

**PUBLIC SERVICE COMMISSION  
OF WEST VIRGINIA  
CHARLESTON**

**Case No. 07-\_\_\_\_-E-\_\_**

**TRANS-ALLEGHENY INTERSTATE LINE COMPANY**

**Application of Trans-Allegheny Interstate Line  
Company for a certificate of public convenience  
and necessity under W.Va. Code § 24-2-11a  
authorizing the construction and operation of the  
West Virginia segments of a 500 kV electric  
transmission line and related facilities in Monongalia,  
Preston, Tucker, Grant, Hardy, and Hampshire  
Counties, and for related relief**

**DIRECT TESTIMONY OF  
ALAN J. FLEISSNER**

**March 30, 2007**

1 Q. PLEASE STATE YOUR NAME AND BUSINESS ADDRESS.

2 A. My name is Alan J. Fleissner, and my business address is 800 Cabin Hill Drive,  
3 Greensburg, Pennsylvania 15601.

4  
5 DUTIES AND RESPONSIBILITIES

6 Q. BY WHOM ARE YOU EMPLOYED AND IN WHAT CAPACITY?

7 A. I am employed by Allegheny Energy Service Corporation, and my title is Senior  
8 Consulting Engineer, Transmission Siting. My time is devoted to tasks performed  
9 for the Allegheny Energy, Inc. ("Allegheny") companies, primarily for the  
10 operating companies doing business as Allegheny Power, and for the Trans-  
11 Allegheny Interstate Line Company ("TrAILCo").

12  
13 EXPERIENCE AND EDUCATION

14 Q. PLEASE DESCRIBE YOUR PROFESSIONAL EXPERIENCE AND  
15 EDUCATIONAL BACKGROUND.

16 A. I graduated from the University of Pittsburgh School of Engineering in Pittsburgh,  
17 Pennsylvania where I earned a Bachelor of Science in Civil Engineering in 1976.  
18 I earned a Master of Science in Industrial Engineering, Engineering Management  
19 in 1985, also from the University of Pittsburgh. I am a registered Professional

1 Engineer in Maryland, Pennsylvania, Virginia and West Virginia. I also am a  
2 licensed Professional Land Surveyor in the State of Pennsylvania.

3 I am a past member of both the American Congress on Surveying and  
4 Mapping and well as the American Society of Civil Engineers, although I am not  
5 currently an active member of either organization. I have participated as a  
6 member of the Transmission Committee of the Pennsylvania Electric Association  
7 and the PJM Interconnection Project Management Working Group, and am  
8 currently a member of the Southeastern Electric Exchange Transmission  
9 Committee.

10 I have been employed by Allegheny for over 30 years, with almost that  
11 entire tenure being associated with the transmission area of the Company. For  
12 example, I was Project Engineer in the Engineering Services Department for 12  
13 years, where my responsibilities included siting, surveying support, real estate  
14 support, and permitting of transmission lines and substations in Maryland, Ohio,  
15 Pennsylvania, Virginia, and West Virginia that at the time constituted the  
16 Allegheny territory. I also was a Transmission Design Engineer in the  
17 Transmission Projects group for approximately four years. My duties in that  
18 position primarily involved the detailed design of transmission lines and the site  
19 development and civil design of substations for Allegheny. The majority of my  
20 remaining time at Allegheny was spent in various management positions where I

1 supervised the siting, real estate, design, scheduling, and construction of  
2 transmission lines and substations.

3 My current assignment is as the Senior Consulting Engineer for the  
4 Transmission Siting Department. My responsibilities include supporting the  
5 management team in all areas of transmission siting. The department covers the  
6 siting of all new transmissions facilities and substations. It also includes the  
7 permitting, rights-of-way and property acquisition, as well as surveying and  
8 drafting. The Trans-Allegheny Interstate Line (“TrAIL”), the subject of my  
9 testimony, is the largest of the department’s projects. Over the last 12 months I  
10 have devoted most of my time to TrAIL.

