### Welcome!

### **Improving reliability**

"Missing Link" transmission line public workshop



January 21, 2021

We'll begin at 5pm—all participants will be muted, with videos off. Technical difficulties? Please call or text Faiza

# Welcome Bainbridge Island!

### Safety moment – Strolls for Well-Being





## Zoom Controls Review



## Agenda

Time	Item	Presenter(s)								
5:00 p.m.	<ul> <li>Opening</li> <li>Welcome and safety moment</li> <li>Zoom orientation</li> <li>Agenda overview</li> <li>Meeting agreements/guidelines</li> </ul>	Kierra Phifer, PSE Susan Hayman, Facilitator								
5:10 p.m.	<ul> <li>Presentation: Project Review and Routing Process</li> <li>Review: Bainbridge Island Reliability Project and the Murden Cove – Winslow transmission line</li> <li>Routing process (key terms and routing criteria)</li> <li>Q&amp;A</li> </ul>									
5:55 p.m.	Screen Break									
6:00 p.m.	Route Segments: Discussion groups	Facilitated Breakout Groups								
7:20 p.m.	<ul> <li>Next steps/Wrap-up</li> <li>Reflections on breakout groups</li> <li>Online engagement site</li> <li>Additional ways to comment</li> <li>Closing remarks</li> </ul>	Andy Wappler, PSE Kierra Phifer, PSE								
7:30 p.m.	Adjourn									



## For today



Faiza Hassan is our meeting host.

Please text/call Faiza if you have technical difficulties.

- Large group: Muted with video off
- Breakout group: Muted with video on
- To ask a question during the Q&A: Use the chat box or raise your hand and wait for the facilitator to call on you
- Meeting conduct:
  - Listen to and appreciate the diversity of views and opinions
  - Actively participate, while allowing opportunities for others
  - Behave constructively and courteously
  - Respect the role of the facilitator to guide the group process.



### **Project Review and Routing Process**

Andy Wappler and Andy Swayne, PSE

Kirk Moughamer, HDR

## "Missing Link" transmission line need



**Findings:** 

- Poor transmission reliability
- Aging transmission infrastructure
- Growth: ferry electrification and increased demand for power



## PSE's proposed solution





Reliability and resiliency

Capacity

## What is transmission?





**PSE** on bainbridge island

10

### Transmission on the Island







Existing 115kV lines on Bainbridge Island. Not representations of future lines

## Why do my lights go out so often?



2/3 of customers at risk of outage due to lack of back-up transmission



Transmission line



## What would help keep the lights on?

New transmission line for improved reliability



 Transmission line
 Substation
 Proposed transmission line (route TBD)



### Transmission Line Routing Community Engagement Process



## Finding balance during the routing process



### **KEY TERMS**

### **ROUTE SEGMENT**

A discrete section of a potential future transmission line. Route Segments will follow existing road rights-of-way and generally travel in the direction of the designated terminal points.

### **ROUTE OPTION**

A pathway between two identified terminal points that links together Route Segments.

### CRITERIA

A set of factors by which Route Segments and Route Options will be assessed and compared.





### CRITERIA ARE MEASURED WITH METRICS. METRICS CHANGE AS THE PROJECT DEVELOPS.



## Study area



## **Route Segments**



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## Questions?



### Intro to Breakout Groups

Susan Hayman





### Break

You'll be moved into your breakout group during the break

### You may also email public comments to: info@psebainbridge.com or leave a voicemail at 1-888-878-8632

## We will reconvene in the main meeting room at 7:20 p.m. for reflections on conversations.





### Next Steps/Wrap-up

Andy Wappler and Kierra Phifer, PSE



## Reflections



- Reminder: visit psebainbridge.participate.online to visit our Segment Explorer tool and give feedback
  - You can also give comment by emailing <u>info@psebainbridge.com</u> or leaving a voicemail at 1-888-878-8632
- Community Sounding Board Meeting #5: Spring 2021 (date TBD)
- Next community workshop: Summer 2021 (date TBD)



## For more information



Segment Explorer tool available at **psebainbridge.participate.online** 



Need and solution studies available at pse.com/bainbridge





Leave a message at **1-888-878-8632** 



Subscribe to our email newsletter at pse.com/bainbridge



### Transmission Line Routing Community Workshop #1 Community Workshop #1 Summary

January 21, 2021

#### Overview

Puget Sound Energy (PSE) hosted an online Community Workshop on January 21, 2021. The purpose of the workshop was to provide a forum for the Bainbridge Island community to provide initial feedback on route segments under consideration that can be assembled to create a new transmission line route that connects Murden Cove and Winslow substations, as well as introduce the online interactive Segment Explorer tool.

The meeting was held online via Zoom due to PSE and public health requirements restricting in-person gatherings at this time. Approximately 96 members of the public attended the online community workshop. Attachment 1 contains the list of meeting staff.

