



Bonneville Power Administration I-5 Corridor Reinforcement Project Outreach Events Summary Summer Fairs and Festivals – July 2013

BPA consulting staff traveled to four fairs and festivals throughout Southwest Washington to conduct 10 days of public outreach for the I-5 Corridor Reinforcement Project in July 2013. The purpose of these outreach events was to provide updates on the project and answer questions about the preferred alternative and next steps in the project schedule. The location of events attended this year focused on areas near BPA’s preferred alternative. Staff engaged over 450 members of the public through information booths that included a multi-panel display board, project maps, cards with the project web address and phone number, instructions for accessing the online interactive map, map request forms, an aerial photomap book of the four alternative routes and a mailing list sign-up sheet. Additional materials were available behind the booth that could be brought out for specific questions, including a hard copy of the draft EIS. An iPad was used in areas with mobile data service to help attendees locate their property using the online interactive map.

Below is a summary of the events attended and the number of people engaged. The materials used are included in the appendix.

Number of People Engaged by Event

Event	Days	Number of people engaged
Amboy Territorial Days	3	164
Castle Rock Fair	2	40
Battle Ground Harvest Days	3	69
Camas Days	2	179
Total	10	452

Amboy Territorial Days: July 12-14, 2013

Amboy is located in rural, northern Clark County near the project’s Crossover, Central, and East route alternatives. Several people were familiar with the project and wanted to learn about the next steps in the project schedule. Many attendees said they were unhappy with BPA’s preferred alternative, and expressed a preference for building the project within BPA’s existing right-of-way on the West Alternative. In addition, some attendees expressed concern about the project affecting property values, viewsheds and the rural quality of life in the area. This is the third year that BPA has conducted outreach at this event.

Castle Rock Fair: July 18-19, 2013

Castle Rock is the closest population center to the proposed Casey Road, Baxter Road, and Monahan Creek substation sites and the beginning of the proposed transmission line. Although the Castle Rock Fair booth had lower attendance than other events, staff provided valuable information and assistance to many attendees. Several people expressed a preference for using the West Alternative over the Central Alternative. Some attendees expressed concern about the project affecting property values in the local area and the visual and noise impacts associated with a new transmission line. In addition,



some landowners said they already had power lines or utility easements on or near their properties and did not want a new set of lines. This is the third year that BPA has conducted outreach at Castle Rock Fair.

Battle Ground Harvest Days: July 19-21, 2013

This is the second year that the I-5 Corridor Reinforcement Project has hosted an information booth at Battle Ground Harvest Days. Although Battle Ground itself would not be directly affected by the I-5 Corridor Reinforcement Project, it serves as a regional population center and provides services to people who live within more rural parts of the project area. Many booth attendees shared that they had heard of the project either through yard signs or newspaper articles and were interested to learn more. Some attendees believed electricity demand is growing in the project area and that there was a need for the project and reliable electricity. Several visitors expressed a preference for selecting the route which affects the least amount of people and avoiding the West Alternative.

Camas Days: July 26-27, 2013

All four of the proposed alternatives rely on BPA's existing right-of-way through Washougal and Camas before crossing the Columbia River to Troutdale. The booth at the Camas Days Festival was the most visited of all four fairs. Many visitors were familiar with the project and wanted to learn about next steps in the siting process and confirm the location of the preferred alternative in relation to their properties. Several attendees expressed a preference for undergrounding the transmission line to minimize visual and property impacts, particularly along Segment 52 in the Camas-Washougal urban areas. In addition, some people were concerned about the levels of electric and magnetic fields (EMF) near homes and perceived health risks associated with EMF.



A project staff member provides information to booth attendees at the 2013 Camas Days fair (left). BPA I-5 Corridor Reinforcement Project information booth and materials on display at 2013 Amboy Territorial Days (right).

Project staff heard the following questions and comments (paraphrased below) over the four events.

Purpose and need:

- Several attendees believed electricity demand is growing in the project area and that there was a need for the project.
- Some attendees expressed a belief that the project area already has sufficient transmission service and that the project is not needed and would not benefit the project area.
- Some attendees related the belief that electricity demand in Oregon and California are driving the need for the project, not growth in Clark and Cowlitz Counties.