11  
12 PURPOSE OF TESTIMONY

13 Q. PLEASE DESCRIBE THE PURPOSE OF YOUR TESTIMONY.

14 A. The purpose of my testimony is to generally describe the process by which the  
15 proposed line route for the TrAIL was determined. I also explain how that route  
16 corresponds to the right-of-way (“ROW”) currently controlled by Allegheny  
17 Power, and how TrAILCo will acquire the additional ROW needed for TrAIL.

18 Q. WILL THE USE OF VARIOUS TERMS IN YOUR TESTIMONY BE  
19 CONSISTENT WITH THE DEFINITIONS ASSIGNED TO THOSE TERMS IN  
20 THE TABLE OF NOMENCLATURE ATTACHED TO THE APPLICATION?

1 A. Yes.

2

3

OVERVIEW OF SITING PROCESS

4 Q. PLEASE DESCRIBE YOUR RESPONSIBILITIES WITH RESPECT TO THE  
5 SITING OF TRAIL.

6 A. I have been involved with the planning and siting of TrAIL since Allegheny  
7 Power was directed by PJM Interconnection, L.L.C. ("PJM") to construct this  
8 significant reliability upgrade as a part of the PJM transmission system. Initially,  
9 this work involved evaluating and selecting the environmental consultants  
10 responsible for the preparation of the Geographic Information System ("GIS")  
11 database, the identification and selection of alternative routes for the transmission  
12 line, the evaluation of the various alternative routes and ultimately the selection of  
13 TrAILCo's proposed routes for the Prexy Segment, the Prexy 138 kV Lines, the  
14 Pennsylvania 502 Junction Segment, the West Virginia Segments and the Virginia  
15 Segments. My work also included coordinating the siting of the Meadow Brook  
16 Segment with Dominion Virginia Power and its siting consultant. Coordination  
17 of the siting of this segment was necessary to provide a high level of consistency  
18 with the siting of the Loudoun Segment to be constructed by Dominion Virginia  
19 Power from the TrAIL End Point to Dominion Virginia Power's Loudoun  
20 Substation. My responsibilities also included oversight of all the siting studies

1 and the documentation of these studies in the Line Route Evaluation Reports  
2 (“LRE”) by our consultants.

3 Q. WERE ANY CONSULTANTS RETAINED TO ASSIST IN THE SITING  
4 PROCESS?

5 A. Yes. The Louis Berger Group, Inc. (“Berger”), was engaged by TrAILCo to  
6 perform site selection studies for the Prexy Segment and the Prexy 138 kV Lines  
7 in Pennsylvania, the West Virginia Segments and the State Line to Meadow  
8 Brook Segment in Virginia. Berger is an international environmental firm with  
9 extensive experience in transmission line route selection and environmental  
10 studies. Berger was assisted on this project by line route specialists from  
11 Commonwealth Associates, Inc., an engineering firm specializing in power  
12 delivery projects such as transmission lines and substations.

13 For the Meadow Brook Segment, the siting study was performed by Burns  
14 & McDonnell (“Burns”), an international engineering firm with an environmental  
15 division that has extensive transmission line siting experience. The Meadow  
16 Brook Segment was separated for siting study purposes from the eastern TrAIL  
17 line segments because of the integrated nature of the Meadow Brook Segment  
18 with the continuation of the line, i.e., the Loudoun Segment, from the TrAIL End  
19 Point of the Meadow Brook Segment to the Loudoun Substation. It would have  
20 been difficult to separate the study for the Meadow Brook Segment based on line

1 ownership into two parts because the electrical connections will be made at the  
2 substation endpoints, i.e., Meadow Brook Substation and Loudoun Substation, and  
3 there will be no significant change at the TrAIL End Point except for minor  
4 structure or wire design changes. Therefore, Dominion Virginia Power and  
5 TrAILCo agreed that Burns should serve as the siting vendor for these final line  
6 segments.

