

SUPPLEMENTAL COMMENT REPORT

I-5 Corridor Reinforcement Project

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INTRODUCTION

HOW TO USE THE REPORT

The Bonneville Power Administration (BPA) is a federal agency under the U.S. Department of Energy (DOE) that serves the Pacific Northwest through operating an extensive electric transmission system and marketing wholesale electrical power. The purpose of this report is to supplement the Scoping Report released in January 2010 and the supplemental comment reports released in April 2011 and March 2012 for the I-5 Corridor Reinforcement Project. This supplemental comment report identifies and summarizes new issues and information not included in the prior three comment reports. It does not list all the comments received, but distills the comments into key themes. Although the purpose of this report is to present new or different ideas, some duplication from the previous reports may occur when necessary to provide context.

This report captures comments received during the period of January 1 through November 12, 2012. The project entered a new stage on November 13, 2012 when BPA released the draft environmental impact statement (EIS) and announced its preferred alternative, Central Alternative using Central Option 1. Although the official public scoping comment period deadline has passed, BPA has continued to analyze the comments received to determine issues of concern to stakeholders and shape the scope of the environmental analysis.

PROJECT DESCRIPTION

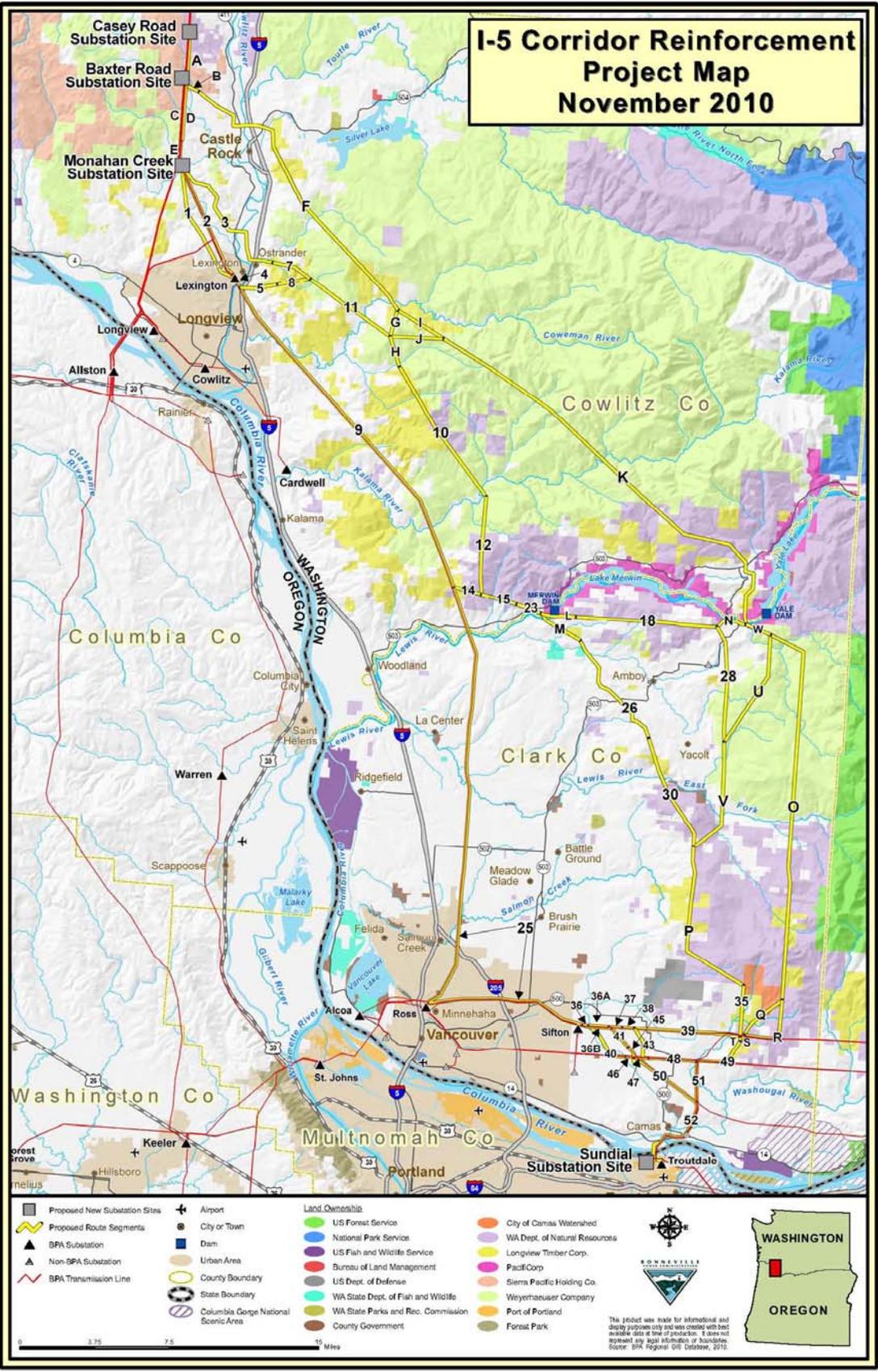
BPA is experiencing growing demand within its existing electrical transmission system in Southwest Washington and Northwest Oregon. To ease congestion and keep pace with these growing demands, BPA is proposing the I-5 Corridor Reinforcement Project (I-5 Project), a new 500-kilovolt (kV) transmission line and associated substations from Castle Rock, Wash. to Troutdale, Ore. BPA has identified multiple potential route segments for the proposed 70-mile long transmission line to be studied in the EIS.

The comments contained in this report are generally related to the information included on the online interactive project map found on <http://gis.bpa.gov/gis/i5/gmviewer.html>, the November 2010 Project Map (see page 3) and the Alternatives and Options Map, released in May 2011 (see page 4), which includes all of the segments depicted on the November 2010 Project Map combined into four route alternatives and additional options as they are analyzed and compared in the draft EIS. The project did not release any new maps during the period of January 1 to November 12, 2012.

To implement the project, BPA must comply with the provisions of the National Environmental Policy Act (NEPA). The NEPA process is intended to promote better agency decisions by ensuring that high-quality environmental information is available to agency officials and the public before the agency decides whether and how to undertake a federal action. Under NEPA, BPA works closely with other

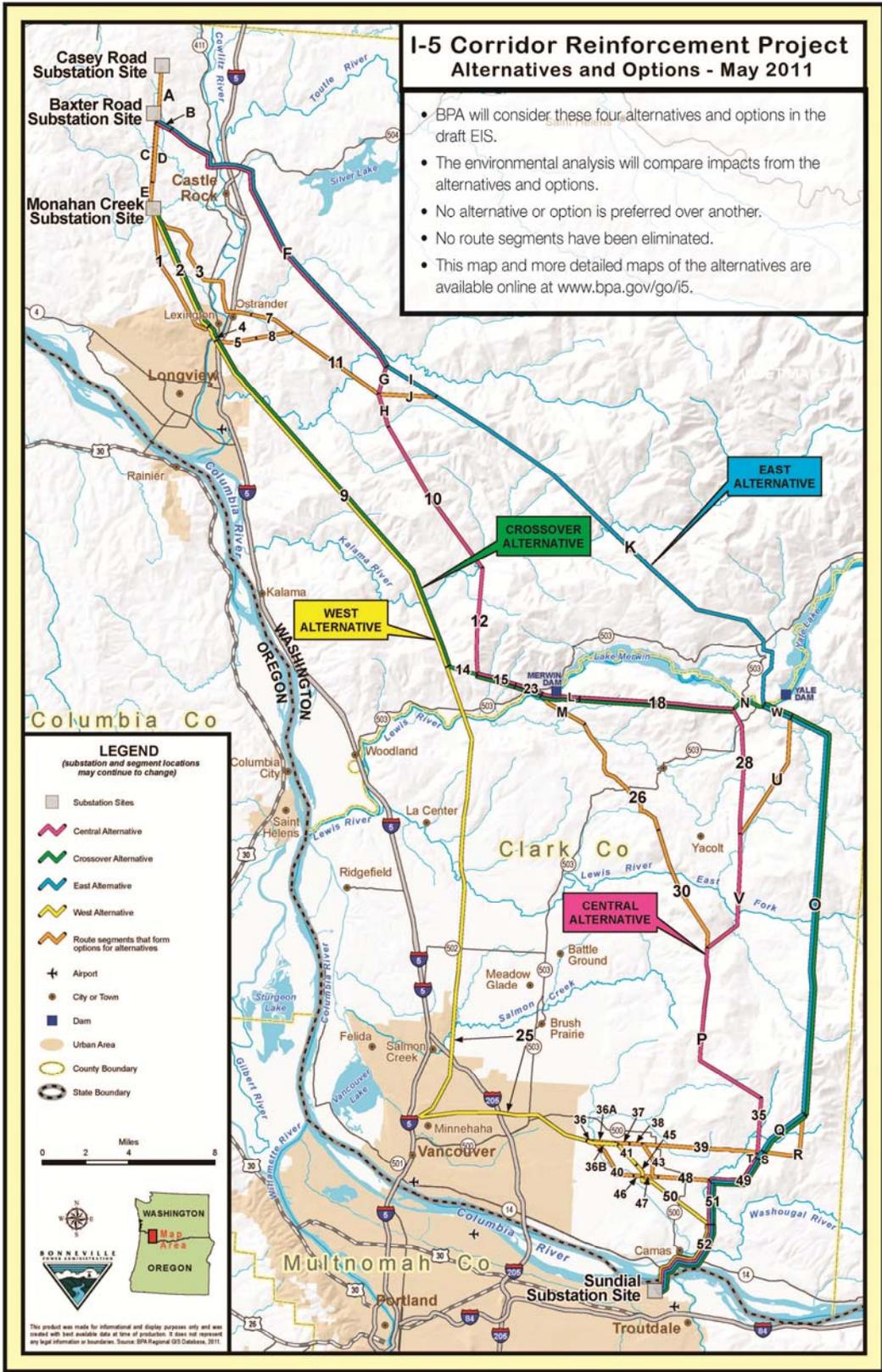
federal agencies and state, local and tribal governments; public and private organizations; and the general public to better understand the potential environmental and community impacts.

I-5 Corridor Reinforcement Project Map November 2010



<ul style="list-style-type: none"> Proposed New Substation Sites Proposed Route Segments BPA Substation Non-BPA Substation BPA Transmission Line 	<ul style="list-style-type: none"> Airport City or Town Dam Urban Area County Boundary State Boundary Columbia Gorge National Scenic Area 	<ul style="list-style-type: none"> Land Ownership US Forest Service National Park Service US Fish and Wildlife Service Bureau of Land Management US Dept. of Defense WA State Dept. of Fish and Wildlife WA State Parks and Rec. Commission County Government 	<ul style="list-style-type: none"> City of Camas Watershed WA Dept. of Natural Resources Longview Timber Corp. PacifiCorp Sierra Pacific Holding Co. Weyerhaeuser Company Port of Portland Forest Park
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0 3.75 7.5 15 Miles
 The product was made for informational and display purposes only and was created with best available data at time of production. It does not represent the legal information of boundaries. Source: BPA Regional GIS Database, 2010.



SOLICITATION OF SUPPLEMENTAL COMMENTS UNDER NEPA

BPA published a Notice of Intent (NOI) (*74 Federal Register 52482, October 13, 2009*) to prepare a draft EIS for the I-5 Project. This initiated the public scoping comment period, originally scheduled to close November 23, 2009. However, on November 18, 2009, BPA extended the comment period to December 14, 2009, in response to requests for more time to submit comments. Following the close of the public scoping comment period, BPA has continued to accept and review comments and will do so throughout the duration of the NEPA process.

In addition to the *Federal Register* notice, BPA directly notified more than 9,000 landowners within a 1,000 foot to one mile buffer of 52 proposed route segments, as well as other interested individuals, tribes, elected officials, organizations, and agencies in October 2009. On December 21, 2009, BPA dropped Segments 27, 31, 42, and 44 from further consideration for the project. In August 2010, BPA further refined the project segments under consideration by eliminating several route segments and adding others. In November 2010, BPA made adjustments to segments F and 36 with the additions of segments 36A and 36B.

From January 1 to November 12, 2012, BPA continued to provide project information via mail and email newsletters, traveling display boards posted in community locations, staffing information booths at fairs and festivals within the project area, and attending meetings with local government organizations and utilities.

BPA continues to post information on the project website www.bpa.gov/goto/i5 and maintain an electronic comment form and phone messaging system allowing visitors to submit comments online at any time.

COMMENT METHODS

BPA continues to invite comments through a variety of methods, including:

- An online form for submitting comments
- Comments that are submitted to a project email address
- A toll free comment and information voice messaging system
- Comment forms and written comments collected at public meetings, neighborhood and citizen group meetings and fairs and festivals
- Verbal comments transcribed at designated public meetings
- Comments that are submitted by postal mail or fax

Though the official public scoping comment period deadline was December 14, 2009, BPA continues to accept and review comments throughout the life of the project. Comments are posted to the project website as they are processed and may be viewed by the public at:

<http://www.bpa.gov/Projects/Projects/I-5/Pages/Search-Comments.aspx>.

Communications with comment content limited to map or information requests are generally not posted on the project website. All communications received during the period of January 1 through November 12, 2012 are included as part of Appendix B.

FAIRS AND FESTIVALS

BPA conducted 16 days of public outreach by staffing information booths at six community fairs and festivals during the summer of 2012 to provide project information and an opportunity for the general public to ask questions and submit written comments. A summary of events attended and comments received is available in the [summary of 2012 outreach events](#) on the project website.

PUBLIC MEETINGS

BPA did not host any public meetings for the I-5 Project during the period of January 1 to November 12, 2012. Project staff members continue to attend neighborhood and citizen group meetings by request. A series of public meetings are scheduled to be held throughout the project area following the release of the draft EIS.

COMMENT ANALYSIS PROCESS

COMMUNICATIONS RECEIVED

This report summarizes the 207 communications processed from January 1 to November 12, 2012. BPA has received over 4,000 communications since the original *Federal Register* notice on October 13, 2009. Communications were received by BPA through a variety of methods (described in more detail in the section “Comment Methods”). All communications were reviewed to identify information requests that needed follow-up from BPA staff, such as project area map requests, and to identify and categorize comments (see “Processing Communications”). All communications received are included as part of Appendix B, which also includes an index of communications listed alphabetically by commenter. The appendix can be accessed at: http://www.bpa.gov/Projects/Projects/I-5/2012documents/2012_1219_BPAI5_S4_SupplementalCommentReport_AppendixB.pdf

PROCESSING COMMUNICATIONS

Communications for this report were processed in the same manner as the original Scoping Report and the April 2011 and March 2012 supplemental comment reports, and according to protocols established for the project. Analysts recorded the name and contact information of each commenter in a computer database. Each communication was assigned a unique identification number and linked to its contact(s). This approach allows analysts to see all communications submitted by each contact.

Communications submitted were saved in portable document format (PDF) according to their unique identification number. The text of each communication was entered into the database. Once a communication was processed, personal information was removed before it was posted to the I-5 Project website. Commenters are able to view the communications they submitted, as well as those of others, on the project website.

Once the commenters and their communications were entered into the database, analysts read through each communication to identify and code unique comments. Many communications contained multiple comments. The coding system during the initial scoping period was modified to include new categories, such as new segment and alternative names, as required. Appendix C contains the final coding categories used for this report. Attachments to communications were also coded if they contained additional comments, rather than supporting information.

Each communication was reviewed at least twice – once by the primary coding analyst, and then again by a second analyst. This quality assurance process allows for any discrepancies or inconsistencies to be resolved during the coding process.

Throughout this process, BPA staff maintained access to the comment database, and were able to review and search the database contact information, comment categories, and perform keyword searches. They were also able to use the database to review and respond to information requests.

ANALYSIS METHODOLOGY

This report summarizes key themes distilled from the 207 communications received from January 1 to November 12, 2012. This report supplements the original Scoping Report and the April 2011 and March 2012 supplemental comment reports as well as the comprehensive review of comments by BPA staff. To create this summary, analysts queried the database to generate reports organized by each comment category. These reports were used to synthesize comments into summary statements that captured the unique issues and concerns expressed by commenters. This process also served to eliminate redundant themes within this report.

For the purposes of this summary, every comment has equal value, whether it is stated only once or multiple times. The synthesis represented in this report did not seek to tally the number of comments received on any given topic, as scoping is not intended to function as a “voting” process.

COMMENT ANALYSIS RESULTS PER TOPIC

ORGANIZATION OF THIS SECTION

The following sections are organized into categories that reflect the new or different issues and concerns heard for the period of January 1 to November 12, 2012. These issues and concerns are summarized. The sections do not capture every comment for each category and are not quantified. Quotes highlighted in the comment analysis results are used to illustrate the range of comments received, but are opinions and not intended to represent statements of fact.

PROJECT PURPOSE AND NEED

Commenters asked BPA to reevaluate the need for the project. Commenters cited events in 2012 such as lower electricity load forecasts, electricity rate increases, lower natural gas prices, expiring tax credits, potential future litigation by wind farms, and low levels of economic activity as reasons why the project may no longer be needed.

Commenters asked how the network open season process relates to the purpose and need of the I-5 project.

Commenters stated they believed there was a need for the project and that BPA should work with other organizations to help educate the general public about the project's purpose and need.

PROJECT PROCESS

DECISION-MAKING PROCESS

Commenters felt that by publishing data for the number of houses along each segment, BPA was demonstrating that it would choose a route based on the smallest number of nearby homes.

Commenters periodically contacted the project for schedule updates. Commenters wanted to know when the draft EIS would be released and whether BPA would announce a preferred alternative with the draft EIS. Commenters continued to express frustration at not being able to make decisions about their properties until BPA chooses a route for the project.

Commenters thought that BPA's reasons for not including the citizen-proposed "grey line" route were inconsistent with decisions for including or excluding other route segments or alternatives.

Commenters wanted to know if BPA would drop segments from consideration once a preferred alternative was identified or if some or all alternatives and options would remain under consideration. Commenters wanted to know why other alternatives and options must remain under consideration after a preferred alternative is identified.

Commenters on segments in Camas asked for early access to information about what to expect after a route is chosen since any "build" decision would result in a new transmission line segment through some areas of Camas.

Commenters wanted to be consulted prior to BPA's decisions on whether to observe local ordinances that regulate electric transmission line siting.

Commenters wanted to know if BPA had already purchased materials for building the project.

Commenters pointed out that citizens of Southwest Washington were never given the option to vote on the project.

PUBLIC INVOLVEMENT

Public involvement topics, organized by category, are included below:

- *Notification:*

Commenters asked that BPA notify landowners before contractors access their private properties.

- *Maps:*

No additional comments at this time.

- *Public comments and comment period:*

Commenters wanted to know how BPA plans to accommodate comment collection in the event that the draft EIS is released during the winter holiday season when people are more busy than other times of year.

Commenters expressed that they were doubtful whether BPA reads comments submitted by the public.

Commenters wanted contact information for BPA project management staff so they could submit information to them directly.

Commenters wanted to know what kinds of comments BPA will be requesting on the draft EIS.

- *Public meetings:*

Commenters were disappointed that the final decision maker for the project was not present at the December 8, 2012 listening session in Battle Ground.

Commenters asked why BPA continues to request public input when BPA continues to get similar feedback at public meetings but does not incorporate it into the project's plans. Commenters felt it was clear that the public does not want the transmission line running through private property.

Commenters wanted to know why BPA attended summer fairs and festivals in some parts of the project area but not others.

- *Opportunities for further public participation:*

Commenters suggested that BPA conduct public outreach to educate people about the project need and basic transmission line construction information.

- *Data:*

Commenters were disappointed that BPA did not provide the reports that support the data tables listing the number of homes near each segment. Commenters also requested that BPA provide the number of private properties affected by proposed access roads along each segment.

Commenters pointed out that the data table listing project cost estimates by alternative do not include substation or litigation cost estimates. Commenters felt that excluding this information made the more populated route along the existing right-of-way appear less expensive than it actually would be. These commenters thought substation and litigation cost estimates would make the existing right-of-way the most expensive route.

Commenters thought the data used for cost estimates may be out of date.

REGULATORY OBLIGATIONS, COORDINATION, AND DOCUMENTATION

DRAFT EIS APPROACH AND CONTENT

Commenters wanted to know if BPA is legally required to consider a certain number of alternatives and whether there could be multiple preferred alternatives.

Commenters wanted to know how property values will be taken into consideration in the draft EIS and final decision.

Commenters thought BPA was not following the National Environmental Policy Act (NEPA) process adequately. Commenters thought the alternatives under consideration did not maintain optimal relationships between the human and natural environments and would result in an unacceptable amount of degradation. Commenters thought that NEPA's environmental justice policies should require BPA to consider routes less populated than those currently under consideration.

Commenters asked that the human environment be considered equally important as the natural environment.

COORDINATION

Commenters wanted to know what the Army Corps of Engineers' role is in developing the draft EIS and decision-making and whether the I-5 project qualified for a nationwide permit under section 401 of the Clean Water Act.

Commenters asked about the process BPA would need to complete to receive a permit to use protected lands owned by PacifiCorp.

PROJECT DESIGN

GENERAL PROJECT DESIGN COMMENTS

Commenters asked where BPA obtained LiDAR data used for the project and whether the data should be updated.

PROJECT COSTS

Commenters wanted more information about costs for each of the proposed alternatives, substations and for undergrounding the power line. Commenters encouraged BPA to compare the costs and benefits of burying the line underground, stating that they believed the line would require less maintenance or repairs compared to an overhead line that is exposed to weather. Commenters also asked BPA to account for losses in property values and tax revenues that they believed could be avoided by burying the transmission line.

Commenters asked how BPA would finance the project and whether BPA would pay interest on funds obtained from the American Recovery and Reinvestment Act.

Commenters asked if project cost estimates should be updated to account for the current state of the economy.

TRANSMISSION LINE DESIGN

TOWER, SUBSTATION, AND TRANSMISSION LINE DESIGN

Commenters had a variety of questions related to project design. Specific design questions included:

- Has BPA considered upgrading the Ross-Lexington transmission line to use double-circuit towers instead of building a second set of towers for this portion of the project? Commenters believed this would reduce the need to expand easements along BPA's existing right-of-way.
- Is it possible for BPA to use the current towers on the existing right-of-way for the project?
- What materials are required for tower construction and where will the materials come from?
- What is the lowest sag point of the transmission line?
- What is the operational voltage of the transmission line?
- What is the historic, average, and forecasted load that the new transmission line would serve?
- Where in Camas would the new line cross the Columbia River?
- Can the new lines be operated at full capacity alongside the transmission lines on the existing right-of-way?

Commenters requested proposed tower design and configuration information specific to their locations. Commenters asked how topography would affect the relative height of the towers proposed in their local areas.

TRANSMISSION RIGHTS-OF-WAY

Commenters, particularly tree farmers, requested the option to lease transmission rights-of-way on their land instead of receiving a one-time payment for an easement.

LINE DESIGN AND ELECTRIC AND MAGNETIC FIELDS

Discussion of line design and electric and magnetic fields (EMF) can be found in the section “Health and Safety, Electric and Magnetic Field Effects.”

UNDERGROUNDING LINES

Commenters wanted more information explaining why it is difficult and more expensive to bury high voltage transmission lines underground. Commenters questioned whether siting the line underground would have a lower cost over the lifetime of the line because they believed an underground line would require less maintenance or repairs than an overhead line. Commenters stated that they believed public opposition to the project would decrease if the line were sited underground because it would be more visually appealing and reduce perceived health concerns associated with EMF. Commenters asked BPA to observe local ordinances that require electrical lines to be sited underground. Commenters asked if a grant could be obtained to pay for siting the line underground.

TRANSMISSION TECHNOLOGY

Commenters recommended that BPA consider technology used in Shanghai by Nexans Corporation in 2007 to site 500 kV lines underground for distances of up to 10 miles. Commenters requested that this technology be applied to places where the project is proposed in Camas.

GENERATION/DISTRIBUTION

No additional comments at this time.

TRANSMISSION LINE CONSTRUCTION

Commenters said that constructing a new transmission line would require heavy vehicles and equipment that could cause traffic on local roads and increase dust and noise.

ACCESS ROADS AND RIGHTS-OF-WAY

ACCESS ROAD SITING

Commenters wanted BPA to publish the number of private properties that would be affected by proposed access roads similar to the way BPA published the number of homes along each proposed segment.

NUISANCE/SAFETY/MAINTENANCE ISSUES

In addition to specific nuisance activities previously described in the scoping and supplemental comment reports, commenters were concerned that access roads would alter rural qualities of life and reduce property values.

ACCESS ROAD CONSTRUCTION

No additional comments at this time.

PROJECT MONITORING AND MITIGATION

MITIGATION AND MONITORING OF IMPACTS TO NATURAL RESOURCES

Cowlitz County Conservation District expressed interest in receiving large woody debris resulting from project construction to be used in plans to improve water quality on the Coweeman River. Cowlitz Conservation District also expressed interest in receiving help depositing large woody debris with the use of BPA helicopters.

ROUTE SEGMENTS AND ALTERNATIVES

BPA received additional comments on the proposed route segments and the four alternatives and options formulated from the route segments. Comments included discussion of recommended siting alternatives, including both general preferences and specific suggestions based on several criteria and siting concerns. Recommendations referenced one or more of the proposed route segments or alternatives, suggested changes to these routes, and proposed new route alternatives.

SITING CONSIDERATIONS

Commenters identified criteria BPA should use to make transmission line siting decisions and discussed their recommendations for the development of alternatives.

The following are criteria and recommendations for various route alternatives. Segments, alternatives and other geographic locations are referenced where mentioned by commenters.

PHYSICAL DESIGN

- Commenters asked BPA to consider routes sited east of Clark County in Skamania County that would cross the Columbia River at Bonneville Dam.

- Commenters asked BPA to site a portion of segment 52 underground on the east side of the Washougal River along Highway 14 and up Woodburn Hill to SE 23rd Street. Commenters believed this would avoid visual impacts within Camas city limits and the Washougal urban growth boundary.
- In the event that segments 36A, 37, and 38 are selected, commenters requested that the new transmission line be sited on the south side of the existing right-of-way to minimize negative effects to private properties.
- The West Alternative should be selected because commenters believed co-located transmission lines would be easier to defend from sabotage than transmission lines in separate locations.
- The West Alternative should be selected because commenters believed it would be subject to less extreme weather conditions compared with the eastern routes.

SOCIAL AND ECONOMIC

- Commenters recommended alternatives that avoid negative effects to property values.
- Commenters recommended alternatives that prioritize human health and safety and avoid increased human exposure to EMF.
- The West Alternative should be selected because co-located lines can be configured to reduce EMF levels.

LAND USE

- The West Alternative should be selected because it has the least impact to productive tree farming lands and practices of all sizes.
- The West Alternative should not be avoided due to adjacent school facilities. Commenters said these facilities had been moved closer to existing transmission lines after rebuilds.
- The Crossover Alternative should be selected because it is a compromise of segments on existing right-of-way and segments that would require new right-of-way.
- Alternatives on a new right-of-way in rural areas should be selected because commenters believed they would provide fire breaks in the event of wildfire, provide roads for firefighters, limit human exposure to EMF, increase electric service reliability, allow space for future transmission siting plans, and limit negative effects to tax revenues.
- Segments 50, 41, 45, 46, and 47 should be avoided because they affect lands planned for future expansion by the City of Camas.

NATURAL RESOURCES

- The West Alternative should be selected because commenters believed it has the least negative effects to natural resources.

ROUTE ALTERNATIVE RECOMMENDATIONS

No additional comments at this time.

SOCIO-ECONOMICS

GENERAL SOCIO-ECONOMIC COMMENTS

No additional comments at this time.

COST TO LANDOWNERS

Commenters said that siting a transmission line on their property would reduce the possibility of selling their land for future development.

Commenters from proposed new right-of-way segments pointed out that there is a difference in the types of potential costs experienced by property owners who would lose land and trees to new right-of-way acquisitions and road construction compared to property owners whose land is adjacent to BPA's existing right-of-way.

LOCAL, REGIONAL, AND STATE ECONOMY

No additional comments at this time.

INCOME, BUSINESS OPERATIONS, AND EMPLOYMENT

Commenters asked how many full-time jobs have been created at BPA for the I-5 Corridor Reinforcement Project.

TAXES

No additional comments at this time.

SCHOOLS AND EDUCATION OPPORTUNITIES

No additional comments at this time.

HOUSING

No additional comments at this time.

DEMOGRAPHICS

No additional comments at this time. Some demographic information is contained within specific topic sections.

QUALITY OF LIFE

No additional comments at this time.

HEALTH AND SAFETY

GENERAL HEALTH AND SAFETY COMMENTS

Commenters continued to provide studies and sources of information about EMF and health risks.

ELECTRIC AND MAGNETIC FIELD EFFECTS

GENERAL ELECTRIC AND MAGNETIC FIELD EFFECTS COMMENTS

No additional comments at this time.

HEALTH EFFECTS

Commenters mentioned that they suffer from migraines and thought that EMF exposure would aggravate their condition.

ELECTRONIC AND MAGNETIC INTERFERENCE

No additional comments at this time.

TRANSMISSION LINE DESIGN

Commenters asked how BPA can use tower designs and configurations to decrease EMF levels at the edge of the right-of-way.

No additional comments at this time.

COMMUNITY SAFETY

Community safety issues mentioned included increased risk of wildfire due to siting the transmission line in remote locations away from first responders.

Additionally, commenters suggested that BPA should educate the public about safe behavior around transmission lines to avoid injuries related to electric shock.

NOISE

Commenters wanted to know how far noise would travel from a new transmission line.

AESTHETICS

Commenters continued to identify visual and scenic resources they believed could be affected by a new transmission line. Visual resources included:

- Green Mountain
- Lacamas Lake
- Washougal River
- Crown Point
- Mount Hood

Commenters requested visualizations of what the proposed towers and transmission line would look like in their local area.

Commenters asked BPA to comply with local municipal policies that relate to the protection of public views.

CUMULATIVE IMPACTS

Commenters associated trouble using multimedia devices with existing transmission lines and said additional transmission lines would enlarge the problem.

LAND USE

EXISTING AND PLANNED LAND USES

Commenters identified a local airstrip facility near Amboy that was not contained in previous reports.

Commenters identified areas with specific land use designations and relationships to comprehensive planning efforts, including the City of Camas' local ordinance regulating electrical transmission lines.

Commenters suggested that BPA should promote the beneficial use of its right-of-ways as open spaces.

TRANSPORTATION

No additional comments at this time.

RECREATION

Commenters said a new transmission line could affect Camp Curry Regional Park.

Commenters suggested using a new transmission corridor for new recreational trails that would connect northern Cowlitz County with the Lewis River area.

MINING

No additional comments at this time.

EMINENT DOMAIN AND COMPENSATION

Commenters shared an instance when government in Amsterdam, Netherlands purchased properties within 50 meters of high voltage transmission lines because the transmission lines were believed to be a danger to the health of the residents.

NATURAL RESOURCES

Commenters continue to provide general and specific information about potential impacts a new transmission line may have on natural resources.

GENERAL WILDLIFE/HABITAT COMMENTS

Commenters expressed concern that construction of a new transmission line may disrupt wildlife habits and breeding.

NATIVE WILDLIFE/HABITAT (UPLAND)

No additional comments at this time.

AMPHIBIANS AND REPTILES

No additional comments at this time.

BIRDS

No additional comments at this time.

SMALL MAMMALS

No additional comments at this time.

LARGE MAMMALS

No additional comments at this time.

INSECTS

No additional comments at this time.

RIPARIAN AND AQUATIC WILDLIFE/HABITAT

Commenters continued to describe riparian and aquatic habitat and species that could potentially be impacted by transmission line siting. Commenters expressed concern about the use of herbicide for vegetation management near waterways. Specific locations identified included route segment 52.

WETLANDS

No additional comments at this time.

FLOODPLAINS

No additional comments at this time.

SURFACE AND GROUND WATER RESOURCES

Commenters continue to identify local water resources they think may be affected by the project as well as the locations of private wells or other water storage facilities.

Commenters asked that the draft EIS address effects the project may have on sediment and stream flow as a result of tree removal and increased runoff surfaces resulting from the project.

NATIVE VEGETATION

Commenters stated that mechanical removal should be used for vegetation management instead of the application of herbicides to protect water from contamination. Commenters also said that erosion should be taken into consideration when removing vegetation.

Commenters mentioned specific areas of concern, including route segment 52.

NON-NATIVE VEGETATION

No additional comments at this time.

THREATENED, ENDANGERED, AND SENSITIVE SPECIES

No additional comments at this time.

AIR QUALITY AND CLIMATE

No additional comments at this time.

CULTURAL AND HISTORIC RESOURCES

No additional comments at this time.

GEOLOGY AND SOILS

No additional comments at this time.

ENVIRONMENTAL JUSTICE

No additional comments at this time.

NEXT STEPS

BPA released the draft EIS for the I-5 Project and announced its preferred alternative as the Central Alternative using Central Option 1 on November 13, 2012. BPA has distributed the draft EIS to about 14,000 addresses on the project mailing list and made copies available at community libraries and locations throughout the project area. Comments on the draft EIS will be accepted from November 13, 2012 through March 1, 2013. BPA will then make any necessary refinements to the draft EIS. All comments during the draft EIS comment period will be responded to in the final EIS, expected in 2014. A record of decision also is expected in 2014 that will identify the agency's decision on whether or not to build the project. At that time, if the decision is to build, a final route would be identified. Construction could then begin in 2015 and would last about three years.

APPENDIX A – PUBLIC NOTIFICATION MATERIALS

Following the close of the public scoping comment period, BPA distributed two additional mailings to landowners and interested parties to inform them of project developments, including the following:

- December 21, 2009 – Letter announcing the release of Segments 27, 31, 42 and 44 from the NEPA process
- August 2, 2010 – Letter announcing refinements to the segments included in the project study area

No additional official notifications were distributed during the supplemental comment periods of November 18, 2010 through December 31, 2011 or January 1 through November 12, 2012. However, project updates were distributed periodically. All project notifications and updates can be found on the project website at www.bpa.gov/goto/i5.

APPENDIX B – COMMUNICATIONS RECEIVED

Appendix B includes all communications received between January 1 through November 12, 2012 and is available on the project website at:

http://www.bpa.gov/Projects/Projects/I-5/2012documents/2012_1219_BPAI5_S4_SupplementalCommentReport_AppendixB.pdf

If you do not have access to the Internet and would like to receive a CD or hard copy of this appendix (148 pages), please call our toll free document request line at 800-622-4520 and leave a message with your name and mailing address, and ask for “I-5 Project Supplemental Comment Report, January 2013, Appendix B.” Please specify CD or hard copy.

APPENDIX C – CODING CATEGORIES

The following comment categories were used to code individual comments contained within each communication included in the supplemental comment report. Each communication was given a unique number, and each comment within the communication was categorized by subject. Categories assigned to comments included the following:

Transportation	Mitigation/monitoring	Segment 19
Land Use	Visuals	Segment 20
Eminent Domain	Permits	Segment 21
Irrigation	Other	Segment 22
Mining	Data request	Segment 23
Wetlands	Recreation	Segment 24
Floodplains	Access/road construction	Segment 25
Water	Vegetation/weeds	Segment 26
Electromagnetic fields	GHG/climate change	Segment 27
Noise	Geology/soils	Segment 28
Air quality	Social issues	Segment 29
Fish/wildlife	Demographics	Segment 30
Water fowl	Public services	Segment 31
Passerine birds	Housing	Segment 32
Migratory birds	Education	Segment 33
Raptors	Community Safety	Segment 34
Bats	Environmental justice	Segment 35
Amphibians/reptiles	Health	Segment 36
Small mammals	Segment 1	Segment 36A
Large mammals	Segment 2	Segment 36B
Fish (non-salmon)	Segment 3	Segment 37
Invertebrates	Segment 4	Segment 38
Threatened/endangered species	Segment 5	Segment 39
Salmon	Segment 6	Segment 40
Cultural resources	Segment 7	Segment 41
Alternatives/siting	Segment 8	Segment 42
Project need	Segment 9	Segment 43
Cumulative impacts	Segment 10	Segment 44
Project design	Segment 11	Segment 45
Process design	Segment 12	Segment 46
Economics	Segment 13	Segment 47
Employment	Segment 14	Segment 48
Income	Segment 15	Segment 49
Taxes/taxpayers	Segment 16	Segment 50
Cost to landowners	Segment 17	Segment 51
	Segment 18	Segment 52

Segment A
Segment B
Segment C
Segment D
Segment E
Segment F
Segment G
Segment H
Segment I
Segment J
Segment K
Segment L
Segment M
Segment N
Segment O
Segment P
Segment Q
Segment R
Segment S
Segment T
Segment U
Segment V
Segment W
Lexington Substation
Castle Rock Substation
Ross Substation
Sifton Substation
Troutdale Substation
Baxter Creek Substation
Casey Road Substation
Monahan Creek Substation
West Alternative
Crossover Alternative
Central Alternative
East Alternative