would place a structure or conductor within the glide path of the airport, and provides contacts and results of contacts made with appropriate officials regarding the effect on the airport's operations; Volume III, Section 3.5 Navigation Constraint; the Approval Order section concerning Health and Safety; and the Individual Joint Permit Application (JPA) Section 3.1.1.1. James River Crossing, address issues concerning impacts to navigation for both ship and aircraft. Dominion continues working with the Coast Guard regarding potential navigational issues in the James River.

Deny Permit: There were comments requesting that the Corps deny the permit.

The permit application states the purpose and need for the proposed project; the alternatives considered, and avoidance and minimization efforts used to develop the least environmentally damaging practicable alternative.

Kingsmill: There were a few comments expressing concerns on the view of James River from Kingsmill Subdivision.

The SCC finds that the chosen route reasonably minimizes adverse impact on the scenic assets, historic districts and resources, and environment in the area of the proposed project (Approval Order).

Health: There were a few comments regarding potential impacts to human health due to EMF and noise/vibration of the live wire.

Reference: Summary of Corps Public Notice Comments and Responses

SCC Application, Volume I, Section IV Health Aspects of EMF and the Approval Order section concerning Health and Safety find that the proposed project does not represent a public health or safety hazard.

Scenic: A few comments expressed concerns over the potential impacts to the scenic views located within the project area.

SCC Application, Volume III, Section 4. 500 kV Routes to Skiffes Creek Switching Station – Analysis of Alternatives and Approval Order section on Scenic Assets, Historic Districts and Resources, and the Environment finds that the routes chosen reasonably minimize adverse impact on the scenic assets, historic districts and resources, and environment in the area of the proposed project.

Water Quality/Benthics/Kepone: Comments expressing concern over the disturbance of river bottom sediments and the impacts to benthic organism, release of kepone and effects on water quality were received.

SCC Application, Volume III, Section 4. 500 kV Routes to Skiffes Creek Switching Station - Analysis of Alternatives Construction activities indicates that work on the river crossing portion of the project is designed to be completed in the shortest time frame possible and with minimal river bed disturbance as possible. No dredging is anticipated in the construction process; however, construction may overlap with dredging of the Tribell Shoal Federal Navigation Channel. Coordination with the Norfolk District Branch of the Corps would be necessary to prevent construction from interfering with the dredging operation. Temporary noise and increased sedimentation and turbidity are expected for the duration of project construction. Permanent impacts may include possible alteration of micro-currents in the project area, as well as increased hard substrate for aquatic habitat provided by the towers.

Impacts to the James River associated with the overhead transmission line crossing will be minimal compared to the underground alternative which could potentially require trenching across the entire width of the river.

Blocked Testimony: Two individuals stated that the SCC blocked testimony from parties that were either opposed to the project, or who could have provided information supporting the alternate routes.

The public has had ample opportunities to comment on the proposed project (see section regarding public meeting/hearing), and the SCC has issued their Order and Order Amending Certificates (November 26, 2013 and February 28, 2014, respectively).

The Virginia Outdoor Foundation expressed concerns regarding a perpetual conservation easement over Carter's Grove they maintain with the Virginia Board of Historic Resources. The open space easement is within the study area of the proposed line.

Finally, a group of citizens in favor of the project also submitted comments. Most of the comments were related to the cost of the Surry – Skiffes Creek route compared to the Chickahominy – Skiffes Creek route, and were in favor of the Surry option. Others felt the Surry – Skiffes Creek route was safer, more efficient, not a huge impact to historic resources and a good compromise.