- Attendees said they believed the project would not need to be built if BPA invested in local generation sources such as solar panels on rooftops.
- Some attendees asked where the power is coming from, if it was renewable energy and where it will be distributed to.
- Will the power be transmitted to California?

Project schedule:

- Many attendees asked when a final decision would be made on the project.
- Attendees wanted to know who would make the final decision on the project.
- Some attendees asked how soon construction could start and how long it would take.

Design:

- Several attendees asked which alternative route was the preferred alternative.
- Many attendees expressed a preference to place the line underground, particularly in urban areas of Camas-Washougal and Castle Rock.
- Others said placing the line underground would have more or different environmental implications than above ground and would be too expensive.
- Several attendees expressed concerns about proposed access road locations.
- Some asked if there was a reliability issue with placing lines parallel to one another.
- Some attendees said it is hard to find a good place to put the line, but it needs to go somewhere.
- How large will the transmission line and towers be?
- How many cables will be used?
- How many people have asked to place the line underground?
- Is the project being routed along I-5?

Property values and easement negotiations:

- Many attendees expressed concern about the project negatively affecting property values.
- Several attendees asked what BPA would do for property owners affected by the project.
- Many attendees asked if BPA would purchase people's homes along the preferred alternative.
- Some attendees said they disapproved of BPA using eminent domain to acquire easements.
- Some attendees stated that BPA staff members are not welcome on their land.
- Will people lose their homes?
- How much compensation would property owners receive?
- Does BPA have the power of eminent domain?

Socioeconomic impacts:

- Many attendees said the project would negatively affect their quality of life and rural values.
- Some attendees expressed concern that the project would negatively affect their property values and retirement plans.
- Would BPA increase our electricity rates?



Visual and noise impacts:

- Several attendees were concerned about the visual and noise impacts associated with a new transmission line.
- Some attendees believed the preferred alternative would have greater visual and environmental impacts than the West Alternative.
- Some landowners said they would rather have the lines or towers located directly on their property so they would be compensated, as opposed to living in proximity to the line and being visually impacted without compensation.
- Some landowners said they already had power lines or utility easements on or near their properties and did not want a new set of lines.
- How would the project affect views of Tumtum Mountain?

Recreation:

- Some attendees stated that the project would negatively affect hunting and recreation in the Yacolt Burn State Forest.
- Others said to avoid Segment O on the East Alternative because it would affect Tarbell Campground.
- Would BPA consider working with recreation groups to create trails along the new right-of-way?

Natural resources:

- Some attendees said the cleared right-of-way would provide an opportunity for wildlife to use the corridor as a passage.
- Is it going through the watersheds near Lake Merwin?
- Can BPA use double-circuit towers on the West Alternative to avoid impacts to wetlands?

Health impacts:

- Many attendees were concerned about perceived health effects related to EMF and levels of EMF near their homes and animals.
- Do high voltage transmission lines affect children's health?
- What is BPA's position on safe levels of EMF exposure?
- What is a safe distance to live near these lines?
- Have there been any studies done on EMF and safety?

Decision process:

- Several attendees said they were unhappy with BPA's preferred alternative and the project in general.
- Many people said the route that affects the smallest number of people should be selected, the East Alternative.
- Many attendees preferred selection of the West Alternative because BPA already owns the right-of-way.
- Some attendees wanted to know why BPA did not fully consider the northeastern route in the EIS.
- Some attendees suggested that BPA should use a route through Oregon.



- Some attendees said the process is taking too long and that people are unable to make decisions about their properties.
- Some attendees said they liked the preferred alternative because it avoids densely populated areas but follows some existing utility corridors.
- Will Weyerhaeuser's acquisition of Longview Timber affect the preferred route? Will any changes be made as a result?
- Would BPA change the preferred alternative?
- Has BPA rejected the option of placing Segment 52 in Camas/Washougal underground?

