

**COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION**

Application of)
)
VIRGINIA ELECTRIC AND POWER COMPANY)
)
D/B/A DOMINION VIRGINIA POWER)
) Case No. PUE-2005-00018
For a certificate of public convenience and)
necessity for facilities in Loudoun County:)
Pleasant View-Hamilton 230 kV Transmission Line)
and 230 kV-34.5 kV Hamilton Substation)

**Pre-filed Direct Testimony on Remand
of**

Jason Howard Gart

on behalf of

Northern Virginia Regional Park Authority

June 15, 2007

1 **PRE-FILED DIRECT TESTIMONY**

2 **OF**

3 **JASON HOWARD GART**

4 **Q. Please state your name and position.**

5 A. My name is Jason Howard Gart and I am a senior historian at History Associates
6 Incorporated (“History Associates”) in Rockville, Maryland.

7 **Q. On whose behalf are you testifying in this proceeding?**

8 A. I am testifying on behalf of the Northern Virginia Regional Park Authority (the
9 “Park Authority”) regarding the proposed upgrade of transmission facilities by
10 Virginia Electric and Power Company (“Virginia Power”) as described in Case
11 No. PUE-2005-00018 (the “Application”) and related materials.

12 **Q. What is the purpose of your testimony?**

13 A. My testimony provides a brief synopsis of the historical significance of the
14 W&OD Railroad Regional Park (“W&OD Park”) and examines the impact of
15 underground construction on historical resources located on the Proposed E7 and
16 D3 route comprising segments along or adjacent to 49, 25, 23, and 22; and the
17 Modified D route comprising segments along or adjacent to the W&OD Park.

18 **Q. What is your educational and professional background?**

19 A. I graduated cum laude with a B.S. in history and politics from Drexel University
20 and received an M.A. in public history and a Ph.D. in modern United States and
21 Western history from Arizona State University. I currently conduct historical
22 research at History Associates for a variety of clients, including corporations,
23 private entities, and attorneys, on issues relating to institutional history and
24 cultural resources management (CRM). I have been employed at History

1 Associates since March 2007. Between 1998 and 2001, I served as founder and
2 president of History International, Inc., an Arizona-based consulting firm that
3 provided historical research and CRM services. The company conducted historic
4 preservation research for municipalities and individuals requiring an
5 understanding of historical context and for property mitigation purposes. Clients
6 included the cities of Phoenix and Goodyear; the National Park Service; Dames &
7 Moore Group Company; and Archaeological Research Services, Inc. I am the
8 author of *Papago Park: A History of Hole-in-the-Rock from 1848 to 1995* (1996).
9 The publication, which examines the history of a national monument turned
10 regional park, was reviewed by the *Public Historian* and the *Journal of Arizona*
11 *History*.

12 **Q. What is the basis for your testimony in this proceeding?**

13 **A.** In order to comment on the impact of underground construction on historical
14 resources located on the route segments under consideration in the Remand
15 proceeding, I must first determine the extent to which there are “recognized”
16 historical resources. By “recognized” historical resource, I mean historical
17 properties (i.e., buildings, structures, sites, or objects) that have been evaluated
18 and found to have significance at the national, state, or local level, and that have
19 been determined eligible for inclusion on either the National Register of Historic
20 Places or the Virginia Landmarks Register.

21 **Q. Have you visited Loudoun County, and specifically, the various areas that**
22 **could be potentially impacted by the construction of Virginia Power’s new**
23 **230-kv transmission line?**

1 A. Yes. I made a walking and driving tour of a portion of the W&OD Park on June
2 3, 2007. I was joined by my colleague, Mr. Michael C. Reis, who serves as
3 director of litigation research for History Associates. On June 6, 2007, I made a
4 second survey of the area. On this visit I was joined by Mr. Reis and by Ms. Kate
5 Rudacille of the Park Authority. The tour was conducted by automobile and was
6 principally concerned with examining the Proposed E7 and D3 route comprising
7 segments along or adjacent to 49, 25, 23, and 22; and the Modified D route
8 comprising segments along or adjacent to the W&OD Park. During the tour we
9 drove the W&OD Park trail (or for safety reasons, the bridle path) from the
10 proposed Hamilton Station to the Pleasant View Substation. During these two (2)
11 visits I took approximately one hundred and fifteen (115) digital photographs. I
12 relied upon these photographs during the preparation of this pre-filed direct
13 testimony.

14 **Q. Have you visited other portions of the W&OD Park?**

15 A. Yes. I visited the Bluemont Park Caboose at Mile 3.4 of the W&OD Park on June
16 3, 2007. This is located in Arlington County, Virginia. I toured the Bluemont
17 Junction Historical Railroad Display and spoke briefly with Ranger S. L. Moss
18 about the history of the site.

19 **Q. What type of research methodology did you initiate to help you prepare this**
20 **pre-filed direct testimony?**

21 A. My research methodology included both an applied and conventional historical
22 approach. I conducted targeted Internet research on the historical resources
23 located in Loudoun County, and searched the secondary literature for information
24 on the W&OD Park and other historical sites located within the project vicinity. I

1 also reviewed the prior hearing testimony for background information and for
2 basic contextual understanding. Information on historical resources was gleaned
3 from fee-based databases, such as JSTOR and ProQuest, and from public
4 websites, such as the Virginia Department of Historic Resources. I also gathered
5 various National Register of Historic Places Registration Forms and other
6 documentary material on the economic and social history of northern Virginia.
7 Interestingly, there are a number of public collections that document the history of
8 the W&OD Park. For example, the Arlington Historical Museum has a small
9 exhibit relating to the railroad. The Virginia Room of the Fairfax County Public
10 Library has the Henry H. Douglas Collection of Washington & Old Dominion
11 Railroad Photographs. Other archival collections exist at the Arlington County
12 Central Library and within the holdings of the Park Authority.

13 **Q. What is your professional opinion on the historical significance of the**
14 **W&OD Park?**

15 **A.** My professional opinion is that the W&OD Park is a significant historical
16 resource in northern Virginia. The site represents both the vibrant social and
17 economic history of the area. The railroad, which traces its corporate origins to
18 1847, served as a vital transportation and commercial link for northern Virginians.
19 The original iron utilized to construct the railway, which started in February 1855,
20 was brought from England and Wales. Indeed, the history of the Washington and
21 Old Dominion Railroad mirrors the broader history of the South. The railroad
22 was captured, and utilized, by Union forces during the Civil War. President
23 William McKinley rode the railroad to review troops stationed at Camp Alger
24 near Dunn Loring during the Spanish-American War. During the Great

1 Depression, the railroad went into receivership, and during the years of postwar
2 affluence the railroad helped transport needed building materials for the
3 construction of Washington Dulles International Airport and the I-495 Capital
4 Beltway.

5 **Q. Has a National Register of Historic Places Registration Form been completed**
6 **for the resource?**

7 A. The realization that the Washington and Old Dominion Railroad was worthy of
8 recognition as a historical resource—in addition to its recreational value—dates to
9 circa 1999. At that time, an exhaustive, forty-five page National Register of
10 Historic Places Registration Form (NPS 10-900) was completed for the property.
11 The document, titled “Washington & Old Dominion Railroad Historic District,”
12 was prepared by Ashley M. Neville of Gray & Pape, Inc. Well-known cultural
13 resources consultants, the researchers determined that the W&OD Park possessed
14 both historical significance and integrity. Specifically, the nomination stated that
15 the W&OD Park “along with the surviving associated depots are eligible for the
16 National Register of Historic Places under Criterion A for their contribution to the
17 broad patterns of the history of Northern Virginia in areas of transportation and
18 commerce.” In making this determination, the nomination highlighted five (5)
19 contributing buildings and sixty-three (63) contributing resources that formed the
20 historical district. This included the roadbed, bridges, culverts, and depots. A
21 thorough review off this document confirms my belief that the W&OD Park is a
22 prized Virginian historical resource that must be preserved.

23 **Q. Have other historians and/or authors studied the W&OD Park?**

1 A. The historical literature relating to the W&OD Park is quite expansive. There
2 have been two (2) full-length historical studies on the history of the Washington
3 and Old Dominion Railroad. These are Ames W. Williams, *The Washington &*
4 *Old Dominion Railroad* (1989) and Herbert H. Harwood, Jr., *Rails to the Blue*
5 *Ridge: The Washington and Old Dominion Railroad, 1847-1968* (2000). Both
6 volumes have seen multiple printings; the latter volume is by a well-known
7 railway history writer who has published with the John Hopkins University Press.
8 In addition, scholarly monographs, such as John F. Stover, *Railroads of the South,*
9 *1865-1900: A Study of Finance and Control* (1953), and peer-reviewed articles,
10 such as Angus J. Johnson II, "Virginia Railroads in April 1861," *The Journal of*
11 *Southern History* (August 1957), have documented the history of the railroad and
12 its numerous business manifestations (i.e., the Alexandria, Loudoun and
13 Hampshire Railroad; the Washington and Western Railroad; the Washington,
14 Ohio and Western Railroad; Southern Railway Company).

15 **Q. What would be the impact of underground construction on historical**
16 **resources in the W&OD Park if the Modified D route was authorized?**

17 A. The construction of transmission lines on or adjacent to the W&OD Park would
18 have a significant impact on the historical resource. Specifically, the proposed
19 transmission lines would irreparably impact one of the last surviving portions of
20 the trail whose viewshed is historically pristine, that is, an area that does not
21 currently contain transmission lines. At the same time, the Modified D route
22 would impact the 100-foot wide original roadbed. It is this roadbed, the level
23 stretches, the fill and cuts, and the grading, that provide W&OD Park visitors with
24 the most evocative window into the past. It is along this stretch of the roadbed,

1 for example, that the elevation slowly increases to Clark's Gap bridge. The single
2 span masonry arch bridge, which was constructed 1867-1868, was the historic
3 crossing of Leesburg Pike/Route 7. In addition, the roadbed is intersected by
4 numerous right-of-ways from historic farms confirming the important relationship
5 between the railroad and northern Virginia farmers. The roadbed integrity is vital
6 to the significance of the site and should be protected from both underground or
7 aboveground construction.