#### **Opening remarks**

Kierra Phifer (PSE) welcomed the group and shared a safety moment. Susan Hayman (Envirolssues) explained her role as the facilitator, reviewed Zoom meeting controls and presented the agenda.

#### "Missing Link" Transmission Line Project Overview

Andy Wappler (PSE) gave a <u>presentation on the Murden Cove – Winslow Transmission Line Project</u>. In 2019, PSE completed a detailed assessment on Bainbridge Island's electric system needs and a Solutions Report to analyze potential solutions to meet these needs. To improve reliability on Bainbridge Island, PSE plans to build the "missing link" transmission line between Murden Cove substation and Winslow substation to complete a transmission system loop on the island and rebuild aging infrastructure along the Winslow Tap transmission line, the transmission system loop will create alternative transmission pathways to Murden Cove and Winslow substations to receive power if the substation's existing transmission pathway is disrupted.

Andy W. noted that many south-end residents did not have power last week due to the storm (week of January 13, 2021); this is an example of a transmission outage experienced by residents of Bainbridge Island and highlighted in the 2019 study. Nearly two-thirds of Bainbridge customers are at risk of a prolonged outage because their area is served by a substation – either Winslow or Murden Cove substation – that is currently fed by a single transmission line. In addition to building the new transmission line between Murden Cove and Winslow substations to address transmission reliability issues, PSE will rebuild the existing Winslow Tap line and improve access to the line to improve response times and reduce the length of outages.

To address system capacity needs on the island, PSE plans to build a 3.3 MW battery for use during peak load hours and will deploy targeted conservation and demand response tools to reduce demand during peak power usage. The success of conservation and demand response tools will be dependent on participation of Island residents and businesses.

#### Overview on Routing process, Study area, and Route Segments

Andy Swayne (PSE) and Kirk Moughamer (HDR) provided a presentation on the routing process, an overview of the study area and route segments under consideration for the project. Andy S. noted that since April 2020, PSE has been meeting with a Community Sounding Board (CSB) to share information,

listen, and gather feedback from a diverse group of island stakeholders. PSE has engaged the CSB in discussions about project need and solutions, the routing process, the study area, routing criteria, and route segments currently being evaluated. Andy S. noted that meeting details and materials are posted online at <u>psebainbridge.participate.online</u> for anyone who wants to observe the meetings and provide public comment.

Andy S. explained the different elements that PSE balances when selecting a transmission line, emphasizing that safety and reliability are top priorities while balancing other project components like community values, cost to customers, maintenance, construction, and ability to obtain permits.

Kirk reviewed key terms that participants should keep in mind for the routing discussion, including:

- <u>Route segment</u>: A discrete section of a potential future transmission line. For the new Murden Cove-Winslow transmission line, PSE is considering route segments that follow existing road right-of-way and generally travel in the direction of the designated terminal points (e.g., Murden Cove and Winslow substations).
- <u>Route option:</u> A pathway between two identified terminal points that link together route segments.
- <u>Criteria:</u> A set of factors by which route segments and route options will be assessed and compared.
- <u>Metrics:</u> Criteria are evaluated through established metrics. Metrics change as the project develops.

The project is currently in the route segment identification and review stage; the next stage after this workshop will be identifying route options (with preliminary engineering review). Later stages will include detailed engineering and micro-siting. Kirk shared a map of the study area and discussed major geographic features within the study area, specifically downtown Winslow and Eagle Harbor.

Kirk previewed the online interactive Segment Explorer tool and walked through the controls of the map, pointing out the "About the Data" section, View Metrics, and Submit Feedback. In general, PSE is looking for a route that moves southwest from Murden Cove substation to Winslow substation. Kirk noted the difference between the blue lines and white dashed lines on the map: white dashed lines are potential segments that were identified and initially considered but are currently not being brought forward as a route segment. The white dashed route segments are not being considered because they need Segment 44 to connect to Winslow substation. Segment 44 follows Eagle Harbor Drive and Bucklin Hill Road where the existing Winslow Tap transmission line is located. The corridor along Eagle Harbor Drive and Bucklin Hill Road is too narrow to locate a new transmission line in addition to the existing Winslow Tap line. Transmission lines require clearance from trees and other elements of the environment. Because Segment 44 is not a viable route segment, all other route segments that relied on that segment to reach an end point were removed from consideration. Kirk encouraged attendees to provide comments on these segments if desired.

Andy S. shared another challenge PSE is facing; Segments 6 and 17 have Category II wetlands on both sides of High School Road. City of Bainbridge Island code prohibits building primary utilities in Category II wetlands. PSE is still considering these route segments and wants to hear the community's feedback on them. PSE is considering pursuing a code amendment with the City as it could also support future improvements to Bainbridge Island's electrical infrastructure, including improvements to the distribution system.

