

ATTACHMENT 3 – SEPA CHECKLIST

Vantage to Pomona Heights 230kV Transmission Line

October 2016

Prepared for:



**Washington State
Department of Transportation**

Washington State Department of Transportation

South Central Region
2809 Rudkin Road
Union Gap, WA 98903

and

Yakima County
Public Services
128 North 2nd Street
Yakima, WA 98901



Prepared by:



DAVID EVANS
AND ASSOCIATES INC

David Evans and Associates, Inc.

4151 118th Avenue NE
Bellevue, WA 98005
(425) 519-6500
<http://www.deainc.com>

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Environmental Checklist

A. Background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

Vantage to Pomona Heights 230kV Transmission Line

2. Name of applicant: [\[help\]](#)

Pacific Power (part of PacifiCorp)

3. Address and phone number of applicant and contact person: [\[help\]](#)

John Aniello
Senior Project Manager, PMP
825 NE Multnomah Street
Portland, OR, 97232

4. Date checklist prepared: [\[help\]](#)

January 15, 2015

5. Agency requesting checklist: [\[help\]](#)

Washington State Department of Transportation (WSDOT) and Yakima County

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

Construction of the project will last approximately 9 months, and is anticipated to start within 4-8 months after the final SEPA determination has been made and after acquiring all necessary permits.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

None have been identified.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

Environmental documents prepared for this project include the following Environmental Impact Statements (EISs) prepared under the National Environmental Policy Act (NEPA) with the US Bureau of Land Management (BLM) serving as the lead federal agency:

- Draft EIS (DEIS) published December 2013, compared eight alternatives and identified an Agency Preferred Alternative and covered all environmental elements identified as important during the scoping process (see text below)
- Supplemental Draft EIS (SDEIS), published January 2015, compared the New Northern Route (NNR) with the Agency Preferred Alternative identified in the DEIS and covered all environmental elements identified as important during the scoping process (see text below)
- Final EIS (FEIS), published October 2016, identified NNR Overhead Design Option as the Agency Preferred Alternative. This also was determined to be the Environmentally Preferred Alternative.

On January 4, 2013, the BLM released the DEIS for public review and comment, identifying an Agency Preferred Alternative paralleling an existing transmission line in Yakima County and generally following Road N and crossing the Saddle Mountains in Grant County (Alternative D in the DEIS). Public meetings were held in Selah and Desert Aire in February 2013 to give the public an opportunity to provide their input on the DEIS and Agency Preferred Alternative. The BLM received letters and e-mails containing more than 250 comments during the comment period which ended on March 8, 2013. As a result of public and agency comments received at the meetings and submitted in writing during the DEIS comment period, the BLM, Pacific Power, and Joint Base Lewis-McChord Yakima Training Center (JBLM YTC) met and identified a new northern route (NNR) that is located largely on JBLM YTC land. BLM determined that a SDEIS was required to analyze the new route.

This new route is similar to a northern JBLM YTC route that was eliminated from consideration in the DEIS because of Western Electricity Coordinating Council (WECC) line separation requirements in place at the time the alternative was being considered. Previously, the separation distance required the placement of the line in areas that would create conflicts with JBLM YTC's aerial operations and military training on the facility. Subsequently, the separation standards were revised by the electrical regulating authorities (WECC and the North American Reliability Corporation). These revisions allow a much closer distance between existing lines and the proposed Vantage-Pomona Heights transmission line, which would minimize impacts to JBLM YTC operations and allow that option to be reconsidered.

On January 2, 2015, BLM released the SDEIS for public review and comment. The SDEIS included as Appendix D a draft SEPA Environmental Checklist consistent with the Washington State Environmental Policy Act (SEPA) that evaluated impacts from NNR, its design options, and potential route segments. Public meetings were held in Selah and Desert Aire in January 2015 to give the public an opportunity to provide their input on the SDEIS and the NNR Alternative. The BLM received letters and e-mails containing more than 90 comments during the comment period which ended on February 17, 2015. No comments were received on the draft SEPA Environmental Checklist.

On October 21, 2016, BLM released the FEIS that included all of the alternatives analyzed in the DEIS and SDEIS. The major change between the EISs is that the Agency Preferred Alternative was revised from Alternative D in the DEIS and SDEIS to Alternative NNR with Overhead Design Option (NNR-Overhead) in the FEIS. The results of the analysis indicated that NNR-Overhead is the Environmentally Preferred Alternative since it meets the agencies' respective purposes and needs while balancing Pacific Power's objectives with the Federal management multi-use mandate.

The remaining sections of this SEPA Environmental Checklist focus on NNR-Overhead as the proposed project because it is the Environmentally Preferred Alternative and the Agency Preferred Alternative. It is composed of route segments 1a/NNR-1 (starting at Pacific Power's Pomona Heights Substation), NNR-2, NNR-3, NNR-4o, NNR-5, NNR-6o, NNR-7, and NNR-8 (ending at BPA's Vantage Substation). The FEIS contains analogous information on SEPA environmental elements for the other alternatives and route segments analyzed through NEPA.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)

None have been identified.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

Numerous local, state, and federal permits and authorizations will be necessary for the proposed project. Those permits include, but are not limited to, the following:

- Administrative Type II permit and SEPA Compliance – Yakima County
- Building permit and SEPA Compliance – Grant County
- Development Agreement, Conditional Use Permit, SEPA Compliance, Shoreline Permitting depending upon placement and access road construction, ROW Permit, County Road Franchise Agreement, and building permits, if applicable – Kittitas County

- Utility Franchise and/or Easements and SEPA Compliance – WSDOT and Washington Department of Natural Resources (WDNR)
- National Pollutant Discharge Elimination System (NPDES) – Washington Department of Ecology (WDOE)

Other local, state and federal approval and permits are listed in **Table 1-1** of the FEIS.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

Pacific Power proposes to construct, operate, and maintain a new 230 kilovolt (kV) transmission line from Pacific Power’s Pomona Heights Substation located just east of Selah, Washington in Yakima County to BPA’s Vantage Substation located just east of the Wanapum Dam in Grant County, Washington. **Figure 1** (attached) shows the location of the proposed Project within the State of Washington. **Figure 2** shows the Project Study Area and the location of the Pomona Heights and Vantage Substations.

The project (NRR-Overhead) as described in the FEIS is 40.5 miles in length (**Figure 3**). The route crosses federal land managed by the BLM, the JBLM YTC, and Bureau of Reclamation; and state land managed by WSDOT and the WDNR. There are three counties that are crossed: Yakima, Kittitas, and Grant Counties.