Public outreach:

- Many people were pleased to see that BPA is conducting community outreach for the project at local events and informing people about the project.
- Several attendees asked how BPA was reaching out to affected landowners.
- Some attendees said they were glad that BPA is trying to contact affected landowners.
- Some attendees said that the online interactive map is very useful. Others said the interactive map is difficult to use.
- Several attendees thanked staff for the information.
- Some visitors asked to have a member of the design or environment team contact them to discuss the project.
- Would BPA consider working with local environmental or school groups for funding local projects?
- Is this something I need to be aware of for the election?
- What does the notification buffer on the interactive map mean?
- Is there any way to stop the project from happening?
- Why are people so upset about it?

General comments:

- Many people wanted to know where their properties were located in relation to the preferred alternative.
- Some attendees were confused by the name of the project and thought it was a road project.
- Some attendees were unfamiliar with the project and asked for an explanation.
- A few attendees confused the project with other projects in the region or in the news (e.g. Columbia River Crossing, Big Eddy-Knight).
- Some attendees did not have a clear understanding of how the project relates to them and BPA's role as a regional power marketer.
- How is the project related to Interstate-5?
- Will this project create construction jobs in the area and are they hiring contractors for construction?
- How much of Washington's electricity comes from BPA?
- Do you have dams north of here?
- Doesn't BPA own and operate the federal dams?
- What is BPA's service area?





Bonneville Power Administration I-5 Corridor Reinforcement Project Outreach Events Summary – July 2013