7 Q. WHAT DIRECTIONS WERE GIVEN TO THE CONSULTANTS WITH  
8 RESPECT TO THE LINE ROUTE EVALUATION?

9 A. TrAILCo and the consultants agreed on a methodology for performing the studies.  
10 Both consulting firms approached the project in a very similar fashion that began  
11 with setting up a GIS database, followed by extensive data collection including  
12 consultations with many federal, state, and local agencies concerning  
13 environmental and cultural resource issues. Next, alternate routes were identified,  
14 selected and evaluated. Finally, a preferred line route was identified by the  
15 consultants for consideration by TrAILCo as the route it would propose to state  
16 commissions for siting authorization. The entire process was documented in the  
17 LREs prepared by both Berger and Burns for TrAILCo.

18 As part of the data collection and line route evaluation process, TrAILCo  
19 elicited a significant level of public involvement to enhance the openness and  
20 transparency of the process of selecting the preferred route to be considered by

1 TrAILCo as the route it would propose in this proceeding. Accordingly,  
2 TrAILCo hosted a series of public open houses. The purpose of these open  
3 houses was twofold. First, they afforded TrAILCo an opportunity to present  
4 extensive information to landowners and other interested persons to inform them  
5 of many of the details of the project. Second, the open houses allowed TrAILCo  
6 to invite landowners and other interested persons to provide information about  
7 their interests and concerns with respect to TrAIL that assisted us in the siting  
8 process and the determination of the preferred route by our consultants

9 Q. PLEASE DESCRIBE THE OPEN HOUSES THAT TRAILCO CONDUCTED.

10 Ten public open houses were conducted throughout the project study area during  
11 November and December, 2006. Generally, an open house was held in each  
12 county where one or more of the alternate routes were under study and, if selected  
13 as part of the preferred route, would have a significant presence. For those few  
14 counties where one or more of the alternate routes were under study and, if  
15 selected as part of the preferred route, would not have a significant presence, the  
16 residents in that county were invited to attend an open house in a neighboring  
17 county.

18 The locations and times for each open house were published in an  
19 advertisement run in local newspapers of general circulation in the area. Included  
20 in each advertisement was a general location map showing the study area under

1 consideration for the alternate routes for TrAIL. These advertisements were run  
2 on two occasions, starting a week to 10 days before each meeting.

3 At each open house, information stations were set up with experts to  
4 provide information and answer questions posed by attendees about TrAIL. The  
5 stations and subject matters covered by each station were:

- 6 • Need – Electrical need for TrAIL and electric reliability  
7 issues generally;
- 8
- 9 • PJM – The function of PJM, its responsibilities for regional  
10 transmission planning process and its role in designating  
11 TrAIL for construction;
- 12
- 13 • Energy Conservation – Energy conservation and demand side  
14 management programs;
- 15
- 16 • Engineering – Line configuration, line design, substations,  
17 construction, ROW, and environmental considerations such  
18 as noise, electric and magnetic fields and health issues; and  
19
- 20 • Line Routing – Line route selection methodology, and maps  
21 and aerial photographs.  
22

23 A questionnaire was given to each attendee to provide additional comments  
24 or concerns. In addition, attendees in West Virginia and Pennsylvania were  
25 encouraged to write their comments and concerns on the routing maps.  
26 Comments were also accepted by mail and email.  
27  
28

1 Q. WHAT WAS LEARNED FROM THE OPEN HOUSES?

2 A. As discussed below, many of participants favored the use of existing ROW. As a  
3 result of that input, we gave even more emphasis to that factor in our analysis and  
4 the ultimate selection of the proposed route. In addition, open house participants  
5 helped us identify various site-specific details, such as churches and local  
6 recreation areas, which we were then able to consider in selecting the route  
7 TrAILCo is proposing in this proceeding.

8 Q. DID THE CONSULTANTS PREPARE RECOMMENDATIONS FOR  
9 TRAILCO TO CONSIDER IN DETERMINING THE PROPOSED ROUTE FOR  
10 TRAIL?

11 A. Yes. Attached to the Application as Appendix D is the LRE prepared by Berger  
12 for the West Virginia Segments. This report was prepared under my supervision.  
13 The LRE recommends a "preferred route" for TrAIL developed by the routing  
14 team.