Andy S. noted that the CSB suggested additional route segments at their Oct. 12, 2020 meeting. PSE is not currently moving forward with those suggested segments because they don't meet the project objectives.

Note: HDR created the Segment Explorer tool using data available to the public and primarily sourced from GIS data provided by COBI and Kitsap County, as well as data from PSE regarding existing distribution and transmission facilities. The tool does not provide detail on potential impacts to specific properties from the project. Detailed design and fieldwork will provide insights on how the project will affect the natural and built environment. PSE plans to use the data in the Segment Explorer, community feedback and constructability and permitting considerations to narrow down the list of route segments in preparation of creating route options.

#### Q&A

After the presentation from Andy W., Andy S. and Kirk, Susan Hayman (Envirolssues) facilitated a Q&A before the workshop break. Responses from questions are noted below.

- Is there any hope of line redundancy for those of us who live south of the Winslow substation?
  - Yes, what PSE is talking about is line redundancy bringing a new line to the Winslow substation so that there are two paths of power in case one is compromised.
- What is the height of a typical 115 kv transmission line versus a distribution line?
  - The height of a typical transmission line can vary quite a bit depending on the surroundings, but they're generally 60 to 75 feet aboveground. Transmission pole height will be taller when local distribution lines are located under the transmission lines.
- Where are existing PSE ROWs in the study area? Can two lines fit in a ROW?
  - Much of PSE's transmission lines on the island are located along public road rights-ofway under a franchise agreement with the City of Bainbridge Island. Some parts of transmission lines are located in cross-county corridor easements across private properties. Corridor easements are typically about 50 feet wide to provide needed operating and maintenance space including necessary vegetation management. Whether two lines can fit in one corridor is dependent on the corridor– if they parallel each other in a common corridor, we'd typically want those spaced 50 feet apart, and we'd want 25 to 30 feet of space on each side of those lines to manage vegetation. A typical transmission line corridor that can accommodate two transmission lines is about 100 feet.
- Is it possible to build trails along the route? Entire or portions walking and biking are very popular on the island.
  - Trails can be compatible with transmission lines, provided underlying property owners are willing to 'host' a trail on their properties and can be compatible with public rights-of-way alignments.
- On a given route segment, can power be transmitted in either direction? Perhaps only one direction at a point in time, but able to switch direction if need arises?
  - Yes. Power can flow either direction as needed in a looped transmission system. The new transmission line will make this possible.

- Why don't you consider an alternative power generation source that could bring solar, wind or wave power and not have just one source of power coming from the north end of the island. Would that change your analysis?
  - The island's reliability need is independent of the source of power, so while the analysis might reflect alternative considerations, we anticipate the analysis results would point us to the same solutions. Wherever and however power is generated (on island or off), it needs transmission lines to get to substations for distribution customers. A looped transmission system on the island is needed to improve reliability island-wide.
- Any consideration of putting these lines underground? What would it take to underground these new lines?
  - There are regulations that allow PSE to do it, but because it is more of an aesthetic than a reliability benefit, the community must work with their municipality to make up the difference in cost between overhead and underground lines. Underground lines are more of an impact than you might think on trees. If PSE installs transmission lines underground, trees will still need to be removed to make space for the underground infrastructure. Underground construction can be high impact and underground lines, while they are typically impacted less often, have longer investigation and restoration times when problem does occur. Half of Bainbridge's distribution lines are underground right now.
- PSE has proposed and then withdrawn proposals for a transmission loop at least twice before once in the early 1990s, and again in 2009-2010. Why is PSE proposing the loop again after withdrawing it twice before?
  - PSE talked to the community in 2010 about a solution that included a transmission line and we got a lot of pushback at that time. Between 2007 and 2009 there were not many big outages. The community asked PSE to work on the distribution system first, and energy efficiency. Over the last decade PSE has done a lot to improve that distribution system – installing more underground distribution lines, installing more tree wire, and working with the city to improve energy efficiency. What we have not yet done is work on the transmission piece — and in the last 5-10 years, we've started to see these bigger transmission outages, the ones that affect more customers and last longer, more frequently. PSE is hearing demand from our customers for greater reliability, and so we're coming back to this now.

#### Facilitated, rotating breakout groups

Before going to a short break, Susan explained how the breakout group sessions would work.

To create a digital space where community workshop participants had the opportunity voice their opinions and share feedback on route segments, participants were randomly distributed into six small groups to discuss the route segments. Each small group was facilitated by Envirolssues to help guide and moderate the 60-minute conversation and included technical staff from PSE and HDR to introduce the route segments and answer questions about the segments and use of the Segment Explorer tool. PSE's proposed segments were organized into three "segment buckets".

Each discussion round included a brief overview of a subset of the segments by PSE and HDR staff, followed by discussion by workshop participants. At the end of each 25-minute round, technical experts were rotated to a new group of workshop participants to present their segments and begin the next round of discussion.