8 **Q. Of the route segments under consideration in this Remand proceeding, which**
9 **route segments minimize the impact on historical resources?**

10 A. The route segments with the most minimal impact on historical resources in
11 Loudoun County would be those segments of the proposed E7 and D3 routes
12 comprising segments along or adjacent to 49, 25, 23, and 22. Although several
13 historic resources exist within close proximity to the proposed route, that is,
14 Oatlands Plantation, Rokeby Manor, Goose Creek Historic District, and the
15 Journey Through Hallowed Ground, the actual impact would be very negligible.
16 Indeed, unlike the placement of transmission lines on or adjacent to the W&OD
17 Park—these resources would not be physically impacted. In the worst case
18 scenario, and this would involve an overhead transmission line rather than an
19 underground transmission line, the viewshed from the historical resources may be
20 minimally altered, that is, the transmission lines would be visible in the far
21 distance. Yet, from Oatlands Plantation, modern communication towers, housing
22 subdivisions, and Route 15 are already plainly visible from the manor house
23 across the horizon. Rokeby Manor is also surrounded by the Centex housing
24 subdivisions known as the Reserve at Rokeby. Together, these existing impacts

1 are quite substantial, especially when compared to the minimal impact of an
2 underground or aboveground construction of a transmission line in the far
3 distance. Finally, and it cannot be emphasized enough, the proposed E7 and D3
4 routes proceed through an area that have seen extensive urban development
5 during the proceeding ten (10) years. Claims by individuals, such as Mr. Eugene
6 M. Scheel, that “[m]ost of . . . [the area] remains pristine” are historically
7 inaccurate and misleading.

8 **Q. On p. 8 of John Bailey's May 4, 2007 Remand Testimony for Virginia Power,**
9 **he notes that in March 2006, the Virginia Department of Historic Resources**
10 **found the Goose Creek Historic District extension over Segments 23 and 25**
11 **to be "potentially eligible for the State or Federal Register of Historic**
12 **Places." He then notes "as of April 2007, no application or nomination for**
13 **this expansion has been filed with the Virginia Department of Historic**
14 **Resources." Can you comment on this testimony?**

15 **A.** The Goose Creek Historic District was listed on the Virginia Landmarks Register
16 in July 1981 and the National Register of Historic Places in November 1982. A
17 Loudoun County Planning Commission document, dated June 6, 2005, and titled
18 “ZMAP 2005-0010 Proposed Expansion of the Goose Creek Historic and Cultural
19 Conservation District,” which is included as **Attachment JHG-1** to my
20 testimony, states that “David Edwards of the Virginia Department of Historic
21 Resources has reviewed the application and has visited the subject properties. It
22 is Mr. Edward’s opinion that the architecture and historic settlement of the subject
23 properties relate to the existing Goose Creek Historic District and warrant
24 inclusion in the District.” I have contacted the Virginia Department of Historic

1 Resources but have been unable to confirm the status of this nomination. That
2 said, the proposed expansion would not be considered a recognized historical
3 resource until it has been determined eligible for inclusion on the National
4 Register of Historic Places or the Virginia Landmarks Register. The Loudoun
5 Planning Commission document also noted that “[r]esidential development in the
6 area has increased dramatically in the last ten years. Although many areas within
7 the district are still characterized by the historic, agricultural landscape for which
8 the Goose Creek District was established, several newer subdivisions have been
9 built in the District and larger lots have been used as the backdrop for expansive,
10 ‘neo-traditional’ single family homes. The effect of the residential housing boom
11 on the District has caused the Historic District Review Committee to consider
12 amending the District or the District Guidelines in order to more effectively
13 administer the District.”

14 **Q. On p. 7 of John Bailey's remand testimony, he says "there are four cultural**
15 **resources within one mile of the section of the Modified D route." Can you**
16 **comment on this testimony?**

17 **A.** I have read Mr. Bailey's remand testimony and am not sure which particular
18 cultural resources he is referring to. I have reviewed a document titled
19 “Previously Recorded Historic Resources Along the Washington & Old
20 Dominion Railroad,” which was distributed by Mr. Bailey during one of the
21 working group meetings held prior to Virginia Power filing its application in this
22 proceeding; this document lists more than one hundred (100) previously recorded
23 historic resources along the W&OD Park. All of these resources have been
24 assigned a unique DHR file number, and many of these historical properties are

1 listed as national register eligible. Furthermore, Mr. Roger W. Kirchen, an
2 archaeologist within the Office of Review and Compliance at the Virginia
3 Department of Historic Resources, stated on July 2, 2004, that “[t]he W&OD
4 Railroad and associated resources are eligible for listing on the National Register
5 of Historic Places.”

6 **Q. Does this conclude your pre-filed direct testimony?**

7 **A. Yes it does.**

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ZMAP 2005-0010 Proposed Expansion of the Goose Creek Historic and Cultural Conservation District

Summary

Eight property owners have applied to the Board of Supervisors to add nine parcels totaling 564 acres to the county-administered Goose Creek Historic and Cultural Conservation District (the District) (Attachment 1). The addition of these properties would effectively expand the District east of Harmony Church Road to encompass land on the south side of Digges Valley Road in the Catoctin Election District. If approved, the added properties would be subject to the existing Historic District Guidelines for the Goose Creek District. The Historic District Review Committee will make a recommendation to the Board of Supervisors on the merits of this application.

Background

The County has six designated Historic and Cultural Conservation Districts and one Historic Roadways District. As stated in Section 6-1802 of the Loudoun County Zoning Ordinance, the intent of district designation includes the preservation of significant historic areas, the fostering of civic pride in the heritage of the County, improvement of property values and the enhancement of the County's tourism industry.

The designation of county-administered Historic Districts is provided for in the Loudoun County Zoning Ordinance. The criteria for designation set forth in Section 6-1803 of the Ordinance also pertains to additions or deletions of land to designated districts as stated in Section 6-1807 of the Ordinance. First, the designation must meet the intent outlined above. Secondly, the property or area must either contain a structure or landmark listed in the National Register of Historic Places or, must meet one or more of the criteria for designation which establishes that the property has local, regional or national significance through its association with important people or events in history, or through its architectural or archaeological significance.

The Goose Creek Historic District

The Goose Creek Historic and Cultural Conservation District was established as a local historic district in 1977. The District was placed in the National Register of Historic Places in 1982. The District was created as a rural historic district to encompass the historic Quaker village of Lincoln and a 10,000-acre expanse of agricultural land south of Purcellville to the North Fork Road. At the time of designation, the rural historic landscape of the District was punctuated with primarily historic farm houses and out buildings that typify the simple, elegant architecture of the Quakers that settled the area. The rural historic district designation was intended to recognize and preserve the historic landscape that had changed little since the Quakers settled the area in the early to mid 18th century.

The Goose Creek Historic District has undergone changes since its designation nearly 30 years ago. Residential development in the area has increased dramatically in the last ten years. Although many areas within the district are still characterized by the historic, agricultural landscape for which the Goose Creek District was established, several newer subdivisions have been built in the District and larger lots have been used as the backdrop for expansive, "neo-traditional" single family homes. The effect of the residential housing boom on the District has caused the Historic District Review Committee to consider amending the District or the District Guidelines in order to more effectively administer the District.

Discussion

The subject application proposes the expansion of the District to include an additional 564 acres of land to the east of the existing District boundary. Although the boundaries of the District were drawn to encompass a majority of surveyed historic rural properties, the District terminates in all directions at major roads. Route 704 (Harmony Church Road) serves as the "hard-line" eastern boundary of the District, although there are small portions of parcels that straddle Route 704 to the east that were included in the existing District at the time of establishment.

The property owners seeking to add their land to the District have submitted documentation on the historic significance of these properties in their statement of justification (see application materials) as required by ordinance. First, the majority of the property proposed for inclusion in the District contains historic structures that represent the earliest historic settlement of the Goose Creek area. Secondly, the case is made that the lands proposed for inclusion are historically associated with people who have made a significant contribution to the history of the County, specifically the Janney family.

The property under consideration was part of a land grant from Lord Fairfax to Mary Janney and Francis Wilks in 1754. The Janneys are the single most prominent Quaker family related to the settlement of Loudoun County. Amos Janney, Mary Janney's husband, was the founder of the Fairfax Meeting which would become the Quaker village of Waterford. The Janneys established the Goose Creek Meeting, now the village of Lincoln in the heart of the Goose Creek Historic District. The land that comprises "Digges Valley" north and south of Digges Valley Road, was settled by the Janney, Wilkes and Hughes families as were the lands north and south of present day Hamilton, once the Quaker settlement of "Harmony." These earliest settlers built homes, planted fields and orchards and established mills and meeting houses. These earliest transformations of the landscape remain visible today.

The Quakers that settled this area brought with them a distinct architectural style. Using local fieldstone and bricks made of local clay, the Quakers built simple,

sturdy and functional dwellings and outbuildings. A desire to preserve this combination of open agricultural lands, historic roadways and distinct Quaker architecture motivated the establishment of the District.

