

## RESOLUTION NO. -----

**WHEREAS**, on June 11, 2014, Dominion Virginia Power (hereafter “Dominion”) met with City Council and presented its proposal to improve the reliability and resiliency of its electrical system by connecting it with the PEPCO system at the Potomac River Generating Station (hereafter “PRGS”) site; and

**WHEREAS**, based on multiple reliability studies undertaken by Dominion, it has determined that by the Summer 2020, the existing transmission facilities in the City of Alexandria and Arlington County will no longer adequately meet mandatory North Electric Reliability Corporation (“NERC”) reliability criteria; and

**WHEREAS**, Dominion already has approval from Pennsylvania New Jersey Maryland (hereafter “PJM”), the multi-state electrical grid manager, and wants to file its application during the Summer 2018 to the Virginia State Corporation Commission (hereafter “SCC”) for its subsequent approval; and

**WHEREAS**, the SCC application would involve the construction of an underground 230 KV line from the Dominion substation on South Glebe Road in Arlington to an expanded PEPCO substation to be constructed on the west side parking lot of the current PRGS site, where a PEPCO substation is currently located; and

**WHEREAS**, Dominion claims that in order to improve overall electrical grid reliability and resiliency, it would need to connect these two substations with an underground 230 kV transmission line (similar to the existing one along the Route 1 corridor); and

**WHEREAS**, in June 2014, City Council established the Underground Transmission Line Working Group (hereafter the “Underground Working Group”) to make a recommendation to City Council with regard to the least objectionable route of Dominion proposed alignments that would result in the least negative impacts on Alexandria’s business, residents and environment for Dominion to install the kV line in the City of Alexandria (hereafter “City”); and

**WHEREAS**, the Underground Working Group considered alignments presented by Dominion including but not limited to an alignment along the CSX railroad corridor; installation in and along Potomac Avenue and reconductoring and rebuilding the existing 230 kV line installed in Route 1 hereafter “(Route 1 Rebuild/Reconductor Alternative)”; and

**WHEREAS**, in May, 2016, City Council adopted Resolution No. 2728 that moved the Potomac Avenue alignment to the “most objectionable” list for this project; and

**WHEREAS**, in December 2017, Dominion advised the Working Group and City staff that the total estimated costs for the railway corridor alignment had increased from approximately \$320 million to over \$400 million, due to right-of-way acquisition, engineering and operation considerations and Dominion requested that the Working Group and City staff

reconsider the Potomac Avenue alignment and the Route 1 Rebuild/Reconductoring alignment;  
and

**WHEREAS**, the Underground Working Group reconsidered the alignments it had determined to be least objectionable and on March 22, 2018, by majority vote determined that the Potomac Avenue alignment would be a least objectionable alignment due to its lesser impact on City residents and businesses as compared with the Route 1 Rebuild/Reconductoring alignment; and

**WHEREAS**, the Potomac Avenue alignment generally involves the City granting a variable width not to exceed 30 feet, perpetual easement of approximately 1.87 linear miles to Dominion to install underground the 230 kV line; and

**WHEREAS**, in compensation for the easement, Dominion has offered to pay to the City the fair market value of \$43,289,700; and further agreed that the Potomac Yard Metrorail Station would receive priority if the construction of the 230 kV line and the metro station overlap; that Dominion coordinate with the City and North Potomac Yard developers to insure that the alignment does not delay or impact proposed infrastructure; provide dual and separate conduits along the alignment for City use; replacement in kind of any damage park/trail property including one to one replacement of trees; and

**WHEREAS**, the SCC is vested with the power to approve the alignment; and

**WHEREAS**, the City has reconsidered the Potomac Avenue alignment and has determined that the railroad corridor and Potomac Avenue alignments are the least objectionable routes in their impact to the citizens and businesses of the City; and

**WHEREAS**, Dominion in its application to the SCC will present the railroad corridor alignment and the Potomac Avenue alignment as the least objectionable to the City of Alexandria but will also include in its application the Route 1 Rebuild/Reconductoring alternative; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Council of the City of Alexandria, Virginia, that:

1. The City Council finds that the railroad corridor and the Potomac Avenue alignments are the least objectionable routes proposed by Dominion.
2. In the event that the State Corporation Commission approves the Potomac Avenue alignment, Dominion will compensate the City a total of \$43,289,700 and the City will grant Dominion a perpetual easement which will require a determination by the City's Planning Commission that the alignment complies with section 9.06 of the City Charter and approval by the City Council;
3. In the event that the State Corporation Commission approves the CSX Railroad Corridor alignment, Dominion will compensate the City a total of \$14,600,000 and

the City will grant Dominion a perpetual easement on City owned property which will require a determination by the City's Planning Commission that the alignment complies with section 9.06 of the City Charter and approval by the City Council;

4. This Resolution shall become effective as of the date and time of its adoption; and
5. That the City Manager and the City Attorney are hereby authorized to take all actions necessary to implement the foregoing.

ADOPTED:

ALLISON SILBERBERG, MAYOR

ATTEST:

Gloria A. Sitton CMC City Clerk