As proposed by Pacific Power, most of the transmission line would be constructed on H-frame wood structures between 65 and 90 feet tall. In developed areas, single wood or steel monopole structures between 80 and 110 feet tall would be used. The transmission line route would cross the Columbia River below the Wanapum Dam on steel lattice structures approximately 200 feet tall. The existing Pacific Power Pomona Heights Substation and the existing BPA Vantage Substation would be upgraded with installation of new equipment to interconnect the new 230 kV transmission line to the regional electric grid.

Further details on the proposed project are provided in **Chapter 2** of the FEIS.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

See response to item 11., above and attached **Figures 1, 2, and 3.**

B. Environmental Elements [\[help\]](#)

1. Earth

a. General description of the site [\[help\]](#)

(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____

Topography in the Project area consists of gently rolling to moderate hilly plateaus and steep slopes from Umtanum Ridge, Manastash Ridge, and the Saddle Mountain Ridges to the Columbia River. Elevations in the Project area range from 400 to 3,400 feet above sea level.

See **Section 3.15.2.1** and **Section 3.15.2.2** of the Project FEIS for more information.

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

The steepest slopes on the site are along route segment NNR-8, which has some vertical cliffs dropping down to the Columbia River. The miles of slopes greater than 30 percent crossed by the route segments are summarized in **Table 4.15-2** of the FEIS.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)

The soil types present in the Project area can be generally divided into three groups:

- Soils found on alluvial fans;
- Soils found on uplands, hillslopes, ridgetops and benches; and
- Soils found on terraces, floodplains, escarpments and channeled scablands.

Table 3.15-1 in the FEIS describes the soil units in more detail.

Prime and unique farmland and farmland of statewide importance are described in **Section 3.4** and are shown on the **Appendix A – Important Farmland Soils Map** in the FEIS. Acres of land managed for commercial crops in the project area are identified in **Table 3.4-2** and are shown on the **Appendix A – Agriculture & Irrigation Maps**. Miles of prime and unique farmland and farmland of statewide importance crossed by each proposed route segment are described in **Table 3.4-9B**. Impacts of each project alternative on irrigated and dryland agriculture are described in **Table 4.4-3**.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

Yes. The NNR crosses two areas of moderate-to-high susceptibility to liquefaction – one large area along the Columbia River in route segment NNR-8 and one small area in NNR-2, as well as approximately seven documented landslide deposits (six along NNR-6 and one along NNR-7). See **Section 3.15.2.2** and **Appendix A – Geohazards Map** of the FEIS for more information.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

Section 4.15 of the FEIS discusses impacts to soils based on area and length of route. Fill would be required for roads and some transmission structures. Excavation and grading quantities will not be available until final design has been conducted.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

Potential soil-related impacts of the project would include the following:

- Increased soil erosion in areas where construction activities have disturbed or altered the land surface by exposing soils (temporary);
- Construction of permanent access roads potentially resulting in accelerated wind and water erosion rates (permanent); and

- Degradation of the land surface and loss of soils resulting from accelerated soil erosion (temporary to permanent).

See discussion in **Section 4.15** of the FEIS and its **Appendix A** maps on soil erosion potential by water and wind for more information.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)

Impervious surface numbers are not available at this stage of design. However, a reasonable estimate can be made by considering long term disturbance from structure footprints combined with new and significantly improved roads. Most roads will not be paved, but instead will be compacted gravel. Therefore these surfaces will still be relatively impervious.

- 46.86 total acres of long term disturbance (**Table 2-16** in the FEIS), composed of
- 39.83 acres of long term disturbance due to new and improved roads (**Table 2-8**)
- 6.97 acres of long term disturbance from work pads and transmission (**Table 2-13**)

See **Table 2-7** and **Table 2-10** in the FEIS for more information.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

Section 2.3.9 of the FEIS describes Required Design Features (RDFs) committed to by the Project proponent that will help reduce/control erosion and other impacts to the earth. These measures include **SGW-11**, which calls for applying and maintaining standard erosion and sediment control methods to minimize erosion.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

The primary types of air pollution during construction would be:

- Combustion pollutants from equipment and vehicle exhaust;
- Fugitive dust particles from disturbed soil associated with auguring holes or foundations for structure installation (overhead design option);
- Fugitive dust particles from disturbed soil associated with land clearing and top soil removal;
- Fugitive dust from grading and earth moving associated with access road construction; and
- Fugitive dust from construction vehicles traveling on unpaved roads becoming airborne.

Impacts to air quality during construction are expected to be short-term, localized, and low.

The primary emission sources associated with the operation and maintenance (O&M) phase of the Project include fugitive dust from vehicles using unpaved access roads and vehicle emissions during periodic maintenance or emergency repair activity. Quantities of emissions would be very small, temporary, and localized. Therefore, air quality impacts during O&M of the proposed Project would be low or none.

See **Section 4.13.3** and **Table 4.13-1** of the FEIS for more information.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

None have been identified.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

[\[help\]](#)

See **Section 2.3.8** in the FEIS for RDFs to avoid or minimize impacts to air quality.

3. Water

a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.** [\[help\]](#)

The primary surface water features found within the Project area include the Columbia River in the eastern portion of the Project area and the Yakima River in the western portion. Lmuma, Burbank, Johnson, Foster, and Selah Creeks are present within the Project area and contain perennial flow for much of their length. Lmuma and Selah Creeks are crossed by the NNR and flow to the Yakima River, while Johnson and Foster Creeks, both located outside of the ROW, flow to the Columbia River.

With the exception of the perennial streams and rivers mentioned above, surface water in the Project area is scarce. Streams are generally unnamed, small and intermittent, flowing for a short period of time in the spring or in response to a large storm event.

See **Section 3.14.4** and **Appendix A – Water Resources and Wetlands Map** in the FEIS for more information on water resources by route segment.

Help Info: Water bodies include year round and seasonal streams, saltwater, lakes, ponds, wetlands, domestic water intakes, or any forested or un-forested wetlands on the site or downstream/down slope. Please identify possible fish bearing streams and note that an intermittent stream might have fish present for a few weeks or months of the year during periods of high flow.

Within the Project area, aside from the Yakima and Columbia Rivers, only Johnson and Lmuma Creeks are known to support fish populations.

See **Sections 3.3.2.2** and **3.3.2.4** in the FEIS for information on rivers and streams where federally-listed, state-listed, and other special status fish species may occur.

Help info: Also note the presence of seeps, springs, wetlands or manmade water bodies. The site may appear dry but include areas that are transitional between open water and uplands, or it may be periodically inundated or saturated.

Seeps, springs, wetlands, and manmade waterbodies are discussed in **Section 3.14.2.1** of the FEIS. There are over 200 seeps and springs throughout the JBLM YTC, located primarily in the bottom of drainages or on the sides of hills. Wetlands and manmade water bodies are seldom crossed by the Project (**Appendix A – Water Resources and Wetlands Map**).

