

**Solar Generation Siting Final Report**

Crab Run Solar

KY State Board on Electric Generation and Transmission Siting

Case #2025-00276



# ATTACHMENT A

**Kentucky State Board on Electric Generation and Transmission Siting  
Crab Run Solar – Case No. 2025-00276**

**Developed for Elliot Engineering and the Kentucky Public  
Service Commission- State Board on Electric Generation and  
Transmission Siting**

**By Cloverlake Consulting Services, W. Thomas Chaney,  
President**

**March 19, 2026**



# Table of Contents

Introduction ..... 1

1.0 Siting Project Description..... 1

2.0 Compatibility with Scenic Surroundings ..... 3

3.0 Property Value Impacts..... 4

4.0 Anticipated Noise Levels at Property Boundary ..... 5

5.0 Effect on Road, Railways, and Fugitive Dust..... 6

    5.1 Hiring of a Consultant ..... 7

6.0 Mitigation Measures ..... 7

7.0 New Electric Transmission Line Associated with the Crab Run Solar Project..... 8

8.0 Summary of the Adequacy of the Applicant's Site Assessment Report..... 8

REFERENCES..... 9

Context Map ..... 10

Gallery of Photographs Taken During the Site Visit by W. T. Chaney on March 7 and 8, 2026 ..... 11

Resume W. Thomas Chaney ..... 17

Cloverlake Consulting Services March 20, 2026

On Behalf of Elliot Engineering, Florence, Kentucky, for the Crab Run Solar Project, Kentucky State Siting Board on Electric Generation and Transmission Case No: 2025-00276.

**Introduction**

The Kentucky Public Service Commission, State Siting Board requires that applicants for a certificate for Solar Facilities file an application which details the current state of the affected properties to be used for the facilities. It also requires an assessment of the impact on the properties regarding the natural and human environment. This report assesses the adequacy of the assessment of the natural environment, including noise, traffic, dust, historic, archeological resources, and natural resources, including endangered plant and animal species, groundwater, and surface water.

**At its conclusion, this adequacy report shows that the application submitted by the applicant, Crab Run Solar, is fully in compliance with the intent of the Kentucky Revised Statutes.**

**1.0 Siting Project Description**

The Project is situated on a 412-acre site located within an unincorporated portion of Marion County, Kentucky (Exhibit A of the SAR). The Project Area, in which the electric generation components will be located, is approximately 245 acres.

**Requirement: KRS 278.708(3)(a)(1) - Surrounding land uses for residential, commercial, agricultural, and recreational purposes.** A detailed description of the surrounding land uses is identified in the Property Value Impact Study conducted by Kirkland Appraisals, LLC, attached as Exhibit B of the Site Assessment Report. A summary of the surrounding land use for adjoining acres and parcels is contained in the chart below:

<b><u>Adjoining Use Breakdown Crab Run Solar Project</u></b>	<b><u>Acreage</u></b>	<b><u>Parcels</u></b>
Residential	3.48%	68.42%
Agricultural	25.30%	10.53%
Agri/Res	71.22%	21.05%
<b>Total</b>	<b>100%</b>	<b>100%</b>

**Requirement: KRS 278.708(3)(a)(2)** The legal boundaries of the proposed site are shown in Exhibit C to this SAR and contain the legal description of the proposed site.

**Requirement: KRS 278.708(3)(a)(3) Proposed access control to the site.** A depiction of the Project's site layout is included in Exhibit A to the Site Assessment Report (SAR). A fence meeting National Electric Safety Code (NESC) requirement, typically a seven-foot fence, will secure the facility.

**Requirement: KRS 278.708(3)(a)(3) Proposed access control to the site:** A depiction of the Project's site layout is included in Exhibit A to this SAR. A fence meeting National Electric Safety Code (NESC) requirement, typically a seven-foot fence, will secure the facility.

**Requirement: KRS 278.708(3)(a)(4) The location of facility buildings, transmission lines, and other structures:** The proposed locations of all Project infrastructure (buildings, transmission lines, and other structures) are included in the Site Layout at Exhibit A of the SAR.

**Requirement: KRS 278.708(3)(a)(5) Location and use of access ways, internal roads, and railways and proposed access points are shown in Exhibit A of the SAR.** The Project will have three site entrances: two located along Arthur Mattingly Road and one located near the intersection of Ben Daugherty Road and Frogtown Road. A network of internal roads will allow staff to access and maintain the Project's infrastructure. There are no railways in this Project Area.