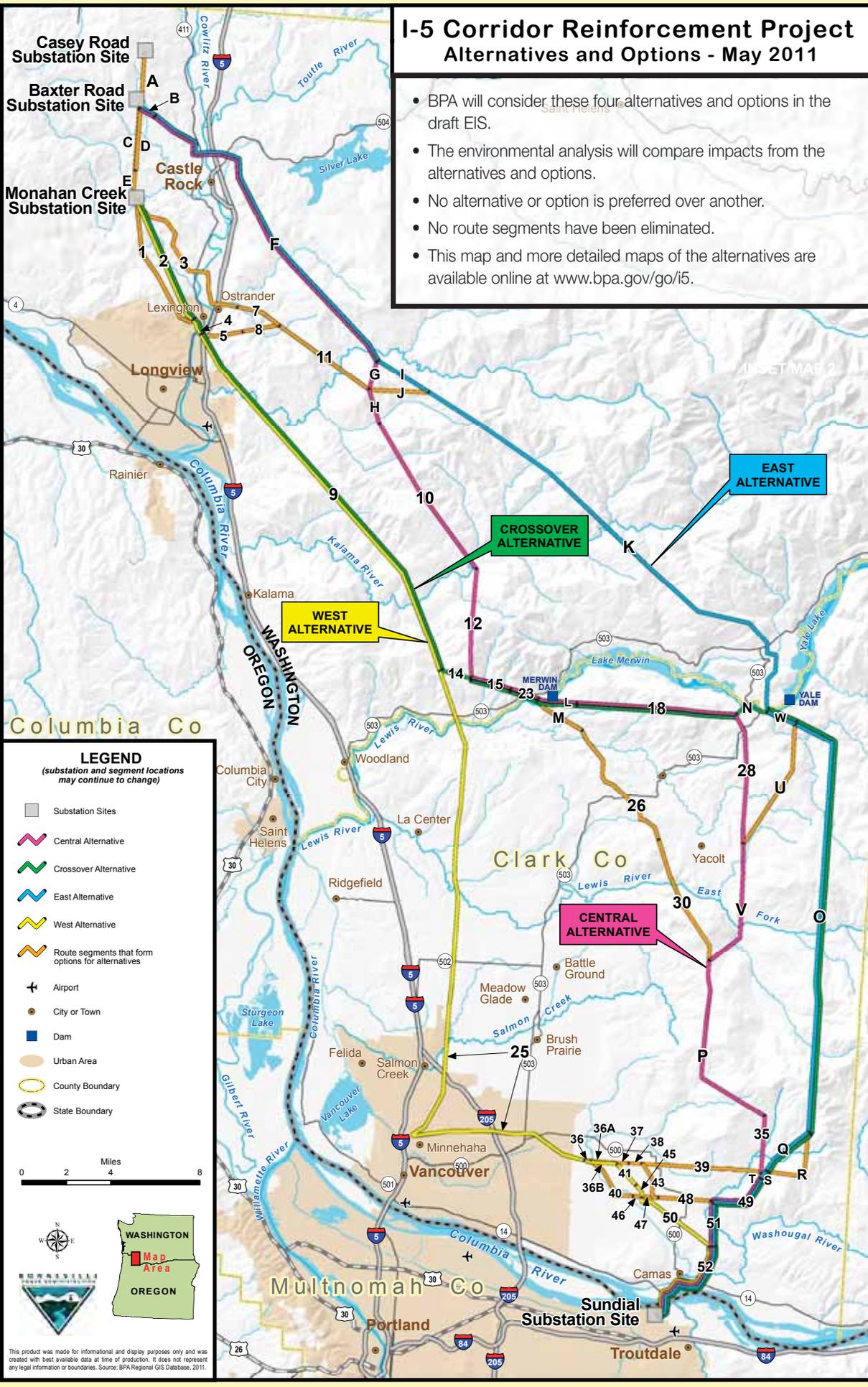
Appendix

Copies of materials available at the I-5 Corridor Reinforcement Project information booth are included in this appendix starting on the next page.



I-5 Corridor Reinforcement Project Alternatives and Options - May 2011

- BPA will consider these four alternatives and options in the draft EIS.
- The environmental analysis will compare impacts from the alternatives and options.
- No alternative or option is preferred over another.
- No route segments have been eliminated.
- This map and more detailed maps of the alternatives are available online at www.bpa.gov/go/i5.



LEGEND
(substation and segment locations may continue to change)

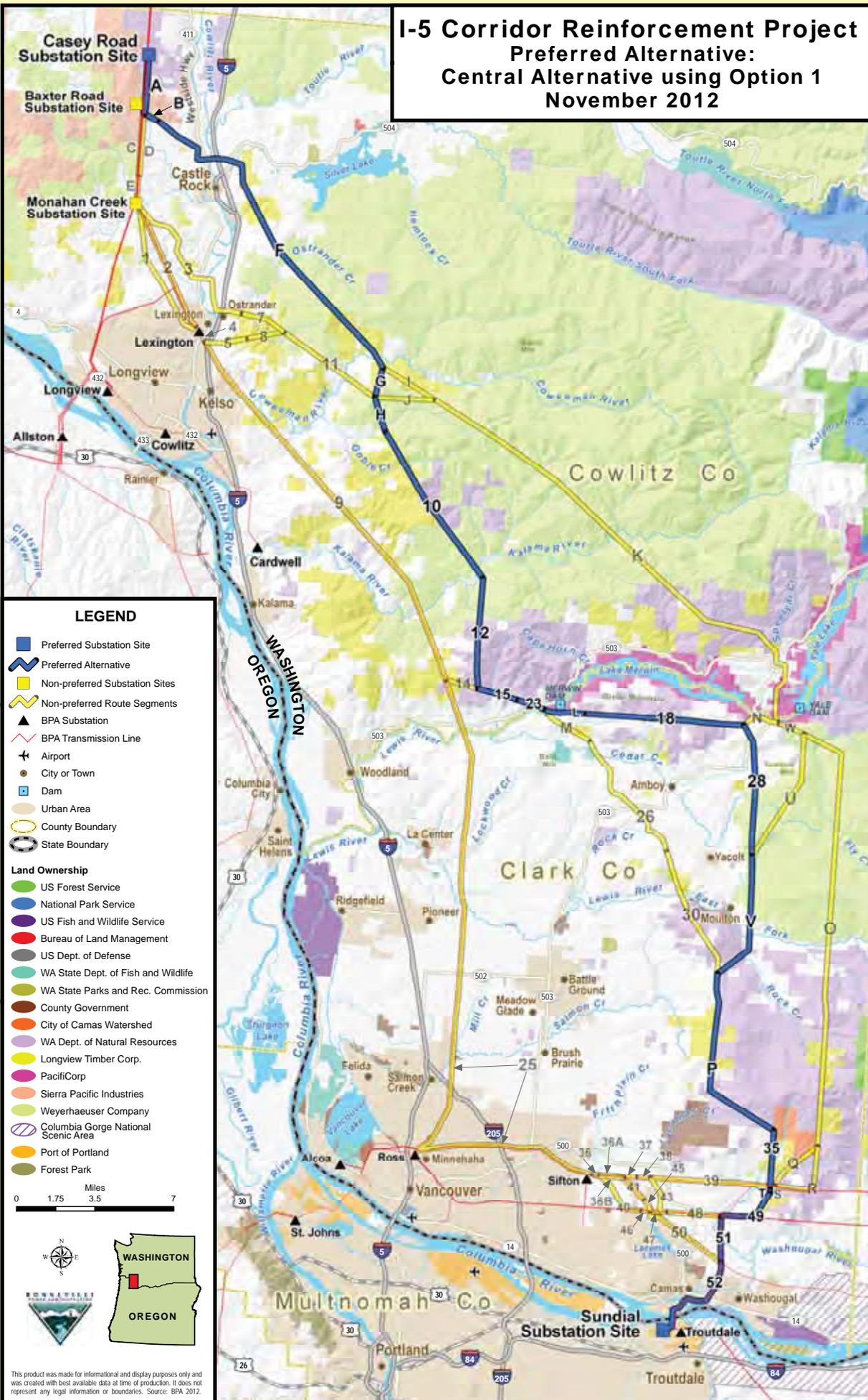
- Substation Sites
- Central Alternative
- Crossover Alternative
- East Alternative
- West Alternative
- Route segments that form options for alternatives
- Airport
- City or Town
- Dam
- Urban Area
- County Boundary
- State Boundary