15 Q. DOES THE PREFERRED ROUTE IDENTIFIED IN APPENDIX D MEET THE  
16 CRITERIA THAT BERGER WAS WERE DIRECTED TO FOLLOW?

17 A. Yes. The preferred route identified in Appendix D follows generally accepted  
18 good routing philosophies of minimizing impacts to the environmental, cultural  
19 and social features of the study areas. Impacts to features such as residences were  
20 factored in and were minimized to the extent possible. Good techniques such as

1           utilizing existing corridors were incorporated early in the routing. Moreover,  
2           public feedback from the open houses suggested that this particular routing factor  
3           was highly favored by residents, and so additional work was done to utilize  
4           existing corridors wherever possible.

5    Q.    AFTER RECEIVING THE LRE, HOW DID TRAILCO DECIDE TO ADOPT  
6           THE PREFERRED ROUTE IDENTIFIED IN THE LRE AS THE ROUTE TO  
7           PROPOSE FOR THE WEST VIRGINIA SEGMENTS IN THIS PROCEEDING?

8    A.    After review of the LRE and discussions with the Berger routing team I  
9           recommended that TrAILCo adopt the preferred route as the proposed route.  
10           After review of the LRE and recommendation, TrAILCo management authorized  
11           the filing of the preferred route as the proposed route in this proceeding.  
12           TrAILCo determined that the study underlying the LRE had been prepared by a  
13           nationally recognized firm with line routing expertise, using good industry  
14           accepted methods including public input, and that the preferred route meets the  
15           electrical need requirements of connecting specific facilities as directed by PJM.  
16           Therefore it meets the overall requirements that are needed for the preferred route  
17           to be accepted as TrAILCo's proposed route.

18   Q.    WHAT PORTIONS OF TRAIL WILL BE CONSTRUCTED IN WEST  
19           VIRGINIA?

1 A. Only a portion of the 502 Junction Segments will be constructed in West Virginia.  
2 The 502 Junction Segments will enter West Virginia from Pennsylvania  
3 approximately 0.9 miles northwest of Bowlby in Monongalia County, and will  
4 exit West Virginia into Virginia approximately 2.5 miles east of Capon Springs in  
5 Hampshire County. This portion of the 502 Junction Segments will cross six  
6 West Virginia counties (Monongalia, Preston, Tucker, Grant, Hardy, and  
7 Hampshire) and will consist of approximately 114 miles of transmission line  
8 (collectively, the “West Virginia Segments”). The West Virginia Segments will  
9 connect with the Mt. Storm Substation and will parallel existing 500 kV  
10 transmission line for a considerable distance in Grant, Hardy, and Hampshire  
11 Counties. The specific route for the West Virginia Segments is described in  
12 Appendix C to the Application, and also in the LRE (Appendix D to the  
13 Application).

14 It is important to note that of the two distinct components of TrAIL, only  
15 the West Virginia Segments are the subject of this Application. TrAILCo seeks  
16 no authority in this Application with respect to the Prexy Facilities, the 502  
17 Junction Substation, the portions of the 502 Junction Segments in Pennsylvania  
18 and Virginia, the Meadow Brook Expansion, the Loudoun Segment, or any  
19 modifications or expansions of the Mt. Storm Substation by Dominion Virginia  
20 Power.

1 Q. HAVE THE ELECTRIC UTILITIES THROUGH WHICH THE PROPOSED  
2 ROUTE WOULD PASS BEEN ADVISED OF THAT FACT, AND HAVE  
3 THEY OBJECTED TO THE CONSTRUCTION?

4 A. In West Virginia, the proposed route is entirely within the service territories of the  
5 Allegheny Power operating companies. As affiliates of TrAILCo, the Allegheny  
6 Power operating companies are aware of the proposed route for the West Virginia  
7 Segments and do not object to the construction of the line in their West Virginia  
8 service territories.