Specific to this application, three of the subject properties, approximately 400 of the 564 acres proposed for inclusion, are historic farm complexes that exhibit typical Quaker stone and brick dwellings and several unique outbuildings. These are the Cunningham and Rogers properties. The 19.5 acre Cunningham property includes a late 18th century stone house with sympathetic 20th century additions. However, the property distinguishes itself with the ruins of a square, stone silo. The Virginia Landmarks Commission survey refers to the structure as "the only stone outbuilding of this type in the area." The structures and the surrounding lands could be considered contributing to the historic significance of the District.

The Roger's two farms, if added to the Goose Creek Historic District, would join the Roger's "Hillbrook" Farm, located on the west side of Route 704 which was included in the District when it was created in 1977. The Roger's 227-acre "Hidden Valley Farm" is adjacent to "Hillbrook" on the east side of Route 704. The "Hidden Valley" property has been in the Rogers family since 1813. The farm exhibits an early 19th century Quaker stone house, a stone and frame bank barn and an eight-sided meat house. The meat house is referred to as "the only known example of this type still standing in the area" on the Virginia Landmarks Commission survey of the property.

Located to the south of "Hidden Valley" is the Roger's 151-acre "Yellowwood" property. The original Quaker brick house was constructed in 1840 by the Hughes family and has later brick wing additions. The property contains several historic and contemporary dependencies. Notable among them is a log patent house located close to Route 704 and a second eight-sided meat house. Both the "Hidden Valley" and "Yellowwood" properties continue to be farmed, thus the landscape of these properties has in large part remained unchanged over the centuries. The architecture and rural landscape of these properties could be considered as contributing to the historic significance of the District.

The 27.36-acre Simon property lies between "Hidden Valley" and "Yellowwood." Historically known as "Overbrook" the land was once a part of "Yellowwood." The main house was constructed in 1899 by Daniel and Cosmelia Janney Hughes. Outbuildings include frame barns and a dairy. Given the dates of construction, these structures could be considered as contributing to the historic significance of the District.

The Roger's properties are bordered to the east by a 100-acre tract of agricultural land that was part of the original 469-acre Fairfax land grant to Mary Janney in 1754. The land remains in agricultural use and contributes to the

historic, rural landscape that characterizes the lands north and south of Digges Valley Road.

The residual acreage (approximately 39 acres) proposed for inclusion in the District is comprised of 4 individual properties. While these properties do not contain architecture considered to be "contributing" to the significance of the Historic District, the land was historically part of the original Janney land grant and is therefore historically connected to the contributing properties proposed for addition to the District.

Referral Agencies

Virginia Department of Historic Resources

David Edwards of the Virginia Department of Historic Resources has reviewed the application and has visited the subject properties. It is Mr. Edward's opinion that the architecture and historic settlement of the subject properties relate to the existing Goose Creek Historic District and warrant inclusion in the District.

Zoning Administration

Zoning staff notes that the subject properties are now zoned A-3 (Agricultural Residential -3) per the courts ruling.

Recommendation

In accordance with the "Criteria for Designation of Historic Districts" provided for in Section 6-1803 of the Zoning Ordinance, the applicants have documented through deed research that the properties proposed for inclusion in the Goose Creek Historic District are closely associated with persons that have contributed to the history of Loudoun County. Further, the dwellings and outbuildings located on the Cunningham, Rogers and Simon properties reflect the 18th and 19th century settlement of the Goose Creek area and would contribute to the historic significance of the existing District.

Staff finds that the subject application meets the Criteria for Designation as provided for in Section 6-1803 of the Loudoun County Zoning Ordinance. The architecture and the rural historic lands proposed for inclusion in the Goose Creek Historic District represent the historic settlement of this part of the County in the 18th century by Quakers and the evolution of the agricultural landscape over three centuries. Staff recommends the Historic District Review Committee forward a recommendation to the Board of Supervisors to approve the application.

Sample Motions

1. I move the Historic District Review Committee recommend that the Board of Supervisors approve ZMAP 2005-0010 to expand the Goose Creek Historic and Cultural Conservation District based on the historic and architectural significance of the subject properties proposed for addition to the District.
2. I move that the Historic District Review Committee recommends the Board of Supervisors deny ZMAP 2005-0010 for the following reasons...
3. I move alternate motion...

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**Pre-filed Direct Testimony on Remand
of**

Steven A. Studabaker, MAI, MBA

on behalf of

Northern Virginia Regional Park Authority

June 15, 2007

1 **PRE-FILED DIRECT TESTIMONY ON REMAND**

2 **OF**

3 **STEVEN A. STUDABAKER**

4
5 **Q. Please state your name and position.**

6 A. My name is Steven A. Studabaker, and I am President of Ironwood Real Property
7 Advisors, Inc.

8 **Q. On whose behalf are you testifying in this proceeding?**

9 A. I am testifying on behalf of the Northern Virginia Regional Park Authority (the “Park
10 Authority”) to address the topics set forth in the February 21, 2007 Order Remanding for
11 Further Proceedings (“Remand Order”) regarding the Application of Virginia Electric and
12 Power Company for Approval and Certification of Electric Facilities: Pleasant View-
13 Hamilton 230kV Transmission Line (the “Application”) docketed as SCC Case No. PUE-
14 2005-00018 (“Application”).

15 **Q. What is the purpose of your testimony?**

16 A. My testimony addresses the second item listed in the Remand Order, which concerns the
17 right of way acquisition costs for routes E7, D3, and Modified D.

18 **Q. What is your educational and professional background?**

19 A. I have a Bachelor’s Degree from the University of Colorado and an MBA from the
20 University of Southern California. I have been a practicing commercial real estate
21 appraiser for roughly 20 years and hold the MAI designation from the Appraisal Institute.
22 My continuing education for Certified General state licenses in Virginia, Maryland, and
23 the District of Columbia is current, as is the continuing education requirement for the

1 Appraisal Institute. Further background information is contained in the resume that is
2 attached as exhibit ____.

3 **Q. Have you previously testified before the Virginia State Corporation Commission?**

4 A. No. I was engaged by Gateway Associates to provide testimony concerning Virginia
5 Power's application for the Brambleton-Greenway transmission line, SCC Case no. PUE-
6 2002-00702. My testimony was ultimately scheduled to be heard a month after the
7 conclusion of the full evidentiary hearing, but by letter dated September 30, 2003,
8 Gateway Associates advised the SCC that it did not intend to file that testimony and cause
9 the evidentiary hearing to be resumed because it was satisfied that evidence submitted
10 during the full evidentiary hearing adequately addressed the issue of impact of the
11 proposed line on property values.

12 **Q. Please provide an overview of your testimony in this proceeding.**

13 A. I conclude that Virginia Power has used an appropriate method—use of 2007 tax
14 assessment valuations—for making rough comparisons to show the relative costs of right
15 of way acquisition for the E7, D3, and Modified D routes, though damages issues were
16 not addressed. I also conclude that Virginia Power appears to have properly executed the
17 calculations, though I have not independently confirmed the data shown in the studies
18 provided by their consultant, Burns & McDonnell Engineering Company, Inc. Finally, I
19 conclude that, if a more extensive analysis was done to ascertain the actual market values,
20 that analysis would properly take into account factors such as damages to the residue, that
21 all the cost estimates would likely be higher when damages issues are included, and that
22 has the potential to make the D3 and Modified D routes even more expensive as
23 compared to the E7 route.

1 **Q. Why do you conclude that using 2007 tax assessment valuations is appropriate for**
2 **making rough comparisons to show the relative costs of right of way acquisition?**

3 A. The Burns & McDonnell cost estimating studies were intended to show the relative costs
4 of several route alternatives, including land values. A rigorous analysis would require
5 extensive valuation work to be completed by qualified real estate appraisers. As a proxy
6 for that rigorous analysis, it is reasonable to use assessed values when measuring relative
7 land costs of the different routes. For example, the Modified D land acquisition cost was
8 estimated at \$10.5 to \$11.1 million compared to \$3.2 to \$4.1 million for the E-7
9 Alternative. The relative land costs of the two routes are quickly exposed. The underlying
10 land values used in the assessment process would have to be significantly in error for the
11 relative costs of these two routes to be materially different. The Burns & McDonnell
12 studies indicated that they also interviewed local real estate brokers to ascertain whether
13 or not the assessment data was reasonably close to market. They indicated that “current
14 property appraisals have been close, if not under, the 2007 Loudoun County assessed
15 values.” If this statement is accurate, then the assessments might be high relative to actual
16 market values. This does not change the conclusion that the use of the assessment data is
17 a valid tool for measuring the relative costs of the alternative routes.

18 **Q. Wouldn't it be more accurate to use actual market values rather than tax**
19 **assessment values?**

20 If you need to know precisely how much acquisition of right of way will cost for each
21 route, then you would need to conduct a market-based appraisal that would also include
22 damages and remainder issues. However, for the purpose of simply comparing the
23 relative costs of each route, using tax assessment values is appropriate.

1 **Q. If actual market values were used, do you have an opinion as to whether the relative**
2 **costs of E7, D3, and Modified D would remain the same?**

3 **A.** I have not conducted a market analysis, so my response to this question is based on my
4 general experience rather than on an examination of each parcel along the E7, D3, and
5 Modified D routes. Based on my general experience, proximity to a transmission line can
6 be a significant factor impacting property values, particularly for existing residential and
7 commercial uses. Based on the fact that the Modified D route and the D3 route are much
8 closer to existing residences than the E7 route, the underlying property values are greater
9 than along the E7 route. As such, related damages might be higher as well for the
10 Modified D and D3 routes. Based on these considerations, my assessment is that E7
11 would, relatively speaking, continue to have a much lower right of way acquisition cost
12 than the D3 and the Modified D routes. .