**Requirement: KRS 278.708(3)(a)(6) Existing or proposed utilities to service the facility:** The on-site substation will connect to the existing electric grid via an EKPC-installed adjacent switchyard, as shown in Exhibit A. See also Tab 2.

**Requirement: KRS 278.708(3)(a)(7) Compliance with applicable setback requirements as provided under KRS 278.704(2), (3), (4), or (5):** Marion County has not enacted any zoning ordinances or setback requirements for the location of the Project; therefore, no setbacks by such a planning commission exist in the County. The Applicant will file a motion to deviate pursuant to KRS 278.704(4) from the setback requirements provided at KRS 278.704(2); thus, the Project will comply with the relevant setback requirements provided at KRS 278.704.

**Requirement: KRS 278.708(3)(a)(8) Evaluation of the noise levels expected to be produced by the facility:** A Noise Assessment Report was completed by ERM for the Project and is included with the SAR as Exhibit D. This assessment evaluated existing noise conditions in the area as well as proposed noise from construction and operation of the Project. Existing noise in the vicinity of the Project consists of typical roadways, agricultural operations, and rural areas, such as tractors, trucks, and various wildlife noises. Based on the American National Standards Institute (ANSI) standard 12.9-2013/Part 3, existing

ambient noise levels at NSAs in the area are conservatively estimated to fall into Category 5 land use (quiet suburban residential areas) with an estimated existing daytime equivalent sound level (Leq) of 45 dBA and an estimated existing nighttime Leq of 39 dBA.

General construction-related noise levels will be lower than typical construction pile driving noise levels. As noted above, the Project covers a large area, so the noise levels experienced at any noise-sensitive area (NSA) will vary depending on what areas of the site are under construction at any given time. It is important to note that not all listed equipment is used in all phases of construction. Further, the equipment generally used is not operated continuously, nor is the equipment always operated simultaneously or at full-load conditions. The Noise Assessment Report (Crab Run Solar Project – Certificate Application No. 2025-00276 Tab 12 Exhibit D) indicates that during operation, intermittent noise related to Solar Inverter Skids operating at >90% load and one 48 megavolt-amperes (MVA) main step-up transformer is expected. The increase in noise is negligible due to both the vertical and horizontal distances between the panels/inverters and the nearest noise-sensitive receptors. The nearest sensitive receptor is 340 feet (NSA 1) from any solar panel and 592 feet (NSA 4) from any inverter. During average operation, the daytime operational noise levels are shown to range from 21.8 dBA to 35.7 dBA, which is well below the estimated existing daytime ambient condition (45 dBA). Inverters will only run during the daytime when the Project is producing electricity. Nighttime operational noise levels (with only the transformers in operation) range from 13 dBA to 26 dBA, which is below the estimated existing nighttime ambient noise levels (39 dBA). According to manufacturer specifications, 93 dBA is the loudest sound power level expected for the transformer. Because the nearest receptor is 1,664 feet (NSA 7) from the substation, noise captured at that receptor would be less than typical background noise. The noise from site visits and maintenance activities, typically including single vehicular traffic and mowing, will be negligible as it is similar to the background agricultural noise characteristics. At the nearest receptors, no prolonged noise levels above background levels are expected either during construction or operation of the Project. Intermittent, repetitive noise will occur above background noise levels during pile-driving activities during initial construction.

***The data and conclusions contained in the Site Assessment Report for the Crab Run Solar project regarding the Siting Project Description is in compliance with the intent of KRS 278.708.***

## **2.0 Compatibility with Scenic Surroundings**

**Requirement: KRS 278.708(3)(b)** An evaluation of the compatibility of the facility with scenic surroundings: The Applicant reviewed the compatibility of the Project with scenic surroundings primarily by use of visual simulations, studying the effect of existing and proposed vegetative screening on viewshed, and completing a glare study. Consistent with this approach, a series of Visual Impact Illustrations prepared by ERM is attached as Exhibit E to the SAR. In preparing the illustrations, a representative sample of potential viewpoints was identified within a 1-mile radius of the Project. Viewpoints are defined as locations from which the Project may be visible to human receptors, such as

residents, motorists, pilots, recreationists, and tourists. The Applicant also studied the use of existing and potential supplemental vegetation to ensure compatibility with scenic surroundings, with results shown in the Visual Impact Illustrations (Exhibit E) and Landscape Plan (Exhibit F). Existing vegetation surrounding the Project Area and proposed enhanced vegetation screening buffers along segments of the east and west boundaries are expected to provide effective visual screens for numerous observation points (OPs) (and the residential areas that those OPs represent), as well as segments of Frogtown Road, North Loretto Road, and Arthur Mattingly Road.