9

10

RIGHTS-OF-WAY FOR TRAIL

11 Q. TO WHAT EXTENT DOES THE PROPOSED ROUTE ADOPTED BY  
12 TRAILCO FOLLOW EXISTING UTILITY ROW?

13 A. For the line segment between the West Virginia-Pennsylvania state line and Mt.  
14 Storm Substation, the proposed route does not follow any existing electric line  
15 ROW. Although several possible routes were investigated, due to extensive  
16 residential development along existing lines, a proposed route that followed those  
17 lines was not adopted. From the Mt. Storm Substation east to the West Virginia-  
18 Virginia state line, the proposed route generally parallels the ROW of an existing  
19 500 kV line, but a new 200-foot wide ROW will be required for this entire portion  
20 of the line. For approximately 31.9 miles of this section of the line, the new

1           ROW will abut the existing 200-foot ROW. The remaining approximate 15.5  
2           miles of this section of the line is not more than 1,900 feet from the existing line.  
3           The diversions of the proposed route away from the existing line were made to  
4           avoid buildings and residences. In these locations, a 200-foot ROW will be  
5           needed, but it will not be immediately contiguous to the existing ROW.

6    Q.    WHAT ARE THE PERMITTED USES OF THE EXISTING ROWS THAT  
7           TRAIL WILL FOLLOW?

8    A.    TrAILCo's ROW agreements will be negotiated for the partial taking of the  
9           property within the defined ROW area. This means that TrAILCo will contract  
10           for the ability to be able to safely construct, operate and maintain the electric  
11           transmission line. This means that any uses of the property that do not conflict  
12           with this use are permitted. Generally speaking, construction of buildings and  
13           permanent structures and tall growing vegetation will not be permitted. However,  
14           most all other types of agricultural uses will be permitted, including fences and  
15           ornamental plantings. Parking lots and roads will also be permitted if they  
16           maintain safe clearances from the conductor wires.

17   Q.    WHAT ARE THE ADVANTAGES TO USING EXISTING ROWS?

18   A.    Paralleling existing 500 kV lines has several environmental and cost benefits. By  
19           following the existing ROW, we are eliminating a separate requirement in many  
20           cases of additional breaks in the tree canopy. For some wildlife, it is better to

1 keep these clearings together. From a visual impact analysis, it also is an  
2 improvement because the effect of one wider ROW is less significant than two  
3 separate ROWs. In addition, the need to construct new access roads will be  
4 reduced because we will be able to access the ROW for the new line for  
5 construction and maintenance purposes by using the existing access roads for the  
6 existing line. This reduces impacts to the land and environment, and reduces the  
7 costs of construction.

8 Q. TO THE EXTENT THAT NEW ROWS ARE NEEDED, PLEASE DESCRIBE  
9 THE PROCESS BY WHICH THEY WILL BE OBTAINED.

10 A. TrAILCo will be required to obtain ROW for TrAIL from each individual that  
11 owns property within 100 feet of the centerline of the proposed route. This will  
12 be done by real estate representatives who will research the current market prices  
13 of various types of property. Based on these market prices, a fair offer will be  
14 presented to each landowner. The offer will be based on the particular  
15 circumstances of the ROW sought to be acquired, taking in to account factors  
16 such as the amount of ROW needed, the type of property being crossed, and the  
17 value of this type of land. This means that the amount paid for each easement  
18 could vary greatly from location to location along the proposed route. TrAILCo  
19 will try to negotiate the voluntary grant of easements from property owners while

1           minimizing the use of eminent domain. TrAILCo will use condemnation only  
2           when good faith efforts to acquire the voluntary grant of the easement have failed.

3    Q.    IS THERE ANY PENDING OR COMPLETED LITIGATION CONCERNING  
4           THE ROW FOR TRAIL, ENVIRONMENTAL MATTERS, OR ANY OTHER  
5           MATTERS RELATING TO TRAIL?

6    A.    No, not to my knowledge.

7    Q.    WILL ANY BUILDINGS IN WEST VIRGINIA NEED TO BE DEMOLISHED  
8           OR RELOCATED IF THE PROPOSED ROUTE IS FOLLOWED?

9    A.    No, not to my knowledge.

10   Q.    DOES THIS CONCLUDE YOUR DIRECT TESTIMONY?

11   A.    Yes, it does.