Due to limitations of the online platform technology, workshop participants were unable to observe breakout group sessions outside of their own group. Key questions and discussion points captured in the breakout groups by segment, as well as general questions discussed during breakout groups are summarized below.

#### **Breakout group discussions**

While each breakout group discussed segments and how they aligned with workshop participants' priority routing factors, each group had an organic discussion on route segments and the different values they bring to the project. Below is a synthesis of themes that were identified across breakout groups.

#### **Property owner impacts**

Workshop participants asked about how the project will impact property owners. Property owner impacts will be identified as PSE begins to narrow down potential route options towards a preferred route. When a preferred route is selected, PSE's real estate staff will contact affected property owners to discuss easement rights. The discussion of easement rights typically involves an overhead easement of 5 to 25 feet of overhang outside the road right-of-way, depending on the nature of the route and its proximity to trees, buildings, and other considerations.

#### Collocation

Workshop participants asked about the ability to overbuild existing distribution lines so they can accommodate both distribution lines and overhead transmission lines on the same set of poles. As the routing design continues, PSE will begin to identify opportunities to collocate distribution lines and transmission lines. PSE noted that poles that can accommodate both distribution and transmission lines are generally taller to support the weight from both types of wire and meet equipment clearance standards.

#### Wetlands

Workshop participants asked how wetlands on Bainbridge Island could impact the feasibility of individual route segments. City code prohibits installation of primary utilities in Category II wetlands. Without a code amendment, a new transmission line could not utilize route segments 6 or 17, eliminating any route options that could use these segments. Aside from the direct impacts of pole installation, vegetation impacts between poles could occur with Category II wetlands that are currently not allowed by code. PSE will follow its vegetation management wire clearance standards along the transmission line corridor, including trimming branches and selective tree removal. Prior to constructing a transmission line through a wetland, PSE analyzes the anticipated impacts and develops a mitigation plan. After construction, the mitigation plan is implemented, and the mitigation site is monitored and maintained as required by city or other agency permit requirements.

#### Project cost analysis

Workshop participants asked about the cost of individual route segments. PSE has not based its approach of identifying route segments based on the least costly options, but rather on a holistic project approach that includes looking at safety and reliability amongst other routing factors. The Segment Explorer does not currently show the cost per route segment. PSE estimates the conceptual cost per mile to be between \$4-8 million per mile. The actual cost per mile is dependent on factors like vegetation management, wetland mitigation, operating rights, and other variables. PSE plans to conduct a high-level cost analysis of each route option prior to selecting a preferred route. The cost analysis will be posted on the project website when it is complete.

#### Trees and vegetation management

Workshop participants asked about what vegetation management could look like along the route segments that are being studied. PSE has not identified the number of trees that could be removed or trimmed as part of the Murden Cove – Winslow Transmission Line Project. PSE will have a better idea of trees impacted by the project and the vegetation management needed once a preferred route has been identified and its design has progressed.

#### Segment bucket 1

Segment bucket 1 included Segments 3, 4, 20, 21, and 22. Below are comments and questions that are specific to the route segments.

Segment	Comments and clarifying questions on route segments
3	<ul> <li>Question: Do you know of plans from the city to do shoulder improvements on Fletcher Bay Road? How is that going to work with the new lines? What about with multimodal transportation?</li> <li>The project has not yet done detailed engineering and design if shoulder improvements would be impacted by a transmission line along this road corridor. As designs progress, PSE will continue to touch base with the community for feedback.</li> <li>Question: How would Segment 3 work if people wanted a bike path along the segment?</li> <li>PSE is open to the opportunity to collaborate with COBI on bike paths and trails where interests align. PSE does not yet know how a bike path or trail on Segment 3 could be possible as design has not progressed that far. Once we are able to connect the route segments, then we can begin to look at possible opportunities.</li> </ul>
	Comment: Fletcher Bay Road is not safe for cyclists.
4	No questions or comments
20	Comment: I live near Segment 20 and cycle often through there. I have seen how fiber cable has been pulled in this area. As you continue in your planning and deploy transmission lines, I encourage you make sure the line won't impact internet and cable services.
21	<ul> <li>Question: Is it fair to say that if we could choose Segment 22 and 21, then we would not necessarily need Segment 20?</li> <li>Yes. At this stage in the project, PSE is looking at all the segments discretly. After Feb. 12, PSE will begin to look at how route segments can be connected to form route options. Community feedback will play a part in the route options PSE identifies.</li> </ul>
22	No questions or comments

#### Segment Bucket 2

Segment bucket 2 included Segments 2, 5, and 9 through 17. Below are comments and questions that are specific to the route segments.

Segment	Comments and clarifying questions on route segments
2	<ul> <li>Question: Regarding the existing transmission line corridor between Segments 2 and 6, why are there new lines proposed [for the new transmission line], rather than using same 50-ft corridor?</li> <li>Using the existing Winslow Tap corridor would require additional 50 feet of ROW and would impact additional properties and trees.</li> </ul>
	Question: Does Segment 2 have wetlands on both sides of the corridor?