The Applicant also determined the potential for glare from the PV panels at various representative viewpoints. These viewpoints, referred to as “receptors” in the Glare Analysis Memorandum results (Exhibit G), were identified through review of aerial imagery, topographic maps, and other publicly available online mapping resources. The use of existing vegetation and additional vegetative screening was taken into account when considering the potential for glare caused by the PV panels. Based on a review of the Federal Aviation Administration (FAA) database, aeronautical charts, aerial photos, and a Google search, ERM identified the Lebanon Springfield Airport-George Hoerter Field (Hoerter Field), a public-use airport located approximately 6 nautical miles east of the Project. ERM evaluated 2-mile-long flight paths (FP 1 and FP 2) (one for each direction of Runway 11/29) as part of the glare analysis. As reported by the FAA, the approach glide slope is 3.00 degrees for Runway 11 (FP 1) and 3.10 degrees at Runway 29 (FP 2). ERM assumed these glide slope values for each flight path, along with an assumed threshold crossing height of 50 feet (based on typical threshold crossing heights at comparable airfields), to define both flight paths. Hoerter Field does not have an air traffic control tower. No other public-use aircraft facilities were identified within 10 nautical miles of the Project. In addition, by design, the single-axis tracking system reduces glare by minimizing the angle of incidence. When the angle of incidence is smaller, sunlight hits the panel more directly, causing reflected light to deflect upward at a steeper angle, rather than spreading out horizontally. The Glare Analysis Memorandum concluded that the two flight paths would not experience glare due to distance and direction. The Project is predicted to generate no harmful glare at any of the evaluated receptors, including nine observation points, three route receptors, and two flight paths.

***The data and conclusions contained in the Site Assessment Report for the Crab Run Solar project regarding Compatibility with Scenic Surroundings is in compliance with the intent of KRS 278.708.***

### **3.0 Property Value Impacts**

**Requirement: KRS 278.708(3)(c)** The potential changes in property values and land use resulting from the siting, construction, and operation of the proposed facility for property owners adjacent to the facility Exhibit B is a real property appraisal and analysis report by Richard Kirkland, a certified real estate appraiser with Kirkland Appraisals, LLC, studying potential property value impacts to owners adjacent to the Project. In the report, on page 1, Mr. Kirkland concludes: “Based on the data and analysis in this report, it is my professional opinion that the solar farm proposed at the subject property

will have no impact on the value of adjoining or abutting properties and that the proposed use is in harmony with the area in which it is located.”

***The data and conclusions contained in the Site Assessment Report for the Crab Run Solar project regarding Property Value Impacts is in compliance with the intent of KRS 278.708***

#### **4.0 Anticipated Noise Levels at Property Boundary**

**Requirement: KRS 278.708(3)(d)** Evaluation of anticipated peak and average noise levels associated with the facility's construction and operation at the property boundary The Noise Assessment Report prepared by ERM (Exhibit D) indicates that noise will occur temporarily and intermittently during the construction phase of the Project due to increases in vehicular traffic, construction equipment, and assembly of the solar facility components. This construction noise is expected to be of short duration at any given location within the Project Area. The majority of the noise-producing activities will occur hundreds of feet from the nearest noise-sensitive receptors. The noisiest portion of the construction includes the use of pile drivers to install solar panel supports. The worst-case maximum noise [Lmax (dBA)] expected to occur at residential receptors, located 168 feet and 221 feet from the Project boundary (NSA 1 and NSA 3, respectively), is 76.5 dBA. The model was also evaluated without the inputs of the pile driver because that is more typical of ongoing construction sound levels. The sound levels for typical construction on-site range from an air conditioner to normal conversation. Construction activities within the Project Area would move around the site and are not anticipated to be performed near any particular sensitive receptor for more than a few weeks. The highest daytime operational noise level modeled for any location along the Project property line is 44.3 dBA, which is below the existing ambient noise level (45 dBA). This area, while the closest to an inverter, is also over 850 feet from the nearest NSA (NSA 1), where daytime operational noise is modeled to be only 32.0 dBA. All modeled noise levels assume Project sources operating at full-load conditions. There will often be times when sources are operating at lower loads, with lower noise levels at the NSAs and the property line.