13 **Q. What is the basis for your conclusions?**

14 **A.** My conclusion is based on my review of Virginia Power's Remand Testimony, my
15 review of Virginia Power's responses to interrogatories following its Remand Testimony,
16 and my general experience with appraising property values.

17 **Q. Does this conclude your pre-filed direct testimony?**

18 **A.** Yes.

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19

PROFESSIONAL QUALIFICATIONS

Steven A. Studabaker, MAI, MBA

President

IRONWOOD Real Property Advisors, Inc.

Mr. Studabaker provides real estate consulting and valuation services to financial institutions, corporations, investors, and attorneys. Prior to forming Ironwood Real Property Advisors, Mr. Studabaker was a Director in the Valuation Services, Capital Markets Group of Cushman & Wakefield of Washington, DC, Inc., from January 1987 to May 2007. During that time he was a member of two specialty practices: the National Dispute Resolution and Litigation Support Group and the National Retail Specialty Group

Actively involved in the analysis and appraisal of commercial real estate nationally with the variety of property types and uses including:

Office Buildings	Industrial Buildings
Biomedical and Medical Buildings	Power Centers
Regional Malls	Community & Neighborhood Shopping Centers
Outlet Centers	Parking Garages
Department Stores	Subdivision Development Analysis
Residential Subdivisions	Bulk Single Family Lots
Multi-Family Properties	Mixed-Use Properties
Commercial Land	Hotel
Fractional Interest Valuations	Leasehold/Leased Fee Valuations
Ad Valorem Tax Appeals	Tax Increment Financing Feasibility Studies

Prior to joining Cushman & Wakefield, Inc. he was employed with Exxon Company USA in between 1980 and 1986. While at Exxon, Mr. Studabaker successfully undertook several major projects and had increasing responsibilities with each promotion, including two managerial positions. Highlighted achievements include reporting on divisional financial performance to senior management; conceiving and managing an organization restructuring that later became the model for a national reorganization.

Experience

Mr. Studabaker has undertaken a diverse set of assignments over the last 20 years. He managed a handpicked team of appraisers required to rapidly develop a market value estimate on a large portfolio of office buildings, apartment buildings, several hotels and a large retail center. The assignment was completed in five days and was very well received by the client. The total value was in excess of \$1 billion.

Service Excellence Award, Washington, D.C. Area: 1997, 1998, 2000 and 2001
1998 Top Producer for an eight-office region with 40 professionals

Appraisal and consulting assignments have been completed for mortgage loan purposes, tax assessment hearings, litigation support and as an aid in the decision making process in the acquisition, disposition and marketing of real estate.

Extensive experience in the analysis and appraisal of Metropolitan Washington, DC, retail and office buildings, including Class A and B buildings. Selected Major Assignments have included:

Retail:

Fashion Centre at Pentagon City
Potomac Mills, Woodbridge, VA
Tysons Corner Shopping Center, Tysons
Corner, VA
Landmark Mall, Springfield, VA
Georgetown Park, Washington, DC
Ballston Commons, Arlington, VA

Office & Industrial:

Mobil Headquarters, Merrifield, VA
One Franklin Square, Washington, DC
MCI / Worldcom Northern Virginia Operations
Center, Ashburn, VA
700 11th Street, NW, Washington, DC
National Place, Washington, DC
Deer Run Intermodal Industrial Park, Joliet, IL

Residential:

Ritz Carlton Residences, Georgetown

Ritz Carlton Residences, 2200 M Street

Education:

Bachelor of Arts (International Affairs & Economics), 1975, cum laude
University of Colorado, Boulder, Colorado

Masters in Business Administration (Finance), 1980
University of Southern California, Los Angeles, California

Appraisal Education

Accredited Courses Beyond the Appraisal Institute courses for MAI designation.

- Real Estate Investment Analysis
- Subdivision Analysis
- Comprehensive Appraisal Workshop
- Appraisal Reporting of Complex Residential Properties
- Comprehensive Appraisal Review
- Master Class
- Highest and Best Use Analysis

Certified in the Appraisal's Institute's voluntary program of continuing education for its designated members.

Memberships, Licenses and Professional Affiliations

Member of the Appraisal Institute (MAI Designation #10241)
Metropolitan Washington, D.C. Chapter

Certified General Real Estate Appraiser District of Columbia - (#GA00010046)
Certified General Real Estate Appraiser Commonwealth of Virginia - (#4001-001111)
Certified General Real Estate Appraiser State of Maryland - (#10057)

Remand Topics	Rudacille (NVRPA staff)	Simmons (transmission)	Zimar (forestry)	Gart (history)	Studabaker (real estate)
Construction time: E7, D3, and Modified D	Modified D will take more time based on physical constraints & past experience	Modified D and D3 will take more time based on a number of factors not considered by Virginia Power.			
Right of Way acquisition: E7, D3, and Modified D					Modified D and D3 will likely result in greater right of way acquisition costs than E7.
Detailed engineering: poles & existing or new right of way for Modified D along W&OD	Pole placement and design will not mitigate severe impacts on areas surrounding Modified D.	Pole placement and design will not mitigate severe impacts on areas surrounding Modified D.	Pole placement and design will not mitigate severe impacts on areas surrounding Modified D.		
Future transmission: benefits of E7 and D3		E7 and D3 provide benefits for future transmission lines.			
Underground: using XLPE vs. HPFF		Consideration of XLPE makes sense.			
Underground on E& & D3 segments: impact of underground construction on E7 & D3 route segments 49, 25, 23, 22, including right of way, cost, reliability, and impact on scenic assets, historic districts, and environment				Underground construction on 49, 25, 23 & 22 will not impact historic districts.	
Underground on W&OD: impact of underground construction on Modified D along or adjacent to W&OD, including right of way, cost, reliability, and impact on scenic assets, historic districts, and environment		Underground construction within certain parameters could eliminate impact on the W&OD Park only if the entire line is moved far enough off the Park boundary.		Underground construction on W&OD will impact historic districts.	

Commonwealth of Virginia
Department of Transportation
1/2005



LUP-SP
LAND USE PERMIT
Special Provisions

NOTICE OF PERMITTEE LIABILITY
Permittee Agreement for Land Use Permit

I the undersigned Permittee/Agent, I have read and I am fully cognizant of all the requirements for permit
_____.

Permittee Name _____

Permittee
Signature _____ Date _____

Any of the following provisions, which can apply, shall apply

1. Permittee acceptance and use of a *Virginia Department of Transportation (VDOT) Land Use Permit* is prima facie evidence that the Permittee has read and is fully cognizant of all required permit provisions, applicable traffic control plans and associated construction standards to be employed. All applicants to whom permits are issued shall at all times indemnify and save harmless the *Commonwealth Transportation Board*, members of the Board, the *Commonwealth*, and **ALL** commonwealth employees, agents, and officers, from responsibility, damage, or liability arising from the exercise of the privileges granted in such permit to the extent allowed by law.
2. The Permittee agrees to secure and carry insurance against liability for personal injury and property damage that may arise from the work performed under permit and/or from the operation of permitted activity-up to one million dollars (\$ 1,000,000) each occurrence to protect the Board Members and Department's agents or employees; seventy-five thousand dollars (\$75,000) each occurrence to protect the *Board*, the *Department*, or the *Commonwealth* in event of suit.
3. The Permittee assumes full responsibility for any and all (downstream, flooding, erosion, siltation, etc.) damages that may occur as a result of the work performed under this permit. Furthermore, the Department will in no way be responsible for any damage to the facility being placed as a result of future maintenance or construction activities performed by VDOT.
4. The Permittee agrees to move, remove, alter, or change any installation that interferes with the ultimate construction of the highway in alignment or grade without cost to the Department unless otherwise stipulated and agreed to by the Department.
5. The Permittee shall immediately have corrected any situation which may arise as a result of these installations that the Department's Residency Administrator or his/her representative deems hazardous to the traveling public.
6. Any and all highway signs, *Right-of-Way* markers, etc., disturbed as a result of work performed under this permit shall be accurately reset by the Permittee immediately following the work in the vicinity of the disturbed facility. The services of a certified land surveyor with experience in route surveying, may be required.
7. It shall be the Permittee's responsibility to obtain **ANY** and **ALL** necessary permits that may be required by any other government agencies, i.e. *Corp. of Engineers, Dept. of Environmental Quality, Soil Conservation Services, etc.*
8. A copy of the permit to be kept on-site at all times.
 - A. The Permittee is required to notify the local VDOT Residency Office or Permit Office at **least 48 hours** in advance of ANY proposed work commencing.
9. The Permittee is required to notify the local VDOT Residency Office or Permit Office, and District Traffic Engineering Section when planned excavation is within 1,000 feet in the vicinity of a signalized intersection. Failure to carry out this requirement may result in the permit being **revoked**.
10. The Permittee is required to notify "*Miss Utility*" or each operator of an underground utility where no notification center exists of any planned excavation. This notification must be provided at **least 48 hours** - excluding weekends and holidays -before the start of planned excavation. Failure to carry out this requirement may result in this permit being **revoked**.