	• Yes, there is a Category II wetland on the western side and a Category III wetland (not prohibitive) on the eastern side of the Fletcher Bay Road portion of this segment.
	Question: What are the downsides of Segment 2 if it wasn't constrained by wetlands?
	• Segment 2 is one of the longest segments and would require more vegetation management, including tree removal. It's up to the community to share their preferences on which segments PSE should continue studying when route options are formed.
	Comment: Segment 2 seems the least disruptive, not a lot of residential density along New Brooklyn Road, but some trees would need to be pruned to make way for wires.
	Comment: The eastern portion of New Brooklyn Road is heavily forested near Sportsman's Club Road.
	Comment: Preference for Segments 1, 2, and 3 in no particular order because they seemed the least disruptive. Participant observed that Segment 2 could have a lower impact on surrounding residences. These segments go through more open areas with lower residential densities; building these segments together could help reduce the cost of construction, as they are generally in a straight line with few turns. Fletcher Bay Road is a fairly open route, with little residential development on either side of the street.
5	No comments or questions
9	Comment: Concerns on the proximity of transmission lines to wetlands and fire station, especially if a patient needs to be airlifted off the island in a medical emergency (the fire station contains a landing site for medical evacuation helicopters).
10	Comment: Scenic byway designations make development along segments of highway much more difficult, especially when it comes to permitting.
	Comment: Segments 10 and 11 are along SR 305, which is designated a scenic highway. This segment would require WSDOT approval and a demonstration of no feasible alternatives nearby.
11	No comments or questions
12	No comments or questions
13	No comments or questions
14	Comment: Segment 14 runs along the south side of Bainbridge High School.
15	Comment: Segment 15 runs along the south side of Bainbridge High School.
16	No comments or questions
17	Comment: There's a large lake in addition to the wetland near this segment. It forms an illusion of a park. It serves as an informal path for students walking to and from schools.

#### Segment Bucket 3

Segment bucket included Segments 1, 6, 7, 8, 18, and 19. Below are comments and questions that are specific to the route segments.

Segment	Comments and clarifying questions on route segments
1	Comment: In the past, Segments 1 and 4 along Sportsman Club Road were proposed. It's a major thoroughfare for traffic, so can't have many trees down for very long. Maybe that could make it easier for maintenance of power lines.
6	Comment: Although it goes through wetlands, there is a road that goes through this segment already, so it wouldn't be awful to have a transmission line going through here.
	Comment: I hope that Segment 6 can play out – there's a shortcut at the corner of Segments 6 and 3, but it's not in the public right-of-way.
	<ul> <li>Question: How is Segment 6 different than Segment 5, they appear to be the same line?</li> <li>Both run along NE High School Road and were segmented to provide different route connections to other areas. The delineation between Segment 5 and Segment 6 is where Finch Road NE intersects. Another difference is that Segment 5 does not have wetlands running through it, whereas Segment 6 does. Segment 6 also is more forested than Segment 5.</li> </ul>
7	Comment: The helip ad at the fire station is an important consideration.
	<ul> <li>Question: What is the alternative if PSE can't get FAA clearance for the helipad at the corner of Segments 7 and 8? It may be the only way to get off the island in an emergency, so PSE needs to be aware.</li> <li>If prohibited from designing around it, PSE would not build a transmission line using Segments 7 and 8. PSE and HDR are looking into the FAA guidelines regarding transmission lines to see if they can design around it. Having helicopters land safely is our top priority.</li> </ul>
	Question: Are there any WSDOT or other restrictions on having a transmission line cross SR305?
	poles must be set back from the highway.
	<ul> <li>Question: Why does Segment 7 not follow Madison Street to the highway instead of going straight north and abutting the fire station?</li> <li>Segment 7 was designed to follow a current distribution line corridor. There are no current distribution lines along Madison Street, but it is something we can look into.</li> </ul>
	Question: Have you considered the plans for the Sound to Olympics trail route? The current preferred route is north-south in the right-of-way along SR305. Segment 7, where it crosses by the fire station, could conflict with that. Was that trail included in your analysis?