According to manufacturer specifications, the loudest sound power level the transformer is expected to have is 93 dBA. Because the nearest residential receptor is more than 1,980 feet from the substation, transformers are not expected to add additional noise above background noise. Noise from site visits and maintenance activities, including single vehicular traffic and mowing, will be negligible as they produce sound that is similar to existing area noise characteristics. At the nearest receptors, no elevated and/or prolonged noise levels above background levels are expected either during construction or operation of the Project. See Exhibit D for the full report studying the anticipated peak and average noise levels associated with the Project's construction and operation at the Project boundary.

***The data and conclusions contained in the Site Assessment Report for the Crab Run Solar project regarding Anticipated Noise Levels at Property Boundary is in compliance with the intent of KRS 278.708.***

## **5.0 Effect on Road, Railways, and Fugitive Dust**

**Requirement: KRS 278.708(3)(e)** The impact of the facility's operation on road and rail traffic to and within the facility, including anticipated levels of fugitive dust created by the traffic and any anticipated degradation of roads and lands in the vicinity of the facility. The Crab Run Solar Project Traffic Impact Study was completed by Palmer Engineering and is included as Exhibit H. It evaluates the Project's impact on road and rail traffic and the degradation of roads. The traffic study notes that the Project, with appropriate mitigation measures in place, will not produce significant adverse traffic impacts during construction or operation, stating as follows: "the construction period trip generation of workers and trucks will not generate a significant number of trips on local roadways. KY-49 will continue to operate at an acceptable LOS [level of service] during the scenario of when construction traffic is added to the existing peak traffic counts. Although no significant or adverse traffic impacts are expected during project construction or operation, using mitigation measures such as ridesharing between construction workers, using appropriate traffic controls, or allowing flexible working hours outside of the peak hour could be implemented to minimize any potential for delays during the AM and PM peak hours," Crab Run Solar Project Application No. Tab 12 – Exhibit H Page 11. Construction and land disturbance associated with the Project may temporarily contribute airborne materials. The Project will comply with the provisions of 401 KAR 63:010 applicable to controlling fugitive dust emissions. It will utilize Best Management Practices (BMPs), which may include activities such as appropriate revegetation measures, application of water, or covering of spoil piles, to minimize dust. Additionally, open-bodied trucks transporting dirt will be covered while moving. During construction activities, water may be applied to the internal road system to reduce dust generation. Water used for dust control is a non-stormwater discharge activity, which will be authorized under the required Kentucky Pollutant Discharge Elimination System (KPDES) permit. Crab Run Solar will adhere to any posted road weight limits or bridge weight limits and observe pre- and post-construction conditions for on-site and adjacent roadways. Any unforeseen road degradation will be addressed by fixing or paying for repairs for damage to roads and bridges resulting from any vehicle transport to the Project Area. Crab Run Solar will comply with all laws and regulations regarding the use of roadways and transport of heavy loads onto state or county roads. The Kentucky Transportation Cabinet or Marion County Road Department will be consulted, and any necessary permits will be obtained. The Project will not utilize railways for any construction or operation activities.

***The data and conclusions contained in the Site Assessment Report for the Crab Run Solar project regarding the Effect on Road, Railways and Fugitive Dust is in compliance with the intent of KRS 278.708.***

## **5.1 Hiring of a Consultant**

**The board shall have the authority to hire a consultant to review the site assessment report and provide recommendations concerning the adequacy of the report and proposed mitigation measures.**

**The board may direct the consultant to prepare a separate site assessment report. Any expenses or fees incurred by the board's hiring of a consultant shall be borne by the applicant.**

The board has hired Elliot Engineering and Cloverlake Consulting Services to review the adequacy of the Site Assessment Report.