11. If during or before construction it is deemed necessary for VDOT to assign an Inspector to the project, the Permittee is to pay the Department an additional inspection fee in an amount that will cover the salary, expense allowance, and mileage allowance for the inspection(s) assigned by the Department for handling work covered by this permit. Said inspection fee to be paid promptly each month on bills rendered by the Department.
12. The absence of a State Inspector does NOT in any way relieve the Permittee of his/her responsibility to perform the work in accordance with the approved plans and provisions of the attached permit and *Road and Bridge Standards* (current edition) and *Road and Bridge Specifications* (current edition). No changes shall be made without approval of the Department's Residency Administrator or his/her representative.
13. It is the duty of the Department's Residency Administrator or his/her representative to keep all roads maintained in a safe, travelable condition at ALL times. Therefore, any permit may be denied, revoked or suspended, when in the opinion of the Residency Administrator or his/her representative the safety, use or maintenance of the highway so requires.
14. The Permittee shall at ALL times give strict attention to the safety and rights of the traveling public, her/his employees and herself/himself. VDOT reserves the right to stop work at anytime due to safety problems and/or noncompliance with the terms of the permit. The Department may, at its discretion, complete any of the work covered in the permit or restore the *Right-of-Way* to Department's Standards and bill the Permittee for the actual cost of such work. The Permittee may be required to move, alter, change or remove from the Department's *Right-of-Way*, in a satisfactory manner, any installation made on the *Right-of-Way* under this permit.
15. All work performed under this permit on VDOT's *Right-of-Way* shall in all respects, including location, alignment, elevation and grade; manner of performing the work; restoration of conditions, etc., be subject to VDOT's directions, *Road and Bridge Standards* (current edition) and *Road and Bridge Specifications* (current edition) and shall be performed to the satisfaction of the Department's Residency Administrator or his/her representative.
16. Design changes, specified material changes and/or field changes from the approved plans need to be submitted to the appropriate, local VDOT Residency Office or Permit Office, prior to proceeding with the work. A letter of explanation shall accompany the revised design plans and/or engineering calculations, which must be submitted to VDOT for review and approval by the Residency Office or Permit Office.

Traffic Control and Safety Procedures:

17. Traffic shall NOT be blocked or re-routed (detoured) without written permission from the Department's Residency Administrator or his/her representative. Where one-way traffic is permitted to be maintained, it shall be properly flagged 24 hours per day by a trained, certified flagperson. A certification card is required for any person flagging within VDOT's *Right-of-Way*.
18. During construction, the Permittee shall furnish ALL necessary signs, flagpersons and other protective devices (lights, barricades, etc.) for protection of traffic and workers in accordance with the specifications of the *Virginia Work Area Protection Manual* or as directed by the Residency Administrator or his/her representative. All signs shall be in accordance with the current edition of the *Manual of Uniform Traffic Control Devices (MUTCD)*. Trained, certified flagpersons shall be provided in sufficient number and locations as necessary for control and protection of vehicular and pedestrian traffic in accordance with *MUTCD*. Flagpersons shall use sign paddles to regulate traffic in accordance with *MUTCD*.
19. **Hours and Days of Work:** Permittee is authorized to work between the hours of 9:00 a.m. to 3:30 p.m. Monday through Friday. Any variance in times of work must be obtained from the Residency Administrator or his/her representative.
20. Certification for flagperson will be awarded upon a candidate's satisfactory completion of an examination. Certification card shall be carried by the flagperson while performing duties. A flagperson found not in possession of his/her certification card shall be removed from the flagging site and the Residency Administrator or his/her representative will suspend operations requiring flagpersons. Furthermore, flagpersons performing duties improperly shall have their certification revoked.
21. No excavated material is to be placed or tracked on the pavement, without written permission of the Residency Administrator or his/her representative. When so permitted, the pavement shall be satisfactorily cleaned by an approved method. No cleated (track-mounted) equipment is to be used on the pavement, without proper protection to the pavement.
22. **Excavations:**
 - OSHA requires shoring for any excavation 4' or more in depth.
 - When not utilizing shoring, excavations are to be sloped accordingly.
 - Shoring or trenching boxes need to be approved by a licensed Professional Engineer.

Restoration Procedures:

23. All backfilling and compaction of disturbed areas shall be in accordance with the specifications outlined in VDOT's *Road and Bridge Specifications* (current edition). All compaction tests result shall be maintained on site for inspection. The Permittee will be held responsible for correcting any settlement of backfill or pavement for a period of three (3) years after completion of work. All trenches shall be maintained to the satisfaction of the Residency Administrator or his/her representative.
- 100% required for top 6" of subgrade
 - 95% required between ditch to ditch, and from sidewalk to sidewalk
 - Fill materials to should be placed in 6" layers.
24. Where pavement exists, all crossings shall be bored, pushed or jacked from back-of-ditchline to back-of-ditchline or toe-of-fill to toe-of-fill. The pavement shall NOT be cut unless otherwise approved by the Residency Administrator and then only if justifiable circumstances prevail or proof is shown that a thorough attempt has been made to push, bore or jack.
25. Whenever the pavement is permitted to be cut, not over one-half of the roadway width shall be disturbed at one time; the first opening shall be completely restored to satisfactory, travelable condition before the second half can be opened. The Permittee shall mill and resurface ALL (asphalt) concrete roadways; and resurface all other roadway with like material that exists. Whenever the pavement is permitted to be cut, the provisions of LUP-OC shall apply. Where the pavement is disturbed or deemed weakened, in its entirety or such portions of it as deemed desirable by the Department, shall be restored or replaced in a manner, which is satisfactory to the Residency Administrator or his/her representative.
26. The appropriate, local VDOT Residency Administrator shall determine working hours on ALL state routes.
27. Environmental Issues:
- A. The applicant is responsible for pursuing and obtaining any and all environmental permits which may be required to pursue the proposed activity prior to any work beginning within VDOT right of way.
 - B. In the event the applicant encounters hazardous materials or underground storage tanks within the right of way in the pursuit of his activities, the applicant is responsible for ceasing all work within the site and notifying the Residency and other responsible groups, i.e. local fire department, emergency services, Department of Environmental Quality, etc. The applicant is responsible for coordinating and completing all remedial/removal activities required in order to properly complete the proposed activities within VDOT right of way.
 - C. In the event the applicant encounters cultural resources, archaeological, paleontological, and rare minerals, within the right of way in the pursuit of his activities, the applicant shall act immediately to suspend work at the site of the discovery and notify the Residency. The applicant is responsible for notifying the proper state authority charged with the responsibility for investigating and evaluating such finds. The applicant will meet all necessary requirements for resolving any conflicts prior to continuing with the proposed activities within VDOT right of way and shall provide evidence of such compliance to the Residency.
 - D. Drainage - Road drainage shall NOT be blocked. The shoulders, ditches, roadside and drainage facilities, as well as the pavement, shall be kept in an operable condition satisfactory to the Department. Necessary precautions shall be taken by the Permittee to insure against siltation of adjacent properties, streams, etc. in accordance with VDOT's current standard practices or as prescribed by the Department's Environmental Manual "Erosion and Sediment Control" and Residency Administrator or his/her representative.
28. Entrances - Road and street connections, private entrances, and construction entrances are to be kept in satisfactory condition. Entrances shall NOT be blocked. Ample provision must be made for safe ingress and egress to adjacent property at all times. Where entrances are disturbed they shall be restored to the satisfaction of the property owner and the Residency Administrator or his/her representative. The Permittee shall submit to the local VDOT Residency Office or Permit Office engineering calculations, etc. showing determination of appropriate size of entrance pipe.
29. When building a turning lane adjacent to an existing VDOT roadway, it is the responsibility of the Permittee/Agent to meet or exceed the existing pavement and sub-base typical section. Before any work is performed, the typical section must be reviewed and approved by the Residency Administrator or his/her representative.

Utilities Guidelines:

30. Prior to any excavation, the Permittee shall comply with the terms of *Underground Utility Damage Prevention Act*, Title 56, Chapter 10.3, and Section 56-265.14 through 56-265.20 *Code of Virginia*. This permit does NOT grant permission to grade on

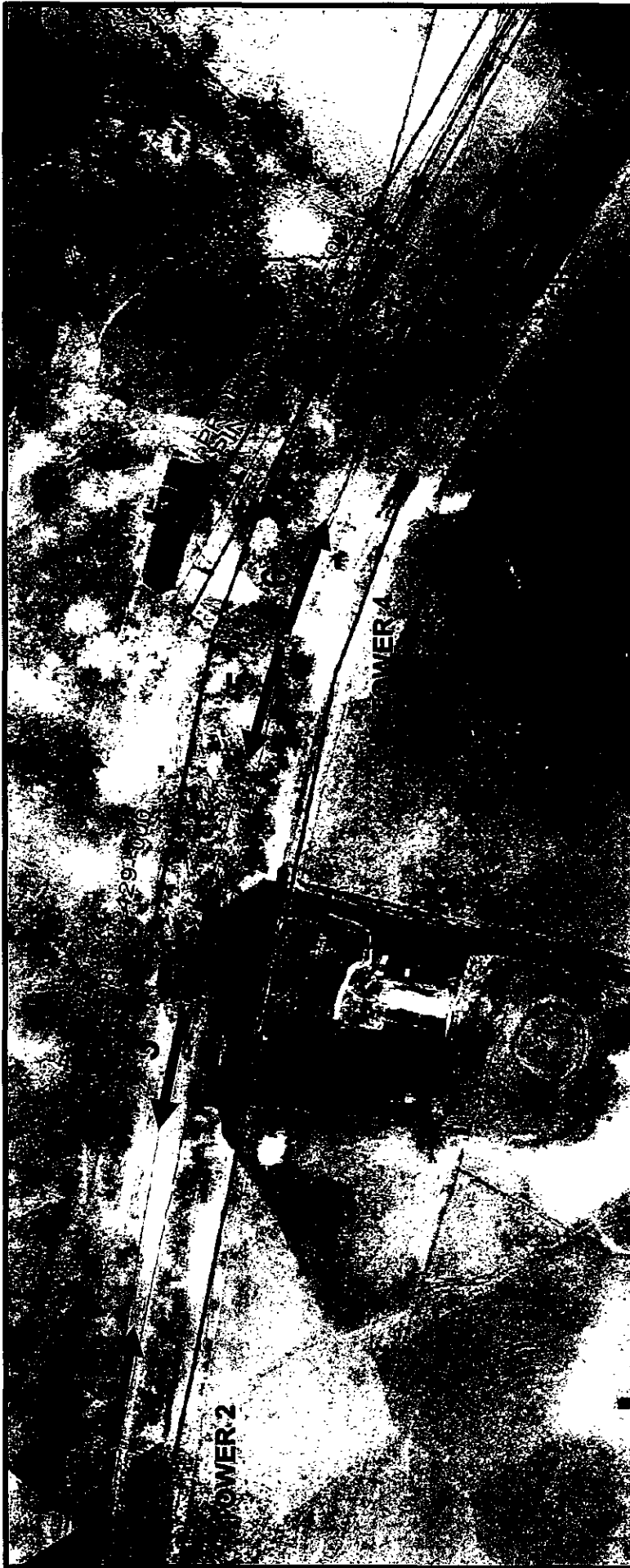
property of others, grade near, adjust or disturb in anyway, existing utility poles or underground facilities in permitted area. Permission to do so must be obtained from the proper utility company and any expense involved must be borne by the Permittee. Any conflicts with existing utility facilities shall be resolved between the Permittee and the utility owner(s) involved.