Qi Do St	<ul> <li>designs progress.</li> <li>Question: I'm thinking that we don't want to put power lines near schools.</li> <li>Does it make sense to put power lines near the Fire Station, new Police station or City Hall?</li> <li>PSE acknowledges that some people have concerns about transmission lines related to health. In another community, a fire department had concerns about having a power line on the same side of the road because it could obstruct their ability to respond to emergencies if the power line were to fall. The solution was to move the line to the opposite side of the road. PSE is looking into regulations with the FAA and will build the transmission line to be provide the function.</li> </ul>
0	
8 No	io comments or questions
18 Co th bu be	comment: The west bank of Moran Road is steep and has a lot of tall trees; here are often outages there. I understand that undergrounding is expensive ut taking into account what is happening there, undergrounding may actually e a cheaper option.
19 No	lo comments or questions

#### General questions and comments unrelated to route segments

- Why would PSE have route segments go east when the transmission lines needs to go west?
  - The initial eastern boundary limit of the study area was State Route 305 (SR 305).
     Based on feedback from the CSB, PSE extended the eastern boundary of the study area to include Ferncliff Road and the segments that could be routed there. PSE does not want to miss any potential route segments and is casting a wide net on route segments that will be narrowed down as PSE begins to identify route options.
- In the presentation you mentioned reliability of infrastructure and the heavily forested area. I am thinking in the event that there is a big storm or such event that impacts the transmission line, what metrics you are using to define realibility and if there are other options for higher reliability that could be used?
  - HDR has been using tree canopy proxy data for analysis of route segments.
     Field work teams have not gone into the field to collect extensive data yet but will do so later in the design process. We have been using that data as a metric for the project.
- Anyone on Bainbridge would like to see transporation lanes added wherever they're going to construct the line. Who pays for that, do you know?
  - If the transmission line is built in the public right-of-way and there is a need for a road improvement driven by and necessary for the tranmission line construction, PSE or the City of Bainbridge Island would pay for the road improvement.

- What is the N-1 system limiting element for planning purposes?
  - PSE did not have an answer to the participant's question during the workshop. PSE will follow-up with the participant after the workshop.
- What is the project schedule?
  - PSE is collecting feedback now to inform route development. PSE will have a
    preferred route option identified as early as this summer. After that, PSE will proceed
    into design and more fieldwork and analysis, which generally takes about 6 months.
    The permitting phase is planned for early 2022. Code amendment coordination will
    begin in the next few months.
- What additional outreach is planned for people who were not able to attend this meeting?
  - PSE has a project website where people can learn more about the project and submit feedback on route segments and provided the web address (<u>psebainbridge.participate.online</u>). PSE is also accepting comments by email or phone. A second workshop is planned later in the year to continue the conversation on routing once PSE has identified viable route options connecting Murden Cove and Winslow substations.
- Who in the end makes the final decision on the routing? Is it PSE or City Council?
  - Ultimately, PSE will decide on the preferred routing based on routing criteria and public input. The proposed route needs to be permitted through the City (though not City Council) and potentially other regulatory authorities.

#### Questions or comments on regarding segments 23 - 44

- Why were segments 23 through 44 removed?
  - Segments 23 through 43 are currently removed from consideration because they are dependent on segment 44, a route segment that falls within the existing, narrow Winslow Tap corridor along Eagle Harbor Drive and Bucklin Hill Road, to reach an end point. PSE cannot have two transmission lines in the same corrior without adequate space between the two lines in to prevent a sitation where a tree falls and damages both lines. Additinally, City Shoreline and Crticial Area regulations do not allow location of a new transmission line in the Eagle Harbor portion of this segment. For these reasons, segment 44 was removed from consideration along with Segments 23 through 43 that feed into it.

PSE is open to the possibility of rerouting the a portion of the Winslow Tap line to make Segment 44 a viable option along with the other segments that are connected to it by reusing the existing transmission line infrastucure along Eagle Harbor Drive and Buckline Hill Road for the new transmission line. As of now, the project benefit to open up the dashed lines seems fairly low considering what would be required to make if possible. PSE is accepting feedback on Segments 23 through 44 through the Segment Explorer and other comment channels.

#### Additional routes for PSE to consider (suggested during breakout group exercise):

• A slightly circuitous routing that goes south and around (using Segments 24, 25, and 44) to avoid the protected wetland on New Brooklyn Road and Sportsmans Club Road.

• Potential at having Segment 7 follow Madison instead of being directed straight north adjacent to the fire station.

#### Next steps: upcoming meetings

Andy W. (PSE) thanked everyone for attending, and thanked HDR for developing the Segment Explorer tool. Andy W. shared that he heard good conversations in the breakout groups he attended, including feedback about trail building opportunities, reducing the length of the line to reduce the number of trees to be trimmed/removed, and how attendees are thinking about how they can get their neighbors and friends involved in the conversation. Andy W. noted that it can sometimes be challenging to get information to people when there's so much going on in the world, and PSE appreciates it when community members help get more people engaged.

Kierra Phifer (PSE) thanked Andy W. for his reflections and noted that her groups were very engaged in their conversation and had lots of questions. Kierra noted that the Segment Explorer will be live after the workshop for community members to visit and submit their feedback on the proposed route segments; it's accessible at <u>psebainbridge.participate.online</u> until 5 p.m. on Feb. 12, 2021. Kierra also noted that comments and questions can be emailed to <u>info@psebainbridge.com</u> or left as a voice message at 1-888-878-8632.