## **6.0 Mitigation Measures**

**Requirement: KRS 278.708(4)** The site assessment report shall also suggest any mitigating measures to be implemented by the applicant to minimize or avoid adverse effects identified in the site assessment report. The Project will be compatible with the existing land uses in the area. Construction methods will be implemented to minimize potential impacts on noise, dust, and traffic. Project design will also incorporate avoidance and mitigation measures for sensitive resources such as wetlands, listed plant and animal species, and sensitive cultural resources. The Project design will utilize the topography and the existing vegetation for screening, and supplemental vegetative screening will be installed on portions of the eastern and western sides of the Project (see Landscape Plan, Exhibit F). Once the Project enters the operational phase, there will be no hazardous materials, pollutant emissions, or discernible sound outside of the Project Area. Additionally, the Applicant has implemented or intends to implement the following mitigation measures for the Project: Minimization of viewscape impacts: According to the Property Value Impact Study (Exhibit B of the SAR), gently rolling terrain with some distant solar panel views shows no impact on adjoining property values. A combination of existing vegetation and segments of proposed vegetation screening along the eastern and western Project boundary will provide a landscape buffer (see Exhibits E and F of the SAR). The Project is not expected to negatively impact public road glint and glare such that any mitigation measures are necessary. Based on the Glare Analysis Study (Exhibit G of the SAR), the glare (green and yellow) and the durations predicted to be experienced at the nearby airport, flight paths, surrounding roads, residences, and buildings are considered acceptable by existing standards and industry practice. Minimization of tree clearing: The Project has been designed to minimize the amount of tree clearing required. Minimization/coordination of impacts on water. The regulation and permitting of utility-scale solar impacts on stormwater and WOTUS will be addressed separately with the appropriate agency. The Project will be designed to avoid and/or minimize impacts to Waters of the United States (WOTUS) delineated on-site. However, if impacts to such features become necessary, then Crab Run Solar will coordinate with the U.S. Army Corps of Engineers (USACE) – Louisville District, and the appropriate Clean Water Act (CWA) Section 404 permit will be obtained. If necessary, a CWA Section 401 Water Quality Certification and a Floodplain Construction permit will be obtained from the Kentucky Energy and Environment Cabinet (EEC) Division of Water (KDOW). The Project will also obtain a Kentucky Department of Environmental Protection (DEP) Stormwater Construction General Permit (KYR10) from the KDOW in compliance with the CWA.

Decommissioning: The Project has prepared a Decommissioning Plan, which is included as Exhibit I.0 of the SAR.

*The data and conclusions contained in the Site Assessment Report for the Crab Run Solar project regarding Mitigation Measures is in compliance with the intent of KRS 278.708.*

### **Additional Mitigation Measures Recommended by the Consultant (Cloverlake Consulting Services)**

The applicant has done a good job of assessing the impact of the proposed project. The only suggested mitigation measure is to carefully monitor the construction process during excavation and pile driving to ensure that undiscovered family cemeteries are not disturbed.

### **7.0 New Electric Transmission Line Associated with the Crab Run Solar Project**

There are no electric transmission lines under the jurisdiction of the KPSC Power Siting Board related to the Crab Run Solar Project.

### **8.0 Summary of the Adequacy of the Applicant's Site Assessment Report**

**The applicant has done an excellent job of assessing the impact of the proposed project in the Site Assessment Report. Among the issues that were addressed are Environmental Permitting, Wetland Delineations, Stormwater, Groundwater, and Endangered Species.**

**Based on a review of The Cab Run Project Site Assessment Report, as well as the Applicant's responses to Inquiries from the Staff, by W. Thomas Chaney of Cloverlake Consulting Services, all the sections of the report are in compliance with the intent of KRS 278.708.**

## **REFERENCES**

All the information for this Adequacy Assessment was extracted from the Applicant’s Site Assessment Report, Crab Run Solar Project, supplemental reports, appendices, legal filings and a field analysis performed on March 7 and 8, 2026 by W. T. Chaney of Cloverlake Consulting Services.