31. All crossing and parallel installations allowed in the shoulders or ditchlines shall have a cover of 36 inches. All underground Cable TV and telephone cables placed adjacent to the *Right-of-Way* and back of ditchline shall have a minimum of 30 inches cover. All other facilities shall have a minimum of 36 inches of cover.
32. Where feasible, all aboveground installations (such as fire hydrants, telephone pedestals, markers, etc.) shall be located adjacent to the *Right-of-Way* line and in accordance with clear zone requirements. All manhole covers, valve box, etc., shall be installed two inches below existing ground line and shall conform to existing contours.
33. No poles, guys, anchors, etc., are to be placed on the Department's *Right-of-Way* unless so indicated and approved on this permit. At no time will any such facilities be allowed between the ditchline and the traveled roadway.
34. ALL overhead crossing(s) shall conform to the **latest** requirements of the *National Electrical Safety Code*; and the vertical clearance of the lowest wire or cable crossing the roadway or entrance, shall not be less than 21 feet for Interstate and Limited Access Highways, and 18 feet for all Primary and Secondary roads.

Final Inspection and Completion of Permit:

35. Upon completion of the work covered by this permit, all disturbed areas within VDOT's *Right-of-Way* shall be topsoiled, seeded, and restored to their original condition as found, prior to starting such work.
36. Completion of this permit is contingent to the fact that the Permittee is in compliance with **ALL** governing bodies involved in the total completion of work on VDOT's *Right-of-Way*.
37. The Permittee is required to notify the **local** VDOT Residency Office or Permit Office upon completion of work covered by the attached *Land Use Permit*. The Permittee is responsible for requesting a ***Final Inspection***.