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Reference: Summary of Corps Public Notice Comments and Responses

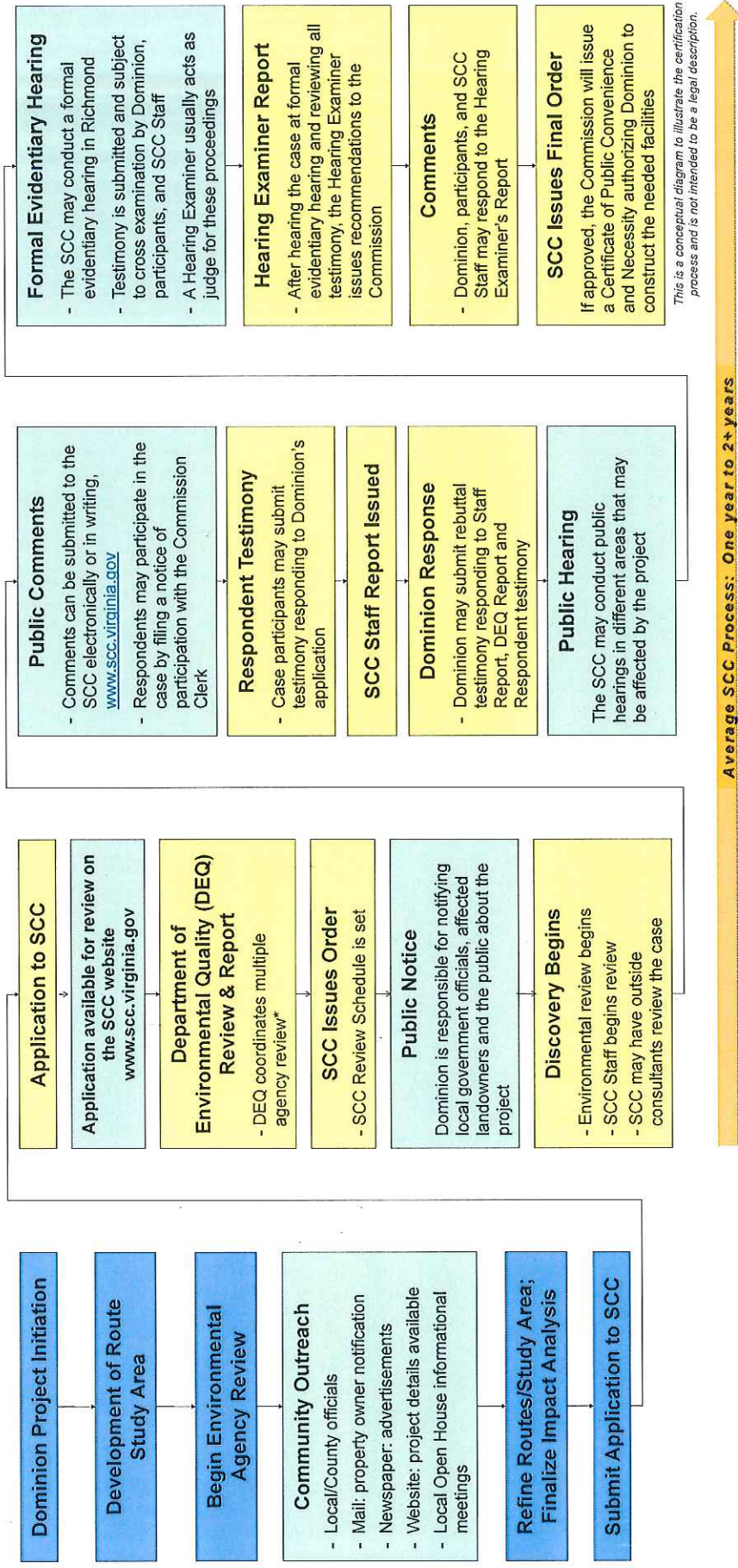
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The Transmission Line Approval Process

Virginia's State Corporation Commission (SCC) has regulatory authority over all electric utilities and requires that all transmission facilities at or above 138 kV be certified by the SCC. The SCC determines the need for a proposed line and the route. Among other elements considered, the SCC must determine that the selected route reasonably minimizes the impact on scenic assets, historic districts, and the environment.



Dominion Process
Opportunities for Public Participation
SCC Process

*DEQ coordinated agency review includes: Virginia Marine Resources Commission, Department of Conservation & Recreation, Department of Game & Inland Fisheries, Department of Historic Resources and others.