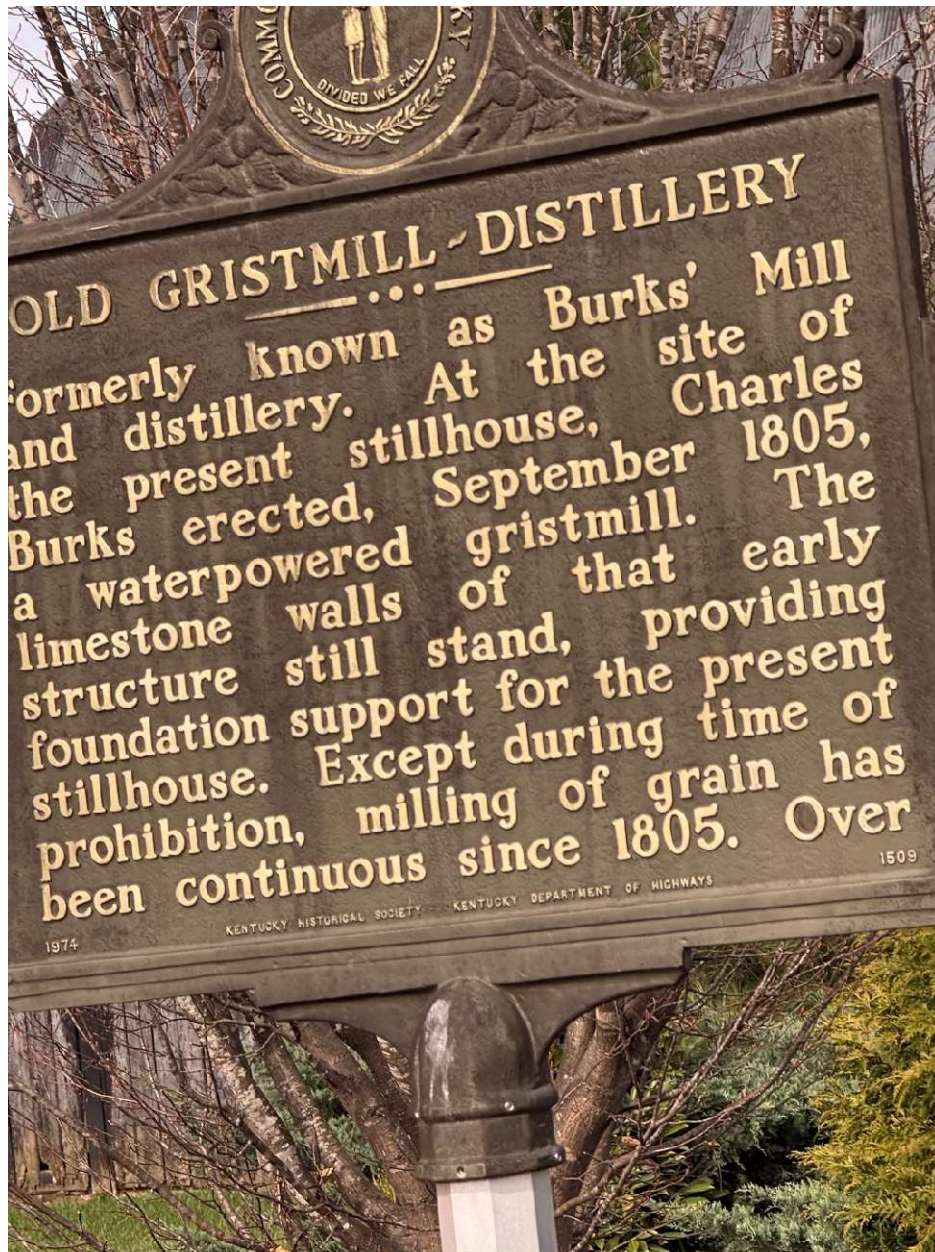
**Gallery of Photographs Taken During the Site Visit by W. T. Chaney on March 7 and 8, 2026**