**PHOTOGRAPH LEGEND
PHOTOS TAKEN ON JUNE 13, 2007**



PHOTOGRAPH 1



PHOTOGRAPH 2



PHOTOGRAPH 3



PHOTOGRAPH 4



PHOTOGRAPH 5



PHOTOGRAPH 6



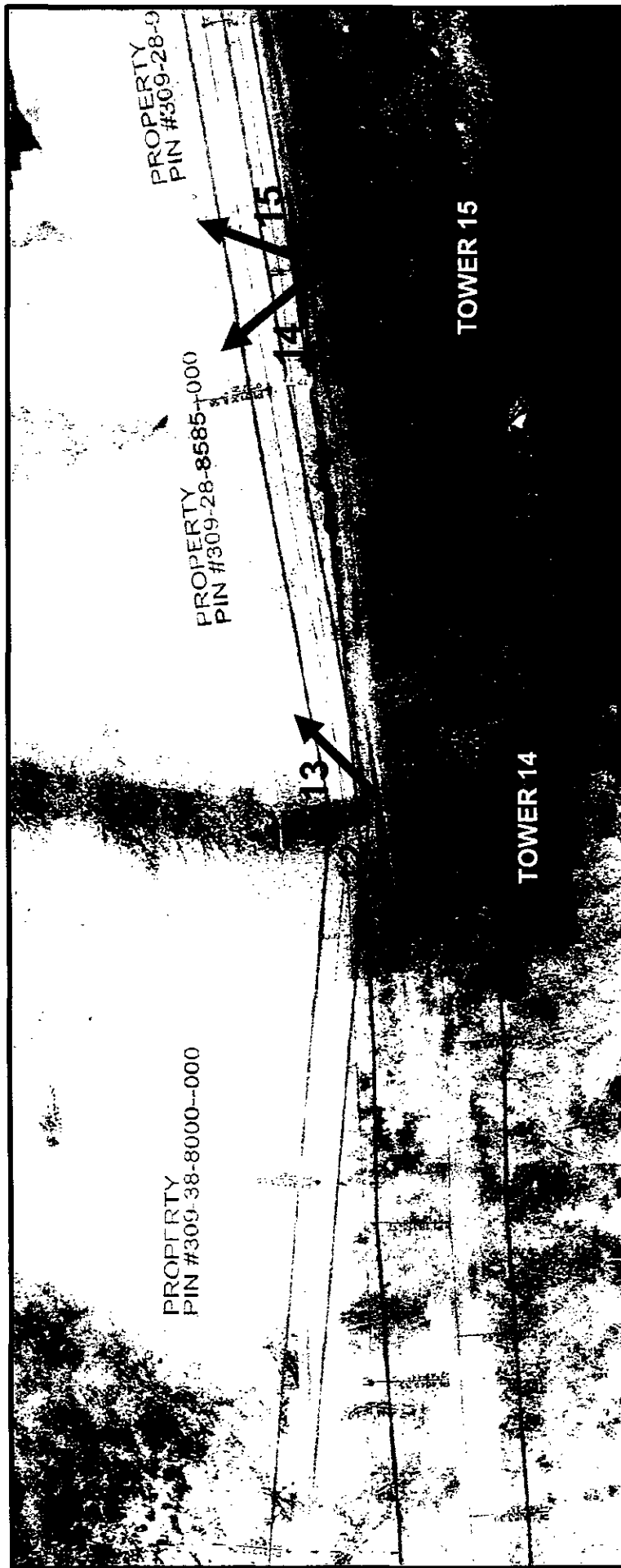
PHOTOGRAPH 7



PHOTOGRAPH 8



**PHOTOGRAPH LEGEND
PHOTOS TAKEN ON JUNE 13, 2007**



PHOTOGRAPH 12



PHOTOGRAPH 13



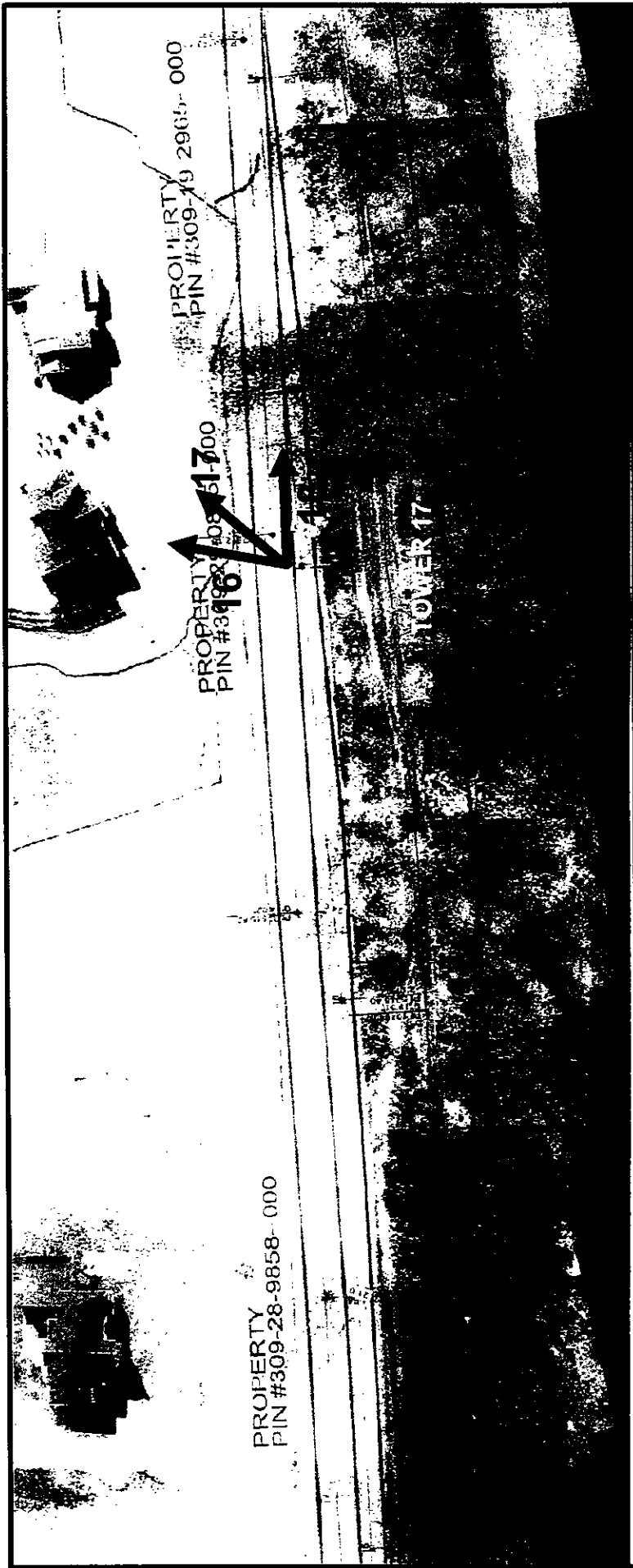
PHOTOGRAPH 14



PHOTOGRAPH 15



PHOTOGRAPH LEGEND
PHOTOS TAKEN ON JUNE 13, 2007



PHOTOGRAPH 16



PHOTOGRAPH 17



PHOTOGRAPH 18



**PHOTOGRAPH LEGEND
PHOTOS TAKEN ON JUNE 13, 2007**



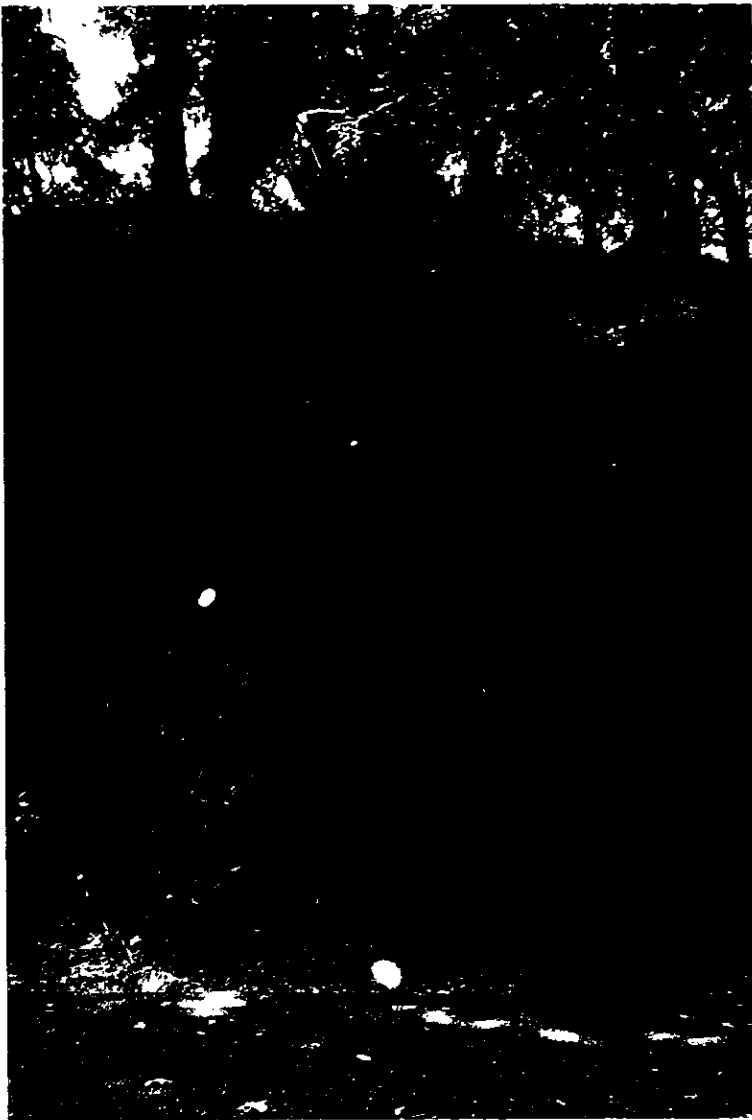
PHOTOGRAPH 19



PHOTOGRAPH 20



PHOTOGRAPH 21



**PHOTOGRAPH LEGEND
PHOTOS TAKEN ON JUNE 13, 2007**



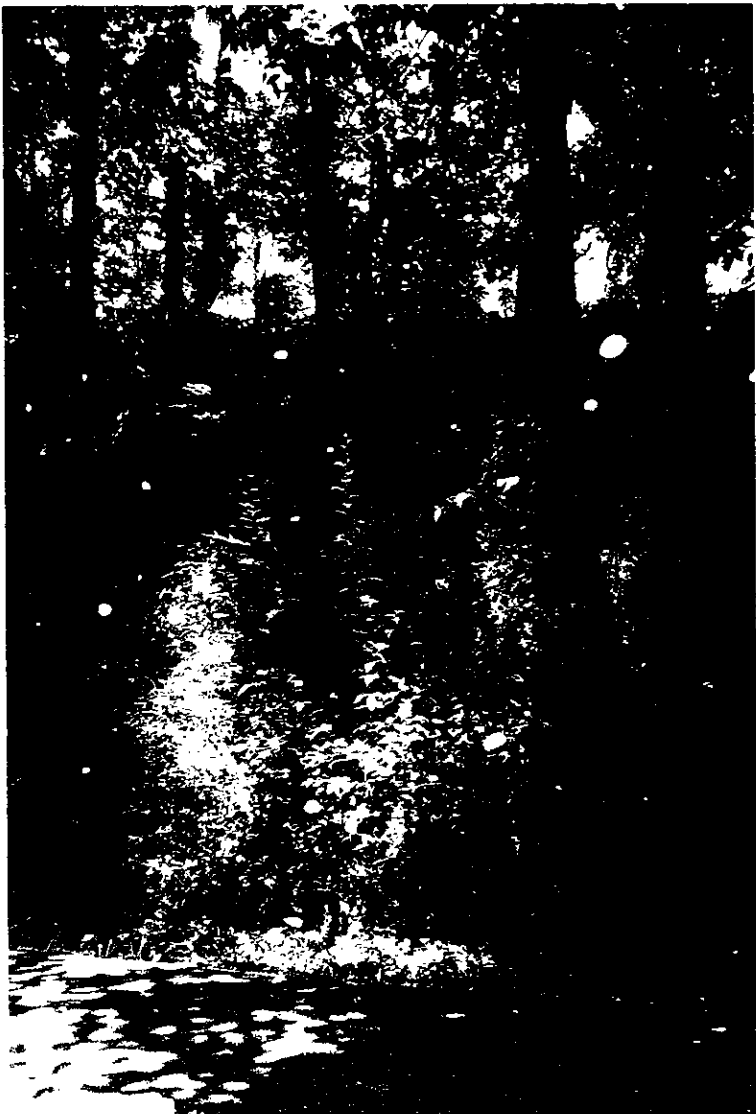
PHOTOGRAPH 22



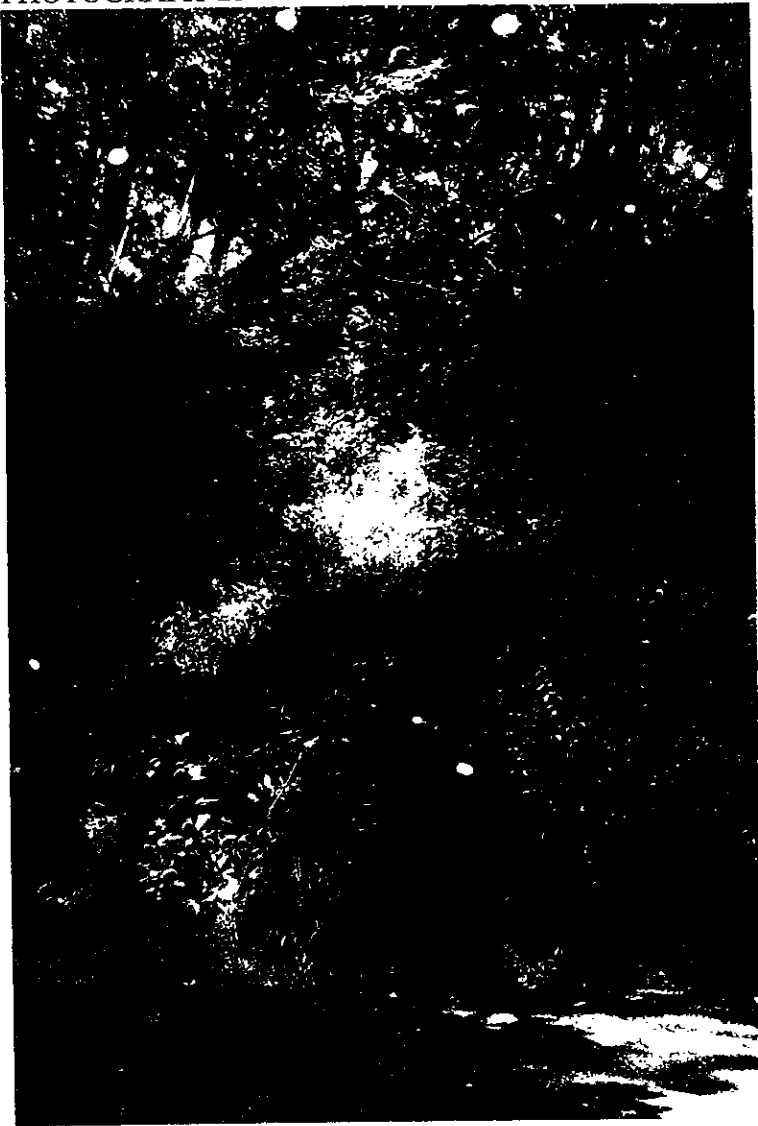
PHOTOGRAPH 23

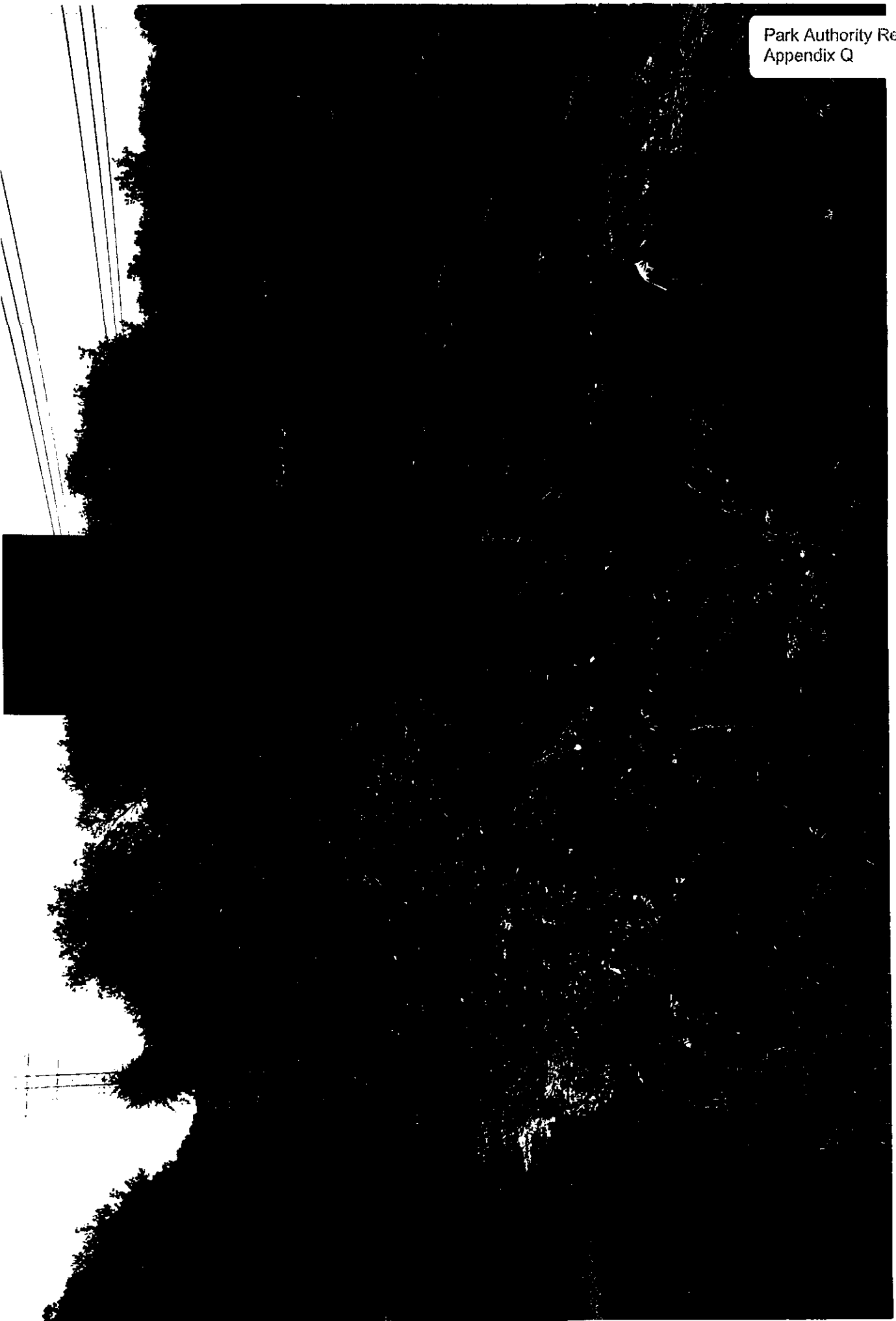


PHOTOGRAPH 24



PHOTOGRAPH 25





Lisa S. Booth
Counsel
Direct (804) 819-2288
Fax: (804) 819-2183

VIA ELECTRONIC AND U.S. MAIL

June 5, 2007

Cliona M. Robb
Christian & Barton, LLP
909 East Main Street, Suite 1200
Richmond, VA 23219

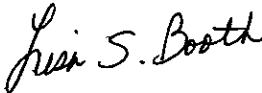
**Application of Virginia Electric and Power Company
For Approval and Certification of Electric Transmission Facilities
Case No. PUE-2005-00018**

Dear Cliona:

Please find enclosed our responses to the Northern Virginia Park Authority Interrogatories and Requests for Production of Documents Propounded to Virginia Electric and Power Company d/b/a Dominion Virginia Power (Fourth Set).

Should you have any questions, please feel free to contact me.

Sincerely yours,



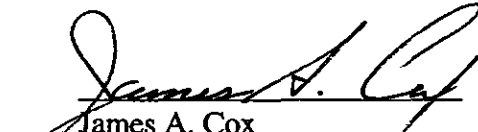
Lisa S. Booth
Counsel

Enclosures

cc: Wayne N. Smith
Barbara P. Beach
Robert E. McKew
Kenneth F. Parks
William R. Richardson, Jr.
Matthew D. Pethybridge
Anthony J. Gambardella, Jr.
Catharine T. Slater
Charles W. Hundley
John W. Montgomery, Jr.
Stephen H. Watts, II
James C. Dimitri

Virginia Electric and Power Company
Case No. PUE-2005-00018
Northern Virginia Regional Park Authority
Fourth Set

The following response to Question No. 9 of the Fourth Set of Interrogatories and Request for Production of Documents of the Northern Virginia Regional Park Authority served on May 15, 2007 has been prepared under my supervision as it concerns overhead transmission line construction.


James A. Cox
Engineer III

Virginia Electric and Power Company

Question No. 9

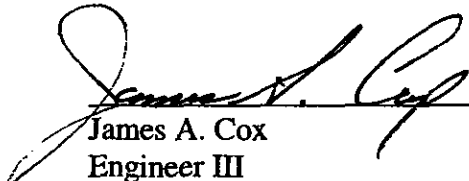
Describe the planned method of access and the location of access roads for the purpose of installing structures for an overhead line on or adjacent to the W&OD Trail Park property. Provide this same information for the underground alternative on or adjacent to the W&OD Trail Park.

Response:

The specific method of access and the location of access roads for an overhead line has not been determined and would not be known until a contractor has inspected each site to determine the type and size of equipment that would be needed; therefore, the Company objects to Question No. 9 on the grounds that it requires the Company to perform original work. Without waiving the foregoing objection, access on the W&OD Trail property for overhead construction would be on the equestrian trail if at all possible, in which case little surface protection would be required. If the paved walking/bike trail were used for the access road, it would be matted to protect the surface. If the route were adjacent to and off the Trail, access would be from outside of the Trail property. If access areas were located on the Trail, or adjacent to the Trail, such areas would be rehabilitated when construction was complete.

Virginia Electric and Power Company
Case No. PUE-2005-00018
Northern Virginia Regional Park Authority
Fourth Set

