PRE-FILED DIRECT TESTIMONY OF
AMANDA CORLL
ON BEHALF OF MACADAMIA SOLAR LLC
NCUC DOCKET NO. EMP- 119, SUB 1

INTRODUCTION

Q. PLEASE STATE YOUR NAME, TITLE, AND BUSINESS ADDRESS.

A. My name is Amanda Corll. I am a Manager of GIS and Permitting for Geenex Solar LLC ("Geenex Solar") based in Charlotte, North Carolina.

Q. PLEASE DESCRIBE YOUR EDUCATION AND PROFESSIONAL EXPERIENCE.

A. I have a B.S. in Biology and a Masters' degree in Environmental Science. From August 2015 to January 2021, I worked for Southern Current LLC in various capacities. I started as a GIS intern mapping out potential sites throughout the southeastern US based on infrastructure and environmental considerations. I then became a Development Analyst and further evaluated sites based on environmental factors while working with third party consultants contracting environmental work, reviewing deliverables, and determining buildable acreage to best avoid environmental constraints. My last position was as Environmental Development Manager. In this position, I worked with third party consultants for environmental, geotechnical, and survey work and used these deliverables to develop site layouts to avoid constraints. At Geenex Solar, I am the Manager of Permitting and GIS.

Q. PLEASE DESCRIBE YOUR RELATIONSHIP WITH THE APPLICANT IN THIS DOCKET AND YOUR EMPLOYMENT RESPONSIBILITIES.

A. Geenex Solar is the owner and developer of Macadamia Solar LLC ("Macadamia Solar" or "Applicant") for the Macadamia Solar Facility (hereinafter, the "Facility" or "Macadamia Solar Facility"). As the Manager of GIS and Permitting, my primary duties at Geenex Solar include GIS analysis of projects to determine the buildable area which avoids environmental as well as other obstacles and constraints on site that include but are not limited to wetlands, flood zones, steep topography, wooded areas, areas containing threatened and endangered species, and setbacks from property lines as well as buildings within the project area. I work with third party consultants for environmental and engineering studies, assist with project permitting in various capacities, and manage project data and perform GIS analysis for projects as needed. I also coordinate, review, and analyze environmental and geotechnical studies as well as surveys, engineering documents, and site plans. I assist in permitting projects at a local, state, and federal level as needed based on project requirements.

Q. HAVE YOU PREVIOUSLY TESTIFIED BEFORE THIS COMMISSION?

A. No.

Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY?

A. The purpose of my testimony is to support the Application for a Certificate of Environmental Compatibility and Public Convenience and Necessity ("CECPCN") to construct an approximately 6.53 mile 230 kV transmission line ("Transmission Line") necessary to interconnect the Facility's Substation to the existing Trowbridge Substation owned by Virginia Electric and Power Company d/b/a/ Dominion Energy North Carolina ("DENC").

Q. WERE YOU INVOLVED IN THE PREPARATION OF MACADAMIA SOLAR'S CECPCN APPLICATION?

A. Yes. I collaborated in preparing the Application on behalf of Macadamia Solar, by providing information from my personal knowledge, conducting desktop data analysis, and also by coordinating the environmental studies and engineering design for the Transmission Line. I am familiar with the contents of the Application, which are hereby incorporated by reference.

Q. BRIEFLY DESCRIBE THE MACADAMIA SOLAR TRANSMISSION LINE.

A. The Transmission Line is needed in order to interconnect the Facility, which is subject of the CPCN Application, to the existing DENC electrical grid. The Transmission Line will include approximately 6.53 miles of 230kV transmission line in a 100 foot wide easement path between the proposed Facility's Substation and the existing DENC Trowbridge Substation ("Transmission Corridor"). The Transmission Line is located south and west of the Town of Plymouth in Washington County, North Carolina. The Transmission Corridor crosses through undisturbed forested communities, agricultural land, rural residential areas, a managed pine plantation, and recent clear-cut areas.

Q. BASED ON THE ANALYSIS CONDUCTED TO DATE, HAS THE TRANSMISSION LINE BEEN SITED SO AS TO MINIMIZE ENVIRONMENTAL IMPACTS?

A. Yes. Potential impacts to natural resources as a result of the Transmission Corridor are anticipated to be minimal. This assessment is due, in part, to the fact that the Transmission Corridor is primarily agricultural and silviculture land with limited natural

resource diversity and that impacts to natural resources, to a great extent, can be avoided and mitigated. There are very few residences in the area, so impacts to the human environment are not expected. The near final Transmission Corridor also avoids the nearby Plymouth Municipal Airport by being further away from the runway than previous routes. As documented in the Environmental Report included as **Schedule 6** to the Application, the Transmission Corridor will be designed to minimize impacts to wetlands, flood zones, threatened and endangered species, cultural, and geological conditions in the area by adjusting pole placement as necessary as well as implementing mitigation measures throughout the design and during the construction and operation phases. The Applicant will comply with all applicable regulatory and permit requirements, implement resource-specific minimization and mitigation measures, and utilize best management practices during construction, restoration, and operation.

Q. PLEASE DESCRIBE THE PLANNED TRANSMISSION CORRIDOR AND THE ALTERNATIVE ROUTES CONSIDERED IN THE ENVIRONMENTAL REPORT.

Several potential transmission corridors were studied and pursued as indicated in **Schedule 4** of the Application. Selection of the near final Transmission Corridor was guided by the following development principles: 1) minimizing environmental impacts by reducing the length of the Transmission Corridor, 2) identifying willing and interested landowners and subsequently negotiating good faith agreements with all landowners along the Transmission Corridor, and 3) confirming clear and unclouded ownership of the given property through title search efforts.