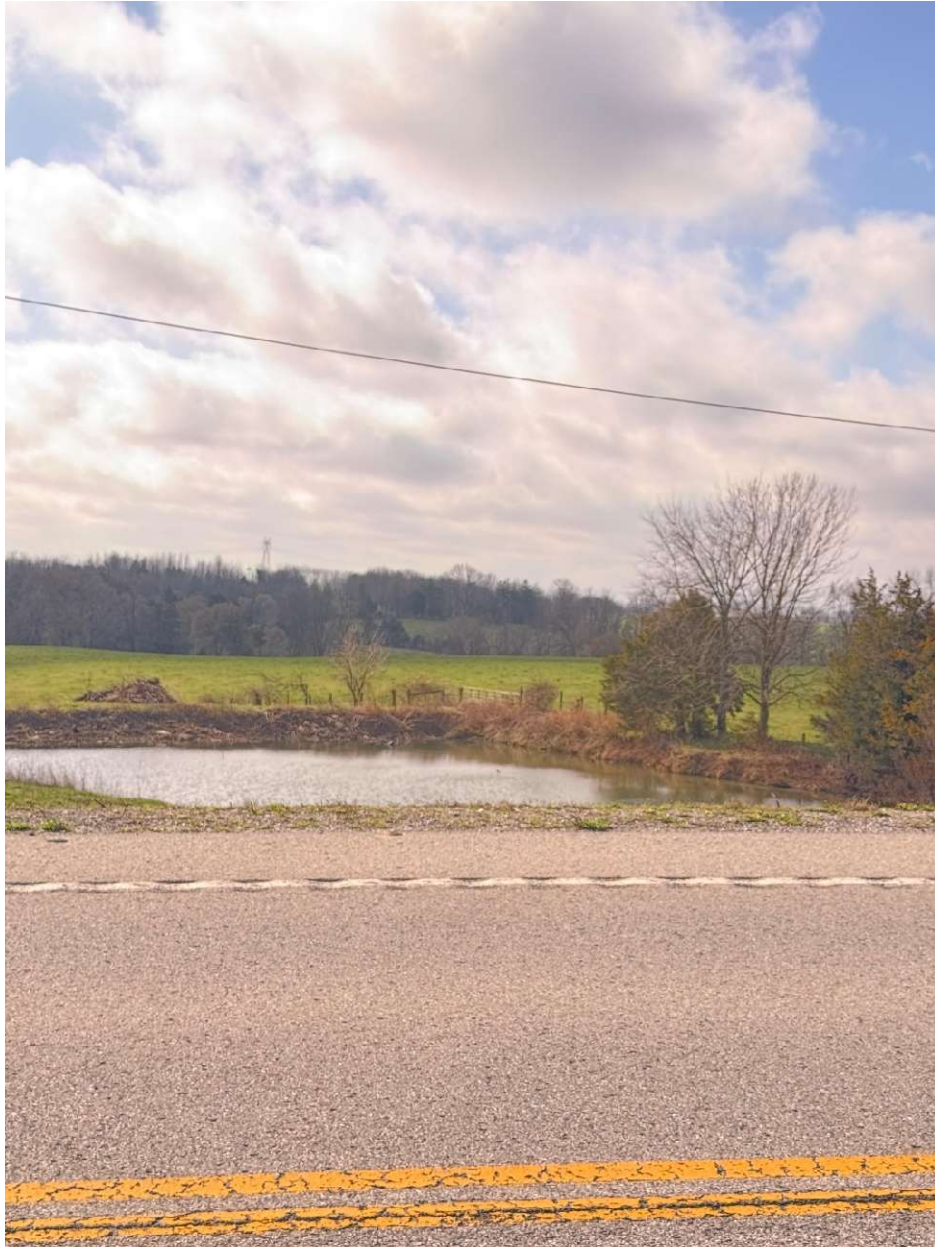












## **Resume W. Thomas Chaney**



## **RESUME**

### **W. THOMAS (TOM) CHANEY**

#### **PRESIDENT CLOVERLAKE CONSULTING**

##### ***YEARS OF EXPERIENCE***

53

##### ***EDUCATION***

- MBA, Finance and Management Point Park University, 2011
- M.A., Environmental Planning, Eastern Kentucky University, 1973
- B.A., Physical Geography and Geology, Eastern Kentucky University, 1972

##### ***AREAS OF EXPERTISE***

- Strategic training and mentoring of employees
- Management and direction of multidiscipline natural resource management consulting teams
- Environmental Assessment of Energy Facilities including Wind and Solar Projects

##### ***CERTIFICATIONS***

- Certified Mediator
- Certified Kepner-Tregoe Rational Process Program Leader
- Harvard Leadership Development
- Advanced Project Management

##### ***HONORS***

- Cinergy "Above and Beyond Award" for Diversity, CG&E/Cinergy, Duke Energy
- Diversity Champion and "Wolf" Award recipient for top individual performance, CG&E/Cinergy, Duke Energy

## **EXPERIENCE SUMMARY**

Mr. Chaney is the President of Cloverlake Consulting Services and directs the work of expert natural resource management teams of engineers and scientists. He has a distinguished background in utility management, organizational development and consultant service to utility companies for environmental and planning work. He has done career management service for large utilities including Cinergy, Cincinnati Gas & Electric and Duke, and has consulting experience with Power Engineers, BHE Environmental, GAI Consultants, Booz-Allen Hamilton, Woolpert Consultants, and Dames and Moore.

Mr. Chaney's current practice involves Siting and Environmental Planning for major utility facilities in several states in the Midwest. He has developed testimony and testified in front of state siting agencies.