The following response to Question No. 10 of the Fourth Set of Interrogatories and Request for Production of Documents of the Northern Virginia Regional Park Authority served on May 15, 2007 has been prepared under my supervision as it concerns overhead transmission line construction.



James A. Cox
Engineer III
Virginia Electric and Power Company

Question No. 10

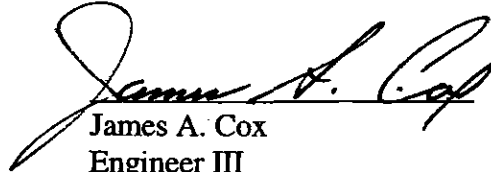
Provide information on the width of such access roads, the surface treatment for such access roads, and the proposed reclamation procedures.

Response:

The width of, and specific surface treatments and reclamation procedures for, the access road has not been determined and would not be known until a contractor has inspected each site to determine the type and size of equipment that would be needed; therefore, the Company objects to Question No. 10 on the grounds that it requires the Company to perform original work. Without waiving the foregoing objection, see the Company's response to Question No. 9.

Virginia Electric and Power Company
Case No. PUE-2005-00018
Northern Virginia Regional Park Authority
Fourth Set

The following response to Question No. 11 of the Fourth Set of Interrogatories and Request for Production of Documents of the Northern Virginia Regional Park Authority served on May 15, 2007 has been prepared under my supervision as it concerns overhead transmission line construction.



James A. Cox
Engineer III
Virginia Electric and Power Company

Question No. 11

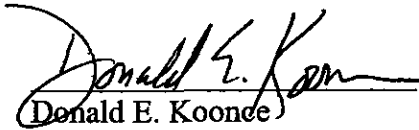
Provide diagrams showing the method of structure placement which demonstrate the ability to erect such structures within a 2500 square foot area. The diagrams are to include the cleared area required for structure storage and assembly as well as the space required for a crane of sufficient height and weight capability. If the structures are to be installed in sections, include the space required for any bucket trucks or additional cranes required for use by assembly personnel.

Response:

No such diagrams have been developed, and the exact shape of the area that would be cleared and required by the contractor to erect the structures would not be known until the structure sites are staked and the sites have been visited by the contractor, the Company and NVRPA (Northern Virginia Regional Park Authority) jointly in connection with the creation of a work plan; therefore, the Company objects to Question No. 11 on the grounds that it requires the Company to perform original work. Without waiving the foregoing objection, if the structures were to be installed on the W&OD Trail property, the poles would be fabricated in flanged sections with lengths that would assist the contractor with installation in a restricted area.

Virginia Electric and Power Company
Case No. PUE-2005-00018
Northern Virginia Regional Park Authority
Fourth Set

The following response to Question No. 15 of the Fourth Set of Interrogatories and Request for Production of Documents of the Northern Virginia Regional Park Authority served on May 15, 2007 has been prepared under my supervision as it concerns underground transmission line matters.



Donald E. Koonce
Principal Engineer
Virginia Electric and Power Company

Question No. 15

What is the capacity and weight of the trucks used to haul excess excavated soil for the underground alternative?

Response:

The capacity and weight of trucks used to haul away spoils could not be determined until a contractor was selected and local conditions were considered. Typically, however, most excavation contractors utilize tandem-axle dump trucks for this type of work. Most trucks of this nature have a capacity around 10 - 12 cubic yards. The weight of such a vehicle is not known by the Company.