0 2 4 8 Miles

WASHINGTON
Map Area
OREGON

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I-5 Corridor Reinforcement Project Preferred Alternative: Central Alternative using Option 1 November 2012



LEGEND

- Preferred Substation Site
- Preferred Alternative
- Non-preferred Substation Sites
- Non-preferred Route Segments
- BPA Substation
- BPA Transmission Line
- Airport
- City or Town
- Dam
- Urban Area
- County Boundary
- State Boundary
- 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
- City of Camas Watershed
- WA Dept. of Natural Resources
- Longview Timber Corp.
- PacifiCorp
- Sierra Pacific Industries
- Weyerhaeuser Company
- Columbia Gorge National Scenic Area
- Port of Portland
- Forest Park



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Why BPA prefers Central Alternative using Option 1

November 2012

BPA identifies its preferred alternative

After three years of public outreach, environmental analysis and technical study, BPA has identified the Central Alternative using Option 1 as the preferred alternative for the I-5 Corridor Reinforcement Project. The I-5 Project would be BPA's first new north-south transmission line in the Vancouver-Portland metropolitan area in 40 years. The new line would be built from Castle Rock, Wash., to Troutdale, Ore. The Bonneville Power Administration is sharing its preferred alternative for where to site the 79-mile line and its two new substations as part of the release of the draft environmental impact statement for the project. The draft EIS identifies the preferred alternative and other alternatives considered.

After thoroughly analyzing many factors, the agency believes Central Alternative using Option 1 strikes the best balance to fulfill diverse project objectives. While it is neither the least expensive alternative nor the easiest to construct, the preferred alternative provides a way forward that would limit project impacts and disruptions across a broad array of communities and neighbors, manages costs to ratepayers, and achieves the goal of preserving transmission system reliability for everyone in the I-5 area in the future.

Why we identified the preferred alternative now

We believe the public, as well as the decision process, will benefit from our identification of a preferred alternative now. Doing so as soon as possible allows the public, private landowners, our cooperating agencies, tribes and other stakeholders to better evaluate information in the draft EIS and provide more specific comments to help us refine our study. BPA has reviewed public comments and listened carefully to public concerns expressed during more than 100 meetings. We acknowledge that building this project will affect neighboring communities, regardless of which route is ultimately chosen.