The near final Transmission Corridor route: 1) starts at the existing DENC Trowbridge Substation and goes west for approximately 0.15 miles; 2) turns south for approximately 0.19 miles before crossing over Ken Trowbridge Road; 3) runs southeast and parallel to the west side of Ken Trowbridge Road for approximately 0.35 miles; 4) crosses over Ken Trowbridge Road and continues southeast for approximately 0.76 miles before crossing Route 64 and reaching Sexton Farm Road; 5) follows Sexton Farm Road east for 0.45 miles until it crosses a railroad; 6) turns southeast for approximately 0.80 miles before crossing Morrattock Road; 7) parallels the southern side of Morrattock Road, turning southwest for approximately 0.27 miles; 8) turns southeast for approximately 2.58 miles before crossing over Highway 32; and 7) continues in a southeast direction for approximately 1.13 miles before reaching the Facility's Substation. This near final Transmission Corridor was designed to have as little impact on the landowner's use of the property as possible and was strategically placed at the edge of property lines or fields so as not to impede agricultural practices.

There are two small sections where the Transmission Corridor is pending further due diligence and good faith negotiations. The final route will follow one of two defined paths in these segments: The first, Section A Option, is approximately 1800 feet long and is shown on the map in **Schedule 4**. The final Transmission Corridor may take the orange path to the north or south of the near final Transmission Corridor. The second, Section B Option, is 1000 feet long and located approximately 460 feet to the west of the near final Transmission Corridor which is also shown on the map in **Schedule 4**.

The Applicant initially pursued a transmission corridor that approximately 4 miles was primarily parallel to DENC's Trowbridge to Pantego 115kV transmission line, which

was constructed in 2018. The route for the DENC Trowbridge to Pantego 115kV line is shown in **Attachment A**. However, the Applicant found that some landowners in the proposed corridor were unwilling to provide an additional easement for a second transmission line. Since the Applicant could not use eminent domain or otherwise compel landowners to execute easements, it developed three alternate routes in an effort to find locatable landowners who would voluntarily participate while minimizing the environmental impact.

The Applicant has considered the environmental and other impacts of several alternative transmission line routes. The Applicant performed environmental due diligence on two alternate routes, Alternate Routes 1 and 2, which indicated environmental concerns and other impediments to construction of a transmission line in those corridors. The results of this investigation are shown in an attachment to the Environmental Report. A third route was eliminated due to title issues and landowner concerns regarding interference with industrial operations prior to environmental studies being conducted. Applicant ultimately found that landowners were unwilling to negotiate easements for Alternative Routes 1 and 2. Applicant then pursued the near final Transmission Corridor and found landowners willing to negotiate good faith agreements. The analysis in the Environmental Report is based on the near final Transmission Corridor.

Q. PLEASE DESCRIBE THE RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL DEVELOPMENT; OTHER MAN-MADE FEATURES; AND NATURAL FEATURES WHICH INFLUENCED ROUTE SELECTION, AND DESCRIBE HOW THEY WERE CONSIDERED IN THE SELECTION PROCESS.

A. As discussed in the Environmental Report included as **Schedule 6** of the Application, the Transmission Corridor has been sited to avoid and minimize natural and human environmental impacts. Detailed Route Maps provide a detailed review of the preliminary alignment, preliminary transmission structures, the transmission right of way, Facility's Substation, DENC's existing Trowbridge Substation, and access road based on 2020 aerial imagery with environmental features. Macadamia Solar has committed to complying with all applicable regulatory and permit requirements, implementing resource-specific minimization and mitigation measures, and utilizing best management practices during construction, restoration, and operation. Prior to construction of the Transmission Corridor, additional field surveys will be conducted to determine the presence of any threatened and endangered species as well as any architectural or archaeological resources that may be in the area. A plan for mitigation will be formulated that may reduce impacts through practices such as avoiding tree clearing during bat roosting season, avoiding stumping and grubbing in wetland and flood zone areas so as to avoid changing the ground contours, adding in screening to minimize viewshed impacts from the Transmission Corridor on important architectural and archaeological resources, as well as pole placement adjustments to minimize impacts to wetlands, flood zones, and nearby residences and commercial buildings.

As discussed in the Environmental Report and depicted in **Attachment B**, there are structures within 200 feet of the near final Transmission Corridor centerline area. There are fifteen residential structures and seven residential mobile homes within 200 feet of the line. These structures are outside of the Transmission Corridor area. There is also one commercial structure within 200 feet of the easement. The Transmission Corridor will also

make approximately nine road crossings, two railroad crossings, and multiple power line and pipeline crossings.

For comparison, Alternate Route 1 has 15 residential structures between 100 and 200 feet away from the proposed center line. Alternate Route 2 has one commercial building between within 100 feet of the centerline and one abandoned structure between 100 and 200 feet away from the centerline with all additional structures over 200 feet from the centerline. Alternate 3 was discarded prior to further environmental analysis due to potential interference with landowner's operations. The near final Transmission Corridor does not have any structures within the 100-foot-wide easement area, but does have barns and residential structures as well as one commercial building between 50 and 200 feet from the centerline. Impacts to these structures will be mitigated by shortening or lengthening spans of the line so as to move pole structures as far away from the buildings as possible.

Q. DOES THIS CONCLUDE YOUR TESTIMONY?

A. Yes.