Help info: Please note any water quality issues relevant to the surrounding watershed such as a Total Maximum Daily Load, or TMDL. This is a locally focused scientific study that calculates the pollution a waterbody can receive and still meet water quality standards. It provides information about the existing conditions and how sensitive the watershed is additional development impacts.

No water features crossed by the Project have been identified as impaired by the WDOE (see **Section 3.14.2.1**).

Help Info: Describe any water-based invasive species known to exist in the area (e.g., water milfoil, New Zealand mud snails, yellow flag iris, Brazilian elodea) and steps taken to avoid their spread during the project. Describe any measures that will be taken to ensure that the equipment being used is not introducing or spreading invasive species. The Washington Invasive Species Council has developed prevention protocols to be used when working in or near water. For

the removal or placement of in-water structures, describe how the material either to be removed or placed has been checked for invasive species and how any invasive species found will be removed and disposed of appropriately.

No water-based invasive animal species (e.g., New Zealand mud snail) are known to occur within the project area.

Plant invasive species known to occur within the Project area include purple loosestrife and reed canarygrass. See **Section 3.2 Vegetation (Table 3.2-2)**, **Section 3.2.4** (for occurrences by route segment), and **SDEIS Appendix B-4 Noxious Weed Report** for more information.

Preventative measures to avoid their spread are included in RDFs such as **BIO-5, BIO-10, BIO-11 in Section 2.3.2 Biological Resources**. A Noxious Weed and Invasive Plant Management Plan will be developed and incorporated into the final Plan of Development.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)

Help info: Any part of the project, plan, or other proposal that impacts the shoreline of a water body is identified in this answer. Include grading, fill, or excavation; installation, construction, or demolition; paving; painting or maintenance activities; storage of materials; planting or removal of vegetation; etc. if it will occur within 200 feet of the water and describe where the activities will take place in relation to the waterbody.

You must identify the possibility of intentional or inadvertent filling of, or runoff to streams, wetlands or other water bodies. Attach plans (or preliminary schematic drawing with all water bodies included), if appropriate for the type of activity. If the project involves impacts to aquatics lands, you may need a hydraulic project approval (HPA) from the state Department of Fish and Wildlife, shoreline permits from the local government and possibly a use authorization from the Department of Natural Resources.

Direct impacts to water resources could be caused by access road construction and improvements, right-of-way (ROW) clearing, and site preparation for structures and other facilities such as pulling and tensioning sites, and potentially, maintenance activities. Transmission structures would not be located in intermittent or perennial streams or wetland areas. Depending upon final design, some access road improvements or new access roads may impact intermittent and perennial water courses; however, existing paved and unpaved roads and trails would be used where possible. No long-term impacts to water resources are anticipated to occur as a result of the proposed Project. The estimated 4.4 acres of short term disturbance are restricted to intermittent streams and gullies (**Table 4-14.2** in the FEIS).

The possibility of intentional or inadvertent filling of or runoff to streams, wetland, and other waterbodies is discussed in **Section 4.14 Water Resources** under **Section 4.14.1.3** and **Section 4.14.3**. Potential required permits are discussed in **Section 3.14.3**. Specific erosion and sediment control measures and locations will be specified in a Stormwater Pollution Prevention Plan (SWPPP) as part of the Plan of Development (POD).

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

Help Info: Describe the quantity, type of material, and the location including the size of the area to be filled or dredged. Include the results of toxicity tests or other information about the fill or dredge material. Fill is any material that will change the bottom elevation of an aquatic area, wetland, or water body.

Water bodies include year round and seasonal streams, saltwater, lakes, ponds, wetlands, domestic water intakes, or any forested or un-forested wetlands on the site or downstream/down slope.

Example: Remove 4,000 cubic yards of silt and gravel from Big River to maintain navigational channel between river mile (RM) 3.5 and RM 6.2. Results of toxicity tests are attached.

As stated previously, the Project is not anticipated to result in any long term impacts to perennial waterbodies. However, quantified fill and dredge amounts will not be available until design is advanced.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help](#)

Help info: Describe the quantity and location of any surface water withdrawal or use even if for a nonconsumptive use (meaning that the same quantity of water is returned to the waterbody). This includes temporary or long-term use.

Diversions refer to changes in flow patterns, such as diverting a stream away from a building site or the creation of ponds or inlets.

Ecology regulates the withdrawal of water from surface and underground sources. A permit is not required if the withdrawal is less than 5,000 gallons per day for industrial or domestic use, or for stock watering.

Any work that uses, diverts, obstructs, or changes the natural flow or bed of any fresh water or saltwater of the state may require a Hydraulic Project Approval from the Washington Department of Fish and Wildlife.

For projects involving State-Owned Aquatic Lands, a use authorization from Department of Natural Resources may be needed.

Also consider the connectivity between water bodies for situations of water diversion. Does diversion source contain invasive species that could spread to a new water body?

The Project would not permanently alter the flow in any streams or rivers. The transmission line would span all streams, drainage courses, and rivers; and no structures would be placed in active channels; nor would any specific surface water withdrawals or diversions be required. See **Section 4.14 Water Resources**. Depending upon final design, some access road improvements or new access roads may temporarily impact intermittent and perennial water courses; however, existing public paved and unpaved roads and trails would be used where possible. A cumulative total of 4.5 miles of intermittent streams/gullies will be crossed by all the route segments. See **Section 4.14, Table 4.14-2, and Table 4.14-3** for more information.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help](#)

The NNR crosses 100-year floodplains associated with Lmuma Creek as well Selah Creek. Transmission structures would not be located in intermittent or perennial streams or wetland areas. Transmission line structures may be placed within the 100-year floodplain; however, placement of structures within the floodplain and constructing access roads to these structures is not expected to affect the function and flood storage of the floodplain, or impede or redirect flood flows.

Refer to the **Appendix A – Water Resources Map** for the identified 100-year floodplains.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help](#)

Help Info: Include waste or contaminants associated with industrial wastewater; domestic sewerage; agricultural runoff; stormwater drainage from parking lots, equipment storage areas, chemically-treated lawns and landscaping; etc. Describe the source, the likely contaminants, and quantities if known.

Waste materials means hot or very cold water, sediments, chemical by-products, wash water, sewage, stormwater and other pollutants.

Discharge includes seeping or dripping of hot or very cold water; sediment filled water, controlled runoff, or liquid by-products of an activity, such as bore hole drilling waste products.

Water bodies include year round and seasonal streams, saltwater, lakes, ponds, wetlands, domestic water intakes, or any forested or un-forested wetlands on the site or down stream/down slope. Please identify possible fish bearing streams and note that an intermittent stream might have fish present for a few weeks or months of the year during periods of high flow.