Why the I-5 Project is needed

Since BPA last built a north-south transmission line in the 1970s, the population of the area along I-5 in Washington and northern Oregon has more than doubled. Residents and businesses now use new energy resources and more air conditioning. The transmission system in the I-5 corridor is approaching capacity during key high-demand periods, such as summer heat waves. The Northwest was once a winter peaking region in terms of energy use. But the emergence of new homes, most of which have air conditioning, has increased demand for energy in the summer. A combination of growth and limited transmission capacity has raised the likelihood of serious transmission reliability problems by as early as 2016, including the possibility of blackouts, if additional transmission or other measures are not provided to support the area. The primary driver for building this line is the responsibility resting on BPA to provide reliable service. Additionally, BPA has received requests for commercial transmission service from utilities and power generators that could be served by this line.

What identifying a preferred alternative means

Identifying a preferred alternative does not represent a final decision concerning the route for the project, but it does show the direction BPA is leaning. It presents a strong indication based on three years of scoping and information gathering, followed by thorough analysis of the likely advantages and disadvantages, documented in the draft EIS, of the four action alternatives and the No Action Alternative. Though BPA has identified a preferred alternative at this time, all other alternatives in the draft EIS are still being considered.



What principles guided BPA's selection of a preferred route?

- System reliability — BPA must ensure the route we choose meets the electrical needs of the project.
- While all routes meet the electrical requirements and transmission planning standards we follow, the West and Crossover alternatives would site more of the new line adjacent to our existing transmission system, which inherently decreases reliability because it increases the likelihood of losing more than one line at a time.
- Low rates — We considered impacts to our transmission rates, as well as how each alternative would affect our capital budget and other critical BPA projects that use capital funds.
- Environmental stewardship — We considered the impacts to both the human and natural environment and what we could do to mitigate those impacts.
- Regional accountability — We engaged the public and stakeholders in our decision making. We listened to their concerns and took their values into account. We are also committed to meeting our statutory and contractual obligations.
- Since announcing the project in 2009, we have met and spoken with thousands of stakeholders at public meetings we hosted, as well as those hosted by others. Our extensive project mailing list is nearing 14,000. We reviewed more than 4,000 public comments.

What specific advantages does the preferred alternative provide?

- Many members of the public and elected officials strongly urged us to limit impacts to private property, nearby residences, schools and highly populated areas. The preferred route responds to these concerns and largely avoids these areas though some homes are still affected. For example, there are 327 homes within 500 feet of the Central Alternative, compared to 3,032 along the West Alternative.
- Many stakeholders have asked us to move the new line as far north and east as possible. The preferred alternative avoids many small, rural parcels of private land by crossing significant lengths of land held by Weyerhaeuser, PacifiCorp, Longview Timber and Washington Department of Natural Resources, while avoiding the most environmentally, mission-sensitive

and high impact lands these stakeholders manage on the East Alternative.

- The preferred alternative helps minimize impacts to wetlands and waterways, and we believe the Army Corps of Engineers will ultimately be able to issue the required permits to build this proposed route. The Army Corps of Engineers is responsible for protection of wetlands and water ways of the United States.
- The preferred alternative includes the Casey Road substation site. As compared to the Baxter Road substation site, the Casey Road substation site avoids significant steep, rocky terrain, as well as wetlands and streams. Although it adds about two miles of transmission line, it has fewer overall project impacts and reduces costs.
- The overall visual impacts of the preferred route were rated lower than other alternatives, but did have higher impacts in several areas and around the 327 residences along the proposed route.
- The cost of this alternative is estimated at \$459 million. While not the least-cost, nor the highest-cost alternative, it provides advantages that make it the preferred choice.

What's next?

BPA's draft EIS has been released for public comment and review through March 1, 2013. BPA then will prepare a final EIS that responds to all comments received and includes any necessary revisions of the EIS. BPA expects to complete and publish the final EIS in 2014. During the remainder of the EIS process we will work closely with property owners and others who could be affected by the preferred alternative to help us refine transmission tower and access road locations for this alternative.

