

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 [presentation on the Murden Cove – Winslow Transmission Line Project](#). 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 corridor. By connecting Murden Cove substation and Winslow substation with a new 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 psebainbridge.participate.online 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:

- **Route segment:** 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).
- **Route option:** A pathway between two identified terminal points that link together route segments.
- **Criteria:** A set of factors by which route segments and route options will be assessed and compared.
- **Metrics:** 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 (EnviroIssues) 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-of-way 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 EnviroIssues 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	<p>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?</p> <ul style="list-style-type: none"> 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. <p>Question: How would Segment 3 work if people wanted a bike path along the segment?</p> <ul style="list-style-type: none"> 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. <p>Comment: Fletcher Bay Road is not safe for cyclists.</p>
4	No questions or comments
20	<p>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.</p>
21	<p>Question: Is it fair to say that if we could choose Segment 22 and 21, then we would not necessarily need Segment 20?</p> <ul style="list-style-type: none"> Yes. At this stage in the project, PSE is looking at all the segments discretely. 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.
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	<p>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?</p> <ul style="list-style-type: none"> Using the existing Winslow Tap corridor would require additional 50 feet of ROW and would impact additional properties and trees. <p>Question: Does Segment 2 have wetlands on both sides of the corridor?</p>

	<ul style="list-style-type: none"> • 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. <p>Question: What are the downsides of Segment 2 if it wasn't constrained by wetlands?</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>Comment: The eastern portion of New Brooklyn Road is heavily forested near Sportsman's Club Road.</p> <p>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.</p>
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	<p>Comment: Scenic byway designations make development along segments of highway much more difficult, especially when it comes to permitting.</p> <p>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.</p>
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	<p>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.</p>
6	<p>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.</p> <p>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.</p> <p>Question: How is Segment 6 different than Segment 5, they appear to be the same line?</p> <ul style="list-style-type: none"> • 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.
7	<p>Comment: The helipad at the fire station is an important consideration.</p> <p>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.</p> <ul style="list-style-type: none"> • 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. <p>Question: Are there any WSDOT or other restrictions on having a transmission line cross SR305?</p> <ul style="list-style-type: none"> • There are requirements, such as height and how far the transmission poles must be set back from the highway. <p>Question: Why does Segment 7 not follow Madison Street to the highway instead of going straight north and abutting the fire station?</p> <ul style="list-style-type: none"> • 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. <p>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?</p>

	<ul style="list-style-type: none"> PSE and HDR staff did not recall if the Sound to Olympic trail route was considered in regard to Segment 7. PSE and HDR staff will keep the planning of the Sound to Olympic trail route in mind as project designs progress. <p>Question: I'm thinking that we don't want to put power lines near schools. Does it make sense to put power lines near the Fire Station, new Police Station or City Hall?</p> <ul style="list-style-type: none"> 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 compliant with flight safety.
8	No comments or questions
18	Comment: The west bank of Moran Road is steep and has a lot of tall trees; there are often outages there. I understand that undergrounding is expensive but taking into account what is happening there, undergrounding may actually be a cheaper option.
19	No 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. Fieldwork 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 ([psebainbridge.participate.online](#)). 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 corridor without adequate space between the two lines in to prevent a situation where a tree falls and damages both lines. Additionally, City Shoreline and Critical 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 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 infrastructure 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 it 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 psebainbridge.participate.online until 5 p.m. on Feb. 12, 2021. Kierra also noted that comments and questions can be emailed to info@psebainbridge.com 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 psebainbridge.participate.online 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
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Darcy Edmunds, EnviroIssues, Plenary notetaker, Zoom technical support
Elise Johnson, EnviroIssues, Break out group facilitator
Faiza Hassan, EnviroIssues, Zoom host
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