To reduce impacts to water resources, standard erosion and sediment control measures would be implemented. These measures may include using certified weed-free straw wattles and bale barriers, and silt fencing placed at construction boundaries and where soil would be disturbed near a wetland or waterbody. Temporary culverts of appropriate size or temporary work bridges would be installed where needed to minimize stream bank degradation, erosion, and sediment deposition into the waterway. These temporary structures would be removed following completion of construction. Specific erosion and sediment control measures and locations will be specified in a Stormwater Pollution Prevention Plan (SWPPP) as part of the Plan of Development (POD).

See **Section 4.14.3** and **Section 4.14.4** for more discussion of impacts to surface waters.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)**

Help info: Describe any new or increased groundwater extractions, including use or purpose and approximate quantities if known. For water discharges to ground, remember to consider how stormwater runoff collected from impervious surfaces is managed onsite. The water resources web map may be a helpful tool.

Excavation for transmission line foundations could encounter groundwater that is close to the surface. Foundation excavation could temporarily alter groundwater flows and could require dewatering to remove excess water from the construction worksite. Dewatering could impact the level of the localized water table, increase soil erosion, and increase the presence of surface water down slope from foundation excavation areas. If groundwater is encountered, dewatering would be performed in accordance with authorizations from applicable regulatory agencies and as detailed in the SWPPP. Dewatering procedures may involve discharge to catch basins, temporary settling basins, temporary holding tanks, or vacuum trucks. Soil compaction from access roads and work areas could alter ground surface percolation rates which would alter groundwater recharge to underlying aquifers. Impacts to groundwater are anticipated to be short-term and would be minimized by erosion and sediment control measures, tilling to reduce soil compaction, and restricting construction vehicle movement to pre-designated access locations. Water will not be discharged to surface water.

See **Section 4.14.3.2** for more information on groundwater impacts.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)**

Help info: "Waste material" includes chemicals, sediments, agricultural (pesticides, herbicides, and fertilizer) runoff, wash water, logging slash, log booming or storage debris, treated wood pilings, oil or other fuels from equipment used for construction and/or operational activities.

Short-term impacts to groundwater could result from spills of fuel, oils, hydraulic fluid, or other substances. For example, pollutants could be introduced from improper equipment use. Contamination of water resources through spills would be minimized by project RDFs identified in **Section 2.3.9** such as: providing spill prevention kits and other practices described in the Spill Prevention, Control, and Countermeasure Plan. If refueling and maintaining equipment must occur onsite, these activities will occur outside a 100-foot radius of a waterbody, a 200-foot radius

of all identified private water wells, and a 400-foot radius of all identified municipal or community water supply wells. In addition, for route segments on the JBLM YTC, refueling would not occur within 656 feet of any drainage, wet or dry, and parking or staging of vehicles would be at least 328 feet from drainages. Impacts to groundwater from the application of herbicide for weed control would be avoided by following procedures outlined in the Noxious Weed Control Plan, a part of the POD, including applying herbicides according to the label instructions, using certified pesticide applicators, and maintaining no-spray buffer zones along streams.

See **Section 4.14 Water Resources** for more information.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)**

Help info: Describe the following:

1. Source of runoff
2. Intended management systems
3. Where and how the runoff will be discharged off the project site
4. Where and how the runoff will flow to ground or surface waters

Water runoff in the project area originates primarily as precipitation that falls onto various natural and artificial surfaces, and either infiltrates or collects and discharges at natural low points. During construction, water runoff would be minimized by applying and maintaining standard erosion and sediment control methods (specified in the SWPPP). Most water runoff will follow existing drainage patterns. Culverts of appropriate size would be installed where needed and disturbed areas would be reseeded. In addition, all construction and maintenance activities would be conducted in a manner that would minimize disturbance to vegetation, drainage channels, and stream banks.

See **Section 4.14 Water Resources** and **Section 2.3.9** for RDFs related to water resources.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)**

Help Info: In considering whether waste could be carried to ground or surface waters, consider potential sources of contamination (such as parking lots, equipment storage, agricultural practices, lawn and landscaping maintenance, animal waste, treated wood, eroding soils, etc.), any treatment provided, and where the runoff will flow or be discharged. Describe the type/source of potential contamination and the waterbody or aquifer it is likely to end up in.

See response to b.2) above.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

The Project would not permanently alter the flow in any streams or rivers. The transmission line would span all streams; drainage courses, and rivers; and no structures would be placed in active channels, nor would any specific surface water withdrawals or diversions be required. See **Section 4.14 Water Resources**. Depending upon final design, some access road improvements or new access roads may temporarily impact intermittent and perennial water courses; however, existing public paved and unpaved roads and trails would be used where possible. A total of 4.5 miles of intermittent streams/gullies will be crossed by all the route segments.

See Section 4.14, Table 4.14-2, and Table 4.14-3 for more information.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

See RDFs in Section 2.3.9, including SGW-1, SGW-7, SGW-8, SGW-9, SGW-11, and SGW-12. Erosion and sediment control measures and locations will be specified in a SWPPP as part of the POD.

4. Plants [\[help\]](#)

a. Check the types of vegetation found on the site: [\[help\]](#)

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

Help info: Describe if plant species present on site or used in the project are listed as noxious or invasive.

Vegetation within the Project area is described in detail in Section 3.2.2.1 of the FEIS. Generally, vegetation consists primarily of annual grassland, sagebrush, perennial grassland and agriculture. The distribution of these vegetation types is shown on Appendix A – Vegetation & Fire History Map.

b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

The amount and type of vegetation disturbed is presented in Table 4.2-4 of the FEIS.

c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

Special status plants (including ESA listed Endangered and Threatened Species) are discussed in detail in Section 3.2.2.3 of the FEIS and in Appendix B-3 Special Status Plant Report of the SDEIS.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

See Biological Resources RDFs (such as BIO-5, BIO-7, and BIO-12) in Section 2.3.2.

e. List all noxious weeds and invasive species known to be on or near the site.

Noxious weeds and invasive species are described in Section 3.2.2.2 in the FEIS and in SDEIS Appendix B-4 Noxious Weed Report.

5. Animals

a. **List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [\[help\]](#)**

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

Representative wildlife species for the Project area are presented in **Table 3.3-1** and are described by habitat type in **Section 3.3.3.1**.

b. **List any threatened and endangered species known to be on or near the site. [\[help\]](#)**

Federally threatened, endangered, and candidate species known to occur or which are likely to occur within the Project area are discussed in **Section 3.3. 2**.

c. **Is the site part of a migration route? If so, explain. [\[help\]](#)**

Migration routes and corridors are discussed by special status species, where applicable, in **Section 3.3 and Section 4.3**.