He also specializes in strategically training and mentoring employees and has grown a prominent Cincinnati multi-discipline environmental engineering and consulting practice. He also provided strategic training and mentoring services for CG&E, Cinergy, and Duke Energy for 25 years and currently provides these services to Master Provisions, a Northern Kentucky food charity... Mr. Chaney developed and presented the Business Case for Diversity to Cinergy executives in 1995, and was responsible for environmental training and education, and high-performance team training and coaching.

He is a certified mediator and holds a license as a Program Leader for Kepner-Tregoe rational process.

### **Kentucky Public Service Commission-Siting Board Ohio Power Siting Board SITING AND CERTIFICATION**

Another specialty is the management of the Ohio Power Siting Board siting/certification process. He is also proficient at managing the Kentucky PSC Siting Board Process. He was involved in the original development of the rules for these processes with the PUCO and the OPSB and served as the implementing Principal contact for CG&E, Cinergy, and Duke from 1984 to 2006. He has been involved in consulting practices since then that specialize in these siting processes including GAI Consultants, BHE consultants, Power Engineers and ERM.

The following projects are a few examples of this work:

- Kentucky Public Service Commission Siting Board

In his position as President of Cloverlake Consulting Services, he has completed the analysis of the adequacy of sixteen solar projects in Kentucky.

- AEP Siting and Permitting Projects, Ohio, Kentucky, Indiana, Virginia and West Virginia

In his position with Power Engineers, he supervised over twenty siting and permitting projects in the above states.

- NIPSCO Permitting In Indiana

Mr. Chaney, likewise, was involved in several Transmission Line permitting projects in Indiana for NIPSCO.

- GAI Consultants, Constance-Zimmer Natural Gas Transmission Line, Ohio  
Project Manager responsible for the siting, routing and certification of this transmission line. The project required numerous environmental permits and a Certificate of Environmental Compatibility and Public need from the Ohio Power Siting Board (OPSB).

- Dominion East Ohio Gas, Akron-Canton Gas Transmission Line, Ohio  
Project manager responsible for siting, certification (OPSB) and permitting.

- Management Consulting, Large Aviation and Environmental Projects  
As a management consultant for a private management consulting firm, Mr. Chaney was responsible for numerous large aviation and environmental projects, including the Chicago, O'Hare International Airport Delta Concourse project, the Miami International Airport Runway Environmental Impact Statement (EIS) Concourse project, the Miami International Airport Runway Environmental Impact Statement (EIS) project, and the Greater Pittsburgh International Airport Midfield Terminal Studies project that required noise and land use compatibility studies.

- Regional Planning manager  
As a planning manager for the Northern Kentucky Area Development District, Mr. Chaney covered all aspects of regional planning for eight counties in northern Kentucky. He supervised professional and clerical staff dealing with issues on the environment, housing, land use and recreation in compliance with the Older Americans Act (Title III) and the Social Security Act (Titles XIX and XX).

- Senior Environmental Planning Consultant  
Mr. Chaney's experience as a Senior Environmental Planner with a private consulting firm required management of numerous land use planning and environmental assessment projects. His duties included accountability to the client.

- Duke Energy, Edwardsport IGCC Start-Up natural Gas Line, Indiana  
Project Manager for the routing and permitting of a gas transmission line used to start-up the Edwardsport Indiana IGCC. This project is a clean coal endeavor that utilizes Illinois Basin high sulfur coal.

- Dominion East Ohio Gas Company, Solid Waste natural Gas Siting Study and Application, Ohio  
Project Manager for the OPSB application for this complex project, which was rerouted due to the construction of a large municipal landfill.

- GAI Consultants, Rockies Express Line, Ohio  
Project Manager for cultural resources projects associated with this gas transmission line.

- CG&E, Gas Storage Site, Kentucky  
Project Manager responsible for the environmental permitting of this large gas storage site, formerly a depleted gas and oil production field.

- CG&E/Cinergy/Duke Energy Natural Gas Licensing Projects, Multiple States  
Reviewed and led the licensing and environmental permitting for all natural gas transmission line projects.

- CG&E Cinergy, Numerous Power Plant, Transmission Line and Gas Line Siting and permitting Projects  
In his capacity as Licensing Division Director, Mr. Chaney was involved in more than 100 Transmission Line, Gas Line and Power Plant projects during his tenure with CG&E/Cinergy/Duke.