

BEFORE THE POWER SITING BOARD OF THE STATE OF OHIO

In the Matter of the Application of AEP Ohio)
Transmission Company for an Amendment to the)
Speidel-Barnesville 138 kV Transmission Line Rebuild) **Case No. 19-1067-EL-BTA**
Project)

Members of the Board:

Chairman, Public Utilities Commission	Ohio House of Representatives
Director, Development Services Agency	Ohio Senate
Director, Department of Health	
Director, Department of Agriculture	
Director, Environmental Protection Agency	
Director, Department of Natural Resources	
Public Member	

To the Honorable Power Siting Board:

Please review the attached Staff Report of Investigation, which has been filed in accordance with Ohio Power Siting Board rules. The application in this case is subject to an approval process as required by Section 4906.03 of the Ohio Revised Code.

Respectfully submitted,



Tamara S. Turkenton
Director, Rates and Analysis
Public Utilities Commission of Ohio

OPSB STAFF REPORT OF INVESTIGATION

Project Name: Amendment to the Speidel-Barnesville 138 kV
Transmission Line Rebuild Project

Case Number: 19-1067-EL-BTA

Project Location: Belmont County

Applicant: AEP Ohio Transmission Company

Application Filing Date: June 10, 2019

Inspection Date: August 9, 2019

Report Date: September 5, 2019

Applicant's Waiver Requests: None

Staff Assigned: J. Pawley, A. Holderbaum

Summary of Staff Recommendations (see discussion below):

Application: ☐ Approval ☐ Disapproval ☒ Approval with Condition

Waiver: ☐ Approval ☐ Disapproval ☒ Not Applicable

Application Description and Need

AEP Ohio Transmission Company (Applicant or AEP Transco) is proposing an amendment to the Speidel-Barnesville 138 kilovolt (kV) Transmission Line Rebuild Project, which was approved by the Ohio Power Siting Board on February 2, 2017, in Case No. 16-0437-EL-BTX. The proposed adjustment is proffered following the request of a property owner to shift the approved route north, and subsequent final detailed engineering on adjacent structures in order to shift slightly to avoid turn angles. This adjustment does not involve new property owners. The type of transmission equipment would not change. The Applicant states that the estimated cost and economic impact would not change as a result of these adjustments. The need for the facility and grid impacts associated with the facility remain the same as was approved in Case No. 16-0437-EL-BTX.

Construction began on the Speidel-Barnesville project in 2018 but has not commenced in the area impacted by this requested modification.

The Applicant proposes one adjustment that it characterizes as an engineering adjustment. The Applicant states that this adjustment is the result of property owner discussions and final engineering of structure locations and involves the shift of locations for eight structures, numbers 34 through 41. The structure location shifts range from 3 to 39 feet, over a span of 0.4 miles, from the previously approved route centerline. The Applicant states that there are no additional landowners and that no new right-of-way is needed for these adjustments.

Application Review

Social Impacts

With the proposed adjustments, the total number of residential structures identified within 100 feet of the preferred route right-of-way would drop from 18 to 16, including a drop in single-family residences from six to four. As a result of the proposed route adjustment, one residential structure would likely be removed. However, the Applicant states that they purchased this property in January 2018. This adjustment would shift the line closer to the parcel owned by the Applicant.

The nature of existing land use for this adjustment section is agricultural and residential. No additional impacts are expected to commercial, industrial, recreational or civic land uses. This adjustment section has been studied for the presence of archaeological and historic impacts and no significant adverse impacts on cultural resources are expected.

Surface Waters

The approved route right-of-way contains 31 streams, including six perennial streams, 20 intermittent streams, and five ephemeral streams, for a total of 5,114 linear feet of streams. The proposed adjustments to the route would not result in increased impacts to streams.

The approved route right-of-way contains 10 wetlands, with 1.5 total acres of wetland within the right-of-way. All delineated wetlands are category 1 and category 2 wetlands. The proposed adjustments to the route would not result in increased impacts to wetlands.

Adherence to the conditions of the original certificate as well as implementation of the Storm Water Pollution Prevention Plan would minimize impacts to surface water resources that could occur as a result of the proposed adjustments.

Threatened and Endangered Species

The proposed adjustments would not result in increased impacts to listed wildlife species. Adherence to the conditions of the original certificate would minimize impacts to listed species.

Recommended Findings

Staff recommends that the Board approve the application, provided that the following condition is satisfied.

Condition:

- (1) The Applicant shall continue to adhere to all conditions of the Opinion, Order, and Certificate in Case No. 16-0437-EL-BTX, as amended through this application.

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9/5/2019 2:16:14 PM

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Case No(s). 19-1067-EL-BTA

Summary: Staff Report of Investigation electronically filed by Mr. Matt Butler on behalf of Staff of OPSB