Several special status fish species, such as bull trout, Chinook salmon, and Pacific lamprey, use the Columbia River as a migratory corridor to and from their freshwater breeding sites to the ocean. Similarly, the Columbia River is important migratory pathway for waterfowl and other birds as they move north and south along the Pacific Flyway. Also, the NNR-Overhead Alternative crosses an area identified as an important linkage corridor between extant populations of greater sage grouse (see **Appendix B-5** of the FEIS for more information).

d. **Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)**

See **Biological Resources** RDFs in **Section 2.3.2**. See also FEIS **Appendix B6 – Framework for Development of a Sage-Grouse Compensatory Mitigation Plan**.

e. **List any invasive animal species known to be on or near the site.**

No water-based invasive animal species (e.g., New Zealand mud snails) are known to occur within the project area.

6. Energy and Natural Resources

a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)**

Gasoline, diesel fuel, and helicopter fuel will be used for construction, operation, and maintenance equipment. The Project is an electric transmission line and therefore will move electric energy for a variety of consumer uses.

f. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)**

The proposed Project does not cross any lands known to be planned for solar power development. The proposed route does pass through a portion of the state with the second highest potential for solar output (4.1 kilowatt hours/m²/day). Land occupied by the new 230 kV transmission line would not be available for solar power development.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:** [\[help\]](#)

None that have been identified.

7. Environmental Health

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.** [\[help\]](#)

See Section 4.16 Public Health and Safety in the FEIS for a discussion of potential Project impacts related electric and magnetic fields.

- 1) **Describe any known or possible contamination at the site from present or past uses.**

None that have been identified.

- 2) **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

None that have been identified.

- 3) **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

Gasoline, diesel fuel, and helicopter fuel will be used for construction, operation, and maintenance equipment.

- 4) **Describe special emergency services that might be required.**

Due to the remote nature of the Project area, medical emergencies could require airlifting of victims. Any use of helicopters or other aircraft during Project construction will require close coordination with JBLM YTC because this federal facility is restricted air space.

- 5) **Proposed measures to reduce or control environmental health hazards, if any:**

See RDFs in Section 2.3.7 Wildland Fire and Section 2.3.10 Public Health and Safety for more information.

b. Noise

- 1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?** [\[help\]](#)

The Project area has relatively low ambient noise levels due to its rural setting. Higher noise levels occur primarily near highway crossings and in agricultural areas. Additional noise is also created by military operations occasionally occurring at the JBLM YTC, and noise levels are somewhat higher near the I-82 corridor and the more urbanized areas of Yakima and Selah. Overall, the Project area typically ranges from very quiet with natural sounds such as birds, insects, and wind dominating to noisy in localized

areas during periods of military operations at JBLM YTC, agricultural operations, shooting, and other outdoor activities generating isolated and periodic peaks of higher levels of noise. (Section 4.16.3.1).

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

Noise from the proposed Project can be classified into several types: corona noise (i.e., line crackling), construction noise, and radio noise. Corona and radio noise are more likely in higher voltage lines (more than 230kV). Corona noise would only occur during inclement weather and would likely fall below 60 decibels (dBA). Construction noise would be generated by a wide range of on-site and off-site equipment. The loudest sources of on-site construction noise would include helicopters and blasting. These activities could generate short term intermittent noise levels of 90 to 100 dBA for helicopters and up to 125 dBA for blasting. Off-site sources of noise would be produced primarily by traffic of equipment and personnel, with peak noise levels of between 70 to 75 dBA. Overall, construction noise would extend over a period of approximately 12 months, but work would progress along the selected route, and would seldom be generated from one location for very long.

See Section 4.16.3 in the FEIS for more information.

3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

The following RDFs in Section 2.3 of the FEIS address noise impacts: LU-10, PHS-7, PHS-8, PHS-11, and PHS-12.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

The proposed project passes through mostly undeveloped land in south-central Washington. Land ownership is mostly on public land, with between 70 and 75 percent of the routes crossing federal land (mostly on the JBLM YTC), between 2 and 5 percent on state land, and between 23 and 25 percent on private land. Land use in these areas includes residential near communities like Yakima and Vantage, grazing, irrigated agriculture, military, existing utilities, recreation, conservation, and transportation.

The proposed route will have generally low to moderate levels of impact to existing and future land uses, resulting primarily from short term displacement of land uses during construction and long term displacement of some land uses that are incompatible with transmission (e.g., residences under the lines). The largest long term disturbance will be to military uses on the JBLM YTC.

See Section 4.4.3 and Section 4.4.4 for more information.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

The various route segments cross a total of 11.8 miles of Farmlands of Unique Importance and 3.6 miles of Prime Farmland. More than 3,800 acres of active croplands have been identified in the Project area (two-mile corridor around and adjacent to proposed route alignment). However, none of these active croplands are actually crossed by the proposed route. No forest land of long-term commercial significance will be converted or affected.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversized equipment access, the application

of pesticides, tilling, and harvesting? If so, how:

There will be short-term disturbance to some agricultural land uses, mostly grazing, during construction, but these land uses are generally compatible with transmission so they should resume immediately upon completion of construction. There is no working forest land within the project area.

c. Describe any structures on the site. [\[help\]](#)

Structures along the proposed route are limited to existing utility infrastructure (e.g., poles, substations, existing distribution lines, etc.).

d. Will any structures be demolished? If so, what? [\[help\]](#)

Existing distribution lines (and some of the poles that support them), will be replaced with transmission underbuild, particularly in route segments NNR-1 and NNR-2.

e. What is the current zoning classification of the site? [\[help\]](#)

Zoning classifications are only applicable on private land or land owned by the local agencies. In Grant County, zoning along those private portions of route segment NNR-8 are zoned Rural Remote. In Kittitas County, zoning along those private portions of route segment NNR-3 and NNR-4, zoning is mostly Forest and Range. Within Yakima County, zoning along route segments NNR-1, NNR-2, and NNR-3 include Remote/Extremely Limited Development Potential, Agriculture, and Valley Rural.

See **Appendix A – Zoning Map** in the FEIS.

f. What is the current comprehensive plan designation of the site? [\[help\]](#)

In Kittitas County, the NNR passes through areas designated as Rural Working near the Columbia River and Badger Pocket, with the remainder of the County's portion of the NNR in Commercial Agriculture. In Yakima County, the Plan 2015 designations crossed by the NNR include Rural Remote, Agriculture Resource, Rural Self-Sufficient, and Federal Land. In the short section of Grant County near the Vantage Substation, the NNR is located within a comprehensive plan designation of Rural Remote.

g. If applicable, what is the current shoreline master program designation of the site?

[\[help\]](#)

In Grant and Kittitas Counties, the shoreline of the Columbia River is designated as Rural Conservancy under the Counties' respective Shoreline Management Acts. The proposed Project does not cross any areas in Yakima County that fall under shoreline jurisdiction.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

In general, Grant, Kittitas, and Yakima Counties identify the following as critical areas:

- Wetlands
- Critical Aquifer Recharge Areas
- Frequently Flooded Areas
- Geologically Hazardous Areas
- Fish and Wildlife Conservation Areas

The presence of these various critical areas and potential impacts to them are addressed in various sections of the FEIS, according to the following chart:

Critical Area	Location in FEIS for Information
Wetlands	Section 3.14.3.3; Section 4.14.3.1
Critical Aquifer Recharge Areas	Section 3.14.2.2; Section 4.14.3.2
Frequently Flooded Areas	Section 3.14.3.3; Section 4.14.3.1
Geologically Hazardous Areas	Section 3.15.2.3; Section 3.15.3.5; Section 3.15.3.6; Section 4.15.3.1 (Table 4.15-2 and Table 4.15-3)
Fish and Wildlife Conservation Areas	
Streams, Lakes, Ponds, and Riparian Areas	Section 3.14.3.3; Section 4.14.3.1
Big Game Winter Range (Kittitas County)	Section 3.3.2.5; Section 4.3.3.6
Upland Wildlife Habitat (Yakima County)	Section 3.3.2.5; Section 4.3.3.6
Priority Habitats and Species	Section 3.3.2.5; Section 4.3.3.6
Species of Local Importance	Section 3.2.2.3, Section 3.3.2.5; Section 4.2.4, Section 4.3.3.6

i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

None.

j. Approximately how many people would the completed project displace? [\[help\]](#)

The proposed project would result in no displacements.

k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

See Section 2.3.3 of the FEIS for RDFs related to land use.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Project impacts are limited primarily to dispersed grazing. No active croplands will be affected. See Section 4.4 Land Use in the FEIS for more information.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

No housing would be provided by the proposed project.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

No housing would be eliminated by the proposed project.

c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

Not applicable.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

The steel lattice towers proposed for crossing the Columbia River will be approximately 200 feet tall. Poles will be made of wood or steel and range between 65 feet and 110 feet tall. The conductor (the wire cable strung between transmission line structures through which the electric current flows) would be aluminum stranded with a steel stranded reinforced core. See **Section 2.2** in the FEIS for more information.

b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

Section 4.8 Visual Resources in the FEIS analyzes the visual impact of the proposed Project in detail. Specifically, **Table 4.8-11** summarizes the residual visual impacts (after application of mitigation measures) of the proposed Project. Most of these impacts are considered low. NNR-Overhead will have 4.4 miles of high residual impacts, compared to 16.1 miles in the DEIS and SDEIS Preferred Alternative D.

c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

See **Section 2.3.5** in the FEIS for RDFs related to visual impacts.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

No lights are proposed on any of the transmission structures. Lighting at the existing substations would be unchanged. FAA may require lights on the steel lattice structures that will be used at the crossing of the Columbia River (see LU-20 in **Section 2.3.3**). Depending on the material used for the conductors, the transmission lines may produce glare.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

To reduce visual contrasts caused by glare created by standard aluminum conductors (wires), non-specular conductors will be used. See **Section 4.8** in the FEIS for more information.

c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

None have been identified.

d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

RDF VIS-6 in **Section 2.3.5** of the FEIS would minimize light and glare impacts from the proposed Project.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Recreational opportunities in the project area include the following:

- Yakima River Canyon Management Area – hiking, hunting, camping, fishing, rafting
- Selah Butte Watchable Wildflower Area
- John Wayne Pioneer Trail/Iron Horse State Park – walking, hiking, biking, cross-country skiing, snow shoeing, dog sledding
- Selah Cliffs Natural Area Preserve

- Wanapum Heritage Center and Picnic Area
- Wanapum Lake (Columbia River) – fishing, boating, jet skiing, water skiing
- WDFW Game Management Units 278, 340, 371, and 372

See **Section 3.5 Recreation** in the FEIS for more information on recreational resources in the project area.

b. Would the proposed project displace any existing recreational uses? If so, describe.

[\[help\]](#)

Most impacts to recreation in the Project area will consist of short term displacement of dispersed hunting activities during construction. In route segments NNR-7 and NNR-8, impacts to users of the John Wayne Pioneer Trail from dust and noise disturbance are possible during construction. It is also possible that part of that trail would need to be permanently realigned or temporarily closed during construction.

See **Section 4.5 Recreation** for more information on the effects of the proposed project on recreation.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

RDF LU-9 in **Section 2.3.3** in the FEIS specifies that construction will be timed, where practical, to avoid peak use periods at parks, recreation, and preservation areas, and that activities will be coordinated with relevant agencies prior to construction.

See **Section 4.5** in the FEIS for more information on the effects of the proposed project on recreation.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [\[help\]](#)

A total of 85 cultural resources have been recorded within 75 feet of the NNR-Overhead Alternative centerline. These include nine Traditional Cultural Properties (TCPs), 47 archaeological sites, 28 isolated finds, and one architectural resource. All but one of these resources have either been determined eligible to the National Register or are unevaluated but are assumed to be eligible. Over 67 percent of the land within 75 feet of the centerline has been previously surveyed for cultural resources and it is likely that additional cultural resources that could be determined eligible for the National Register may be found in the unsurveyed areas and possibly in areas that are resurveyed prior to construction.

See **Table 4.11-2**, **Table 4.11-3**, and **Table 4.11-4** for more information.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

There are 85 total cultural resources within the 150-foot survey corridor and 120 total cultural resources within the 500-foot survey corridor around the NNR-Overhead Alternative (see **Table 4.11-2** and **Table 4.11-3**). These totals include those in DAHP records and sites recently recorded by the Yakama Nation Cultural Resources Program (YNCRP). Included are nine (TCPs) within the 150-foot survey corridor of the eight route segments. The TCPs include ceremonial sites, traditional use sites, legendary sites, and other culturally sensitive properties.

Cultural resources surveys have been conducted by YNCRP staff as well as the Confederated Tribes of the Colville Reservation.

See **Section 3.11** in the FEIS for more information.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

The YNCRP conducted cultural resource surveys on federal land along some route segments (see **Section 3.11 Cultural Resources and Native American Concerns**). The Cultural Resources Program of the Confederated Tribes and Bands of the Yakama Nation (under contract with Pacific Power) collected oral histories and conducted a TCP study for the Project area and conducted a second study for the NNR and portions of Alternative D. Also, because the NNR lies within the traditional territory of the Moses Columbia Tribe, the Confederated Tribes of the Colville Reservation History and Archaeology Program (under contract with Pacific Power) conducted further TCP studies in the area and prepared a report.

Locations of all previously recorded prehistoric and historic resources, including isolated finds, and of previously conducted cultural resource investigations within one mile of one or more of the alternative route segment centerlines were entered into a geographic information system (GIS) database. Over 2,750 cultural resources have been previously recorded within one mile of the centerline of each alternative including the NNR. Only 190 of these are located within 250 feet of the centerlines. It is acknowledged that:

- Site boundaries are sometimes not well defined; and
- Site data may change as nearby projects increase the number of known sites in the Project vicinity.

Also, the record search identified 31 cultural resource surveys that have been conducted within 75 feet of either side of the alternative centerlines, including the NNR. As a result of previous and recent surveys of federal land along some segments by the YNCRP, the proportion of surveyed land is 67 percent within the 150-foot corridor and 65 percent within the 500-foot corridor.

See **Section 3.11.1** and **Section 4.11.1.1** for more information.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

To ensure compliance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, Pacific Power will implement stipulations of a Programmatic Agreement (PA) prepared and signed by the BLM, the lead federal agency for Section 106 compliance, JBLM YTC, Reclamation, BPA, Washington State Historic Preservation Officer (SHPO), and other parties. The PA will define the Area of Potential Effects (APE) and will stipulate procedures for:

- identifying cultural resources within the APE;
- evaluating their significance;
- assessing effects;
- avoiding or mitigating adverse effects;
- emergency discoveries;
- reporting; and
- Native American consultation.

Before construction, Pacific Power would arrange for an intensive pedestrian cultural resource survey on all federal and state lands, and on private lands where permission of the land owner has been granted prior to survey. Survey would be conducted within all areas of possible physical disturbance within the APE of the selected alternative following BLM manual guidelines. The APE for the undertaking includes all involved federal, state, and private lands and will include:

- The transmission line ROW along the centerline;

- Any existing unpaved access roads/existing roads that may require improvement and new roads;
- Staging areas, laydown areas, pulling and tensioning areas, and any other temporary use areas; and
- Geotechnical drilling boring locations and new or improved access roads to the drill sites.

APE dimensions will be determined by the BLM and appropriate land managing agencies. The APE for assessing visual effects on cultural resources will be land within a specific distance of the transmission line as determined by the parties to the PA.

The BLM, in consultation with other parties to the PA, will develop and implement specific measures to mitigate adverse effects. These may include Project modifications to avoid adverse impacts, monitoring of construction activities, and data recovery studies. By completing and implementing the PA, the Section 106 process would be complete, although specific activities would still need to be carried out by the BLM and Pacific Power. Procedures for evaluating National Register eligibility, assessing effects, and mitigating adverse effects at specific cultural resources will be addressed in a Historic Properties Treatment Plan prepared after the cultural resource survey has been completed.

See **Section 4.11.5** for more information on mitigation measures and residual impacts. The draft PA is **Appendix E** of the FEIS.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

[\[help\]](#)

The main roadways in Grant, Kittitas, and Yakima Counties in the Project area include Interstate (I) 82, Washington State Route (SR) 821 and SR 243. Highways just outside the Project area include I-90 to the north, US Highway 12 to the west, SR 24 to the south, and SR 26 to the northeast. The only county road in the Project area is the Beverly-Burke Road.

In Kittitas County, the major roads in the Project area include:

- Huntzinger Road, a Rural Road running along the eastern boundary of the JBLM YTC in a north-south direction. The road provides access to residences and agricultural operations which also border the western shore of the Columbia River, as well as providing access to the Wanapum Reservoir and the Columbia River/Priest Rapids Reservoir. The road travels from the north, out of the Project area and into the town of Vantage. To the south, the road changes surfaces from paved to gravel adjacent to the Auvil Fruit Company agricultural area.
- Burbank Creek Road is a private road, and intersects with SR 821 on its east side south of the Roza Recreation Site.

In Yakima County, the major roads followed by and adjacent to the Project area include:

- Sage Trail Road, a Rural Road extending east from its western access point at East Selah Road. Sage Trail Road is a county maintained, paved road to Pomona Heights Substation. East of the substation as the road crosses Selah-Moxee Canal, the road is private and becomes gravel.
- East Selah Road accesses I-82, as well as the Pomona Heights Substation. The road serves residences in the Yakima Ridge foothills. The road is primarily chip-sealed, but becomes gravel layered further west as it turns into John Street and a network of gravel and dirt meandering roads mainly used to access homes or the JBLM YTC.
- Temple Lane is an Urban Local road located south of the JBLM YTC boundary between Sage Trail Road and Firing Center Road.
- Shotgun Lane is a private road extending between Firing Center Road and Temple Road.
- Pomona Heights Road is an Urban Local Road that is the northern extension of Shotgun Lane north of Firing Center Road.

- Firing Center Road is an Urban Collector Road connecting I-82 with JBLM YTC.
- Selah Creek Drive is a local road used by residences that is located east of SR 821 and just north of the Selah Creek crossing. This road also provides access to BLM lands located around Selah Butte.

See **Section 3.7 Transportation** in the FEIS for more information on federal, state, and local roads in the project area.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

Public transit does not serve any portion of the Project area.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

Not applicable.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

Transmission line ROW access would be via a combination of new access roads, overland access, improvement to existing roads, or roads. Roads would be upgraded or constructed in accordance with the Proponent's standards for road construction, or according to land management agency requirements (such as BLM Manual 9113, 1985). However, existing paved and unpaved roads and trails would be used, where possible, for the transportation of materials and equipment from the storage yards to the areas where they would be needed along the transmission line ROW.

See **Section 4.7.3** in the FEIS for more information.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

Yes. Helicopters will be used during construction. Construction activities potentially facilitated by helicopters may include delivery of construction laborers, equipment, and materials to structure sites; structure placement; hardware installation; and wire stringing operations. Helicopters may also be used to support the administration and management of the Project. The Project will cross the Columbia River, a major navigable waterway. The Project does not cross any active railroads. Other air transportation activities that occur in the Project area include intermittent crop-dusting throughout commercial agricultural lands and military air equipment movements on the JBLM YTC. A review by the Federal Aviation Administration (FAA), and JBLM YTC aviation operations as part of the permitting process would further minimize any potential conflicts created by the project.

See **Section 4.7.3** in the FEIS for more information.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

Impacts associated with the proposed Project would be short-term and related to the movement of personnel and equipment during construction of the transmission line. Traffic associated with operations would involve a limited number of vehicle trips during routine inspection and maintenance activities. Transmission line inspection and maintenance traffic would occur infrequently and would not involve large numbers of vehicles or workers. A project-specific traffic model has not been developed.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

Movement of agricultural and forest products will not be affected by the project.

h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

RDFs TR-1 through TR- Section 2.3.4 of the FEIS are designed to reduce effects from the project; therefore, no additional mitigation would be required. Along with these RDFs, the **Traffic Management Plan** prepared for the POD would reduce impacts on transportation resources in the Project area. RDFs applicable to transportation resources include: GEN-1, GEN-4, BIO-14, LU-1, LU-3, LU-5, LU-9 LU-12, LU-13, LU-20, VIS-4, SGW-1, and PHS-5.

See Section 4.7.5 for more information.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

The Project will not provide housing, additional transportation, or new population centers that will require increased public services. Construction will create additional risk of fire in the Project area. See discussion below.

b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

Wildland fire during construction presents the greatest risk of impact to public services from the proposed Project. The applicant will develop a Fire Protection and Control Plan to reduce risk of wildland fire. Pacific Power would coordinate with federal, state, and local fire agencies at the onset of construction activities. The purpose of this coordination is to ensure that construction sites and personnel are equipped and trained to recognize and minimize fire hazards, to suppress a fire until firefighters can respond, and to locate suitable water sources.

The construction contractor would be responsible for any fire started, either in or out of the Project area, by its employees or operations during construction. The construction contractor would be responsible for notifying emergency response officials and initial attempts at fire suppression. The construction contractor would take aggressive action to prevent and suppress fires on and adjacent to the Project area, and would rehabilitate burned areas as directed by the appropriate land management agency.

Specific construction-related activities and safety measures would be implemented during construction of the transmission line in order to prevent fires and to ensure quick response and suppression in the event a fire occurs.

See Section 3.12 and Section 4.12 in the FEIS for more information.

16. Utilities

**a. Circle utilities currently available at the site: [\[help\]](#)
 electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____**

The Project parallels existing transmission lines (see 16.b.). All appropriate utilities are available at the existing substations.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#)

The proposed Project will construct a new 230kV transmission line between two existing substations. Of the 40.5 total miles crossed by NNR-Overhead, 31.1 miles of the proposed line parallel existing utility lines. Other than the proposed Project itself, no new utilities will be constructed to support the Project. See **Chapter 2** of the FEIS for a detailed Project description.

C. Signature [\[HELP\]](#)

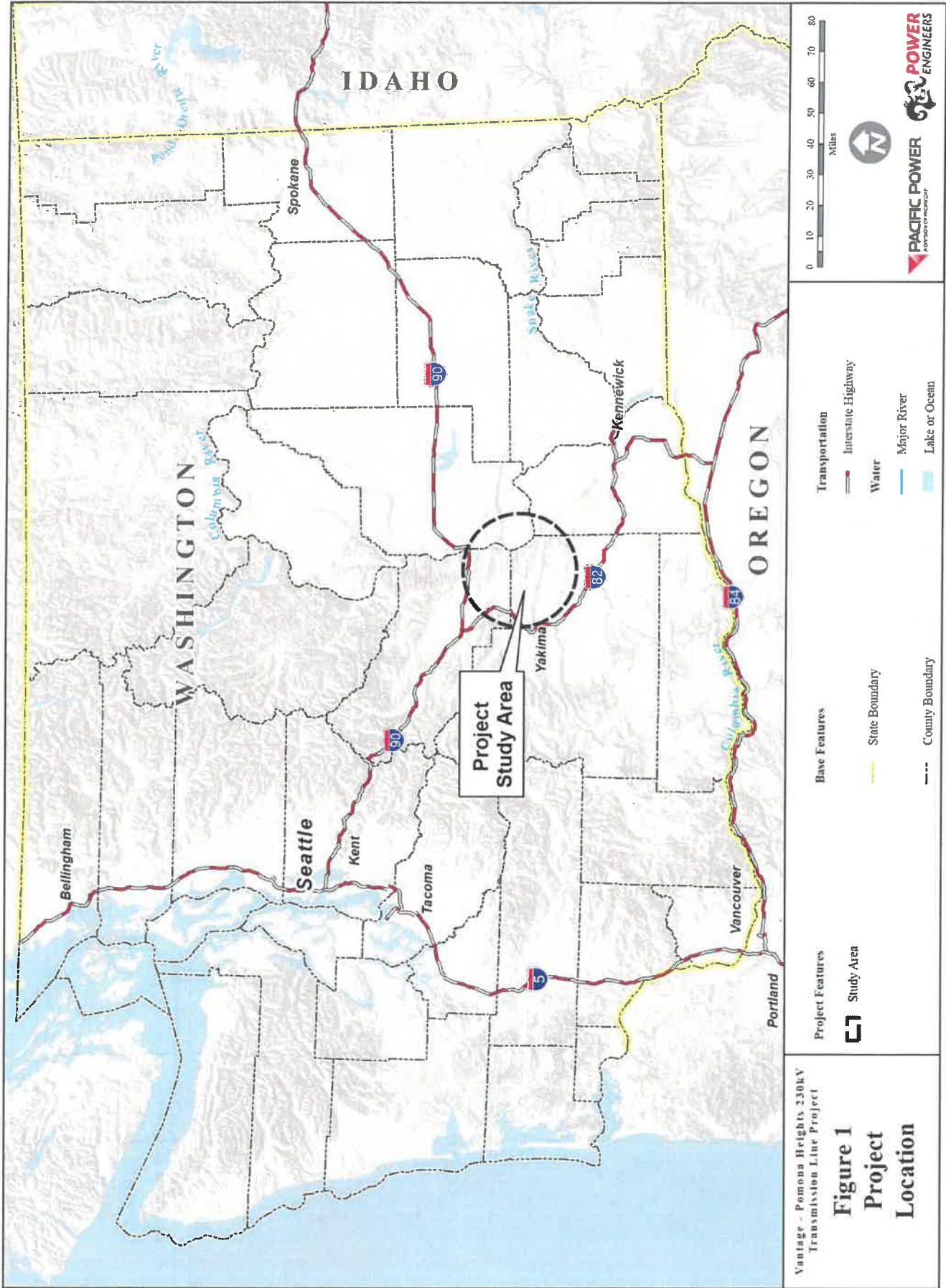
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____



Vantage - Pomona Heights 230kV
Transmission Line Project

Figure 1
Project
Location

Project Features
 Study Area

Base Features
 State Boundary
 County Boundary

Transportation
 Interstate Highway
 Water
 Major River
 Lake or Ocean

0 10 20 30 40 50 60 70 80
Miles