Kierra noted that the next CSB meeting is expected in spring 2021; this meeting is open to the public and will be posted on to <u>psebainbridge.participate.online</u> as soon as it is scheduled. PSE plans to host a second workshop in summer 2021 to ask the community's input on route options.

#### **Closing remarks**

Susan and Kierra thanked CSB members for participating. The meeting concluded at 7:30 p.m.

#### Attachment 1: Meeting Staff

#### **PSE Staff**

Andy Swayne, PSE Municipal Liaison Manager and CSB Technical Liaison, Presenter, Technical expert Andy Wappler, PSE Vice President, Customer Operations & Communications, Presenter Barry Lombard, PSE Project Manager, Technical expert Brandon Capps, PSE Local Government Affairs Gretchen Aliabadi, PSE Communications Jae Drllevich, PSE Communications Kerry Kriner, PSE Land Planner, Technical expert Kierra Phifer, PSE Local Government Affairs and Community Outreach Shelby Naten, PSE Communications

#### HDR Staff

Bridget Brown, HDR, Technical expert Kirk Moughamer, HDR, Presenter, Technical expert Matthew Szymanowicz, HDR, Technical expert Vanessa Bauman, HDR, Technical expert

#### **Envirolssues Staff**

Alexandra Streamer, Envirolssues, segment group notetaker Darcy Edmunds, Envirolssues, Plenary notetaker, Zoom technical support Elise Johnson, Envirolssues, Break out group facilitator Faiza Hassan, Envirolssues, Zoom host Harrison Price, Envirolssues, segment group notetaker Iris Picat, Envirolssues, segment group notetaker Leah Litwak, Envirolssues, Break out group facilitator Marisol Diaz, Envirolssues, Break out group notetaker Nyles Green, Envirolssues, Breakout group notetaker Sofia Alvarez-Castro, Envirolssues, segment group notetaker Susan Hayman, Envirolssues, Plenary facilitator, Breakout group facilitator Will Henderson, Envirolssues, Break out group facilitator



### Winslow – Murden Cove Transmission Line Route Segment Feedback

#### Introduction

Puget Sound Energy (PSE) hosted a feedback period from January 21 through February 12, 2021 to provide a forum for the Bainbridge Island community to share feedback on route segments under consideration that can be assembled to create a new transmission line route that connects Murden Cove and Winslow substations.

This new "missing link" transmission line is a critical component of PSE's plan to improve electric service reliability, reducing the frequency and duration of power outages for customers on Bainbridge Island. It's PSE's goal to understand community values and interests around the new transmission line and this three-week feedback period was part of a larger community engagement process to gather input from the community on the route segments under consideration. This document contains a high-level summary of feedback received.

Community members were invited to provide feedback through multiple venues:

- Segment Explorer (30 submissions): Using this online interactive tool, community members could review the route segments under consideration for the new transmission line, explore the routing criteria PSE is using to evaluate route segments, compare route segments using available data and metrics and submit their feedback in response to a brief questionnaire and free-form comment field.
- Emails (27) to info@psebainbridge.com, the project inbox.
- **Comment forms (30)** submitted via <u>psebainbridge.participate.online</u> (the project's public participation website) and/or <u>pse.com/bainbridge</u> (PSE's community website for Bainbridge Island).
- Voice messages (3) left at 1-888-878-8632, the project voicemail inbox.
- Letters (2) attached and emailed to the project inbox, info@psebainbridge.com.

A total of 92 total responses were submitted by 88 individual contacts.<sup>1</sup>

<sup>&</sup>lt;sup>1</sup> A few commenters provided multiple comments (e.g., one person may have submitted both a voicemail and an email, or a comment form and an email.)

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### **Summary of Feedback**

#### Comments submitted to PSE generally provided the following feedback:

- Many respondents are in favor of building this new transmission line and improving overall electric reliability on Bainbridge Island; many respondents commented that this new transmission line is needed and long overdue.
- Some commenters noted that prolonged power outages are incredibly challenging for island residents who have medical challenges and rely on electricity for life-saving devices.
- Some commenters feel that living in a rural area should not mean having unreliable infrastructure.
- Some commenters expressed support for the Winslow Tap upgrade, as well as the transmission line loop.
- Some commenters shared concern about the challenges posed by Category II wetlands along some of the route segments.
- Several commenters encouraged PSE to use the shortest, most direct route.
- Some commenters suggested PSE identify opportunities to create new or enhance existing non-motorized trails as part of this project.
- Some commenters shared concerns about the transmission line being located near schools and other areas where children play and gather.
- Some commenters urged PSE to minimize project costs.
- Several commenters expressed support for undergrounding portions of the new transmission line, despite the higher construction cost, and some respondents noted that they are willing to pay to build the transmission line underground; several others were concerned about the higher cost of undergrounding and did not support undergrounding as an option for the new transmission line.
- Some commenters who support undergrounding are concerned new overhead lines will negatively affect residential property, the island's habitat/forests, and property values. Others believe overhead lines are less reliable than underground lines.
- Some respondents don't agree with the need for a new transmission line and suggested rebuilding the Winslow Tap line first, and/or completing maintenance on existing transmission lines and distribution.
- Some commenters feel that the electric system should stay as-is, even if that means continued power outages.
- Some commenters suggested that PSE should add batteries to Bainbridge Island to improve reliability.
- Some commenters expressed that PSE should not cut trees or take property for utility easements to build this transmission line.
- Some commenters are concerned that transmission line construction will be intrusive and frustrating.



### **Commenter Heat Map**

Map generated from addresses of commenters for whom location data was available; not all commenters may be represented, though most are. Segment Explorer respondents provided nearest cross streets, meaning addresses for those commenters are approximated (closest address to intersection used).





### **Comments on Routing Criteria by Segment (1-22)**

The below is a matrix representing the comments PSE received that relate to both route criteria and route segments. The 92 comments received were reviewed to determine whether they included feedback on the routing criteria listed in the first column below; if a comment included feedback on a criterion <u>and</u> referenced a specific segment the criterion comment was associated with, it was noted in the table below. Not all comments included feedback on routing criteria and/or specific segments.

Routing Criteria	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Undeveloped areas		1	1		1	1	1		1	1				1	1	1	1					
Vegetation	1	11	4		1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Commercial zones																						
Parks and trails		1	2	1		1																
Fish-bearing streams	1	2	1																			
Public rights of way	5	4	4	1	1	1	1			1	1				1	1	1					
Wetlands	2	4	4	2																		
Conservation properties																						
Currently developed areas	1		2	1		1			2					2	1	1	1					
Historic and/or Cultural sites																						
Industrial zones																						
Scenic byways																						
Shorelines																						
Designated wildlife habitats																						
Community spaces									1					1	1	1	1					
Residential zones	1	2	1	1		2	1		1		2			1	1	1	1					
Private property		10	2	1	1	2																
Other	12	14	9	4	6	4	1			1	2							1			3	



### **Comments on Routing Criteria – not Segment-Specific**

The below question was posed on our online Segment Explorer tool for the community to answer regarding the routing criteria. The Segment Explorer received a total of 30 individual responses to the questions asked; not all questions received complete responses or comments explaining the choice. For the question below, a tally of the number of times a criterion was chosen is included in column 2. A high-level synthesis of the key themes from the comments, when provided, that shared the reasoning behind the choice are included in column 3.

<u>Question:</u> Which three of the following are of greatest importance to you to avoid or minimize impacts to when routing the new transmission line? The list of factors below is directly related to the project's routing criteria. PSE will use this feedback to better understand the community's priorities —this is important because routing power lines often requires PSE to decide on tradeoffs between different elements and impacts. PSE is not asking for feedback on project elements that are necessary for operational safety, constructability, or are required by regulatory agencies—these are assumed requirements.

Note: 30 individuals responded to this question; not all respondents selected three criteria from the listed options as requested (some only selected one or two). Additionally, not all respondents provided comments addressing "why" for their selection.

Routing Criteria	Number of times criteria chosen	Key themes from comments						
Currently undeveloped areas	3	Effects on visual aesthetics/community character, disruption of habitat, tree and clearing.						
Trees/tree canopy/mature	13	Effects on ecosystem/tree canopy, rural environment, homeowner views/privacy, protection from						
vegetation	15	storms, visual aesthetics, and sound buffer from traffic.						
Commercial zones	0	N/a						
Parks and trails	3	Effects on wildlife, use of parks/trails by future generations, and aesthetics.						
Fish-bearing streams	4	Interest in mitigation for endangered/threatened native species, concern for delicate ecosystems concern for construction impact.						
Public rights of way	1	N/a						
Wetlands	10	Preserve wildlife habitat, reduce impact on endangered/threatened species, preserve flood control						
	10	effect of wetlands/watershed, utilize existing ROWs, concern for construction impact.						
Conservation properties	1	Impact to conservation properties.						
Currently developed areas	4	Concern for property values, interest in locating in low density areas, concern for traffic disruption.						
Historic and/or Cultural sites	2	Preserve indigenous sites, concern for aesthetics of overhead lines in historic places.						
Industrial zones	0	N/a						
Shorelines	4	Minimize impact to shoreline and scenic areas, concern for flood/storm risk and weather exposure						
Designated wildlife habitats	0	N/a						
Community gathering spaces	1	Effect on visual aesthetics						
Residential zones	9	Concern for negative impacts on residential property, property values, aesthetics, community character.						
Private property	12	Concern for use of condemnation, property values, cost of project, property rights, tree removal on private property, and privacy.						
Scenic byways	4	Effect on visual aesthetics, traffic impact, community character, tree removal.						