Following the release of the final EIS, BPA will issue a record of decision (ROD). The ROD will announce and explain BPA's final decision on whether to build the project. If a decision is made to build, the ROD also will explain BPA's final decision concerning which alternative route it will build.

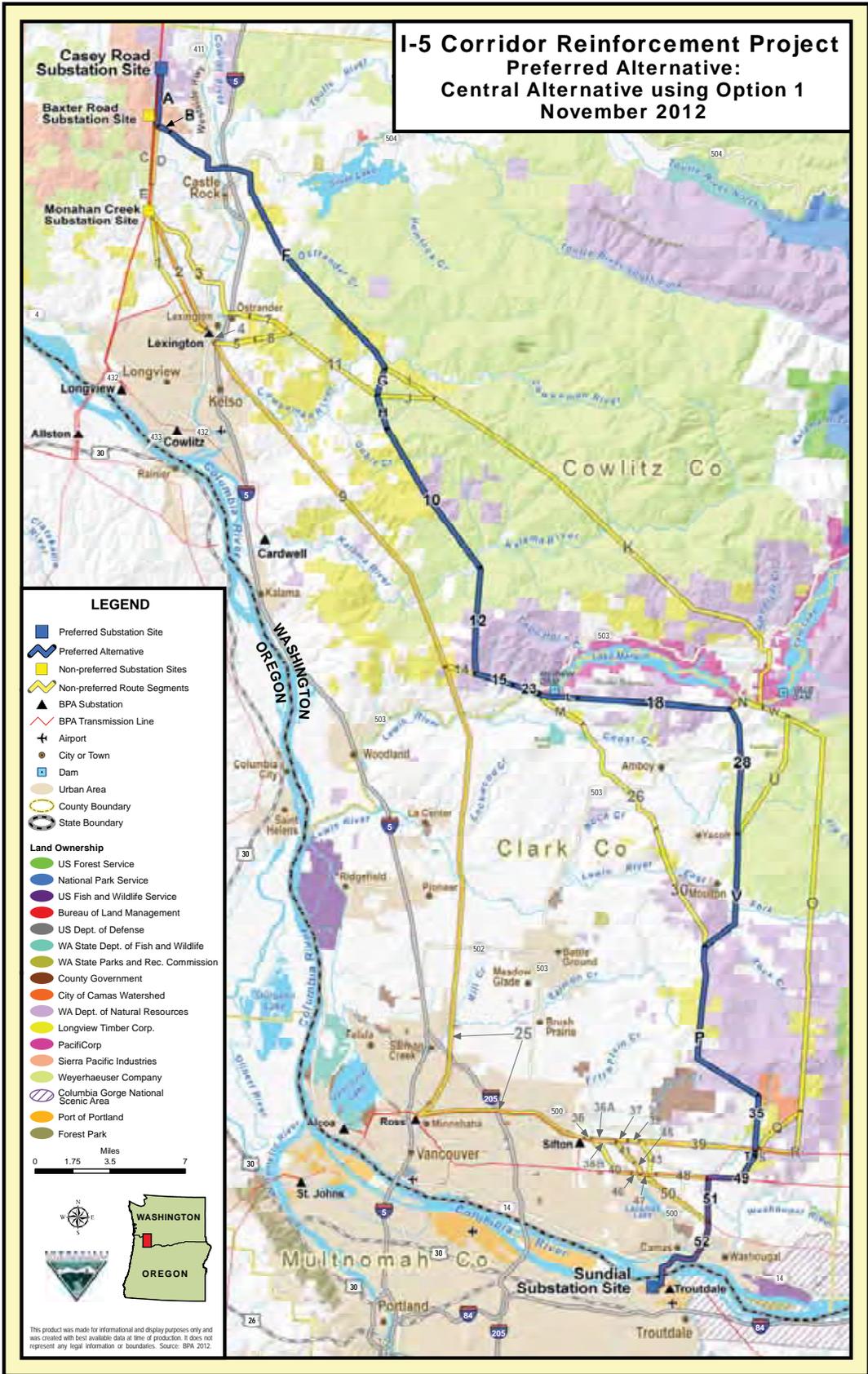
For more information

Online: www.bpa.gov/goto/i5

Call and leave a voice mail message: 800-230-6593

Mail to: I-5 Corridor Reinforcement Project
P.O. Box 9250
Portland, OR 97207

I-5 Corridor Reinforcement Project Preferred Alternative: Central Alternative using Option 1 November 2012



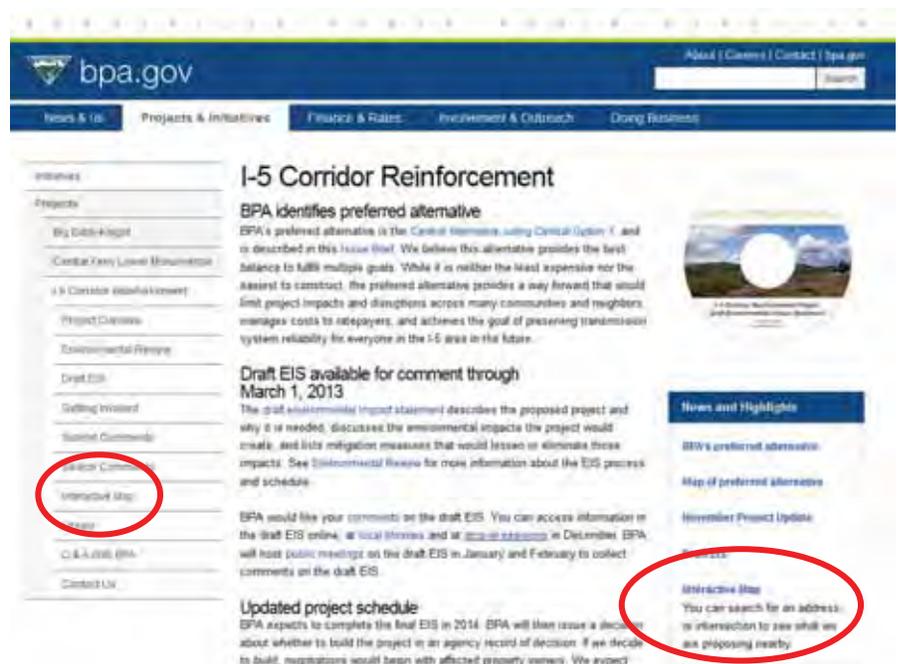
I-5 Corridor Reinforcement Project

Guide to finding your property online

Step 1:

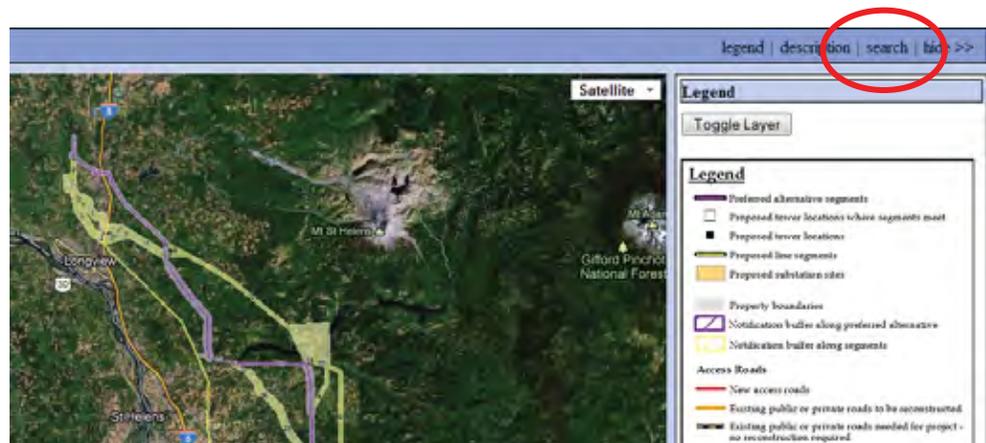
From the project website

www.bpa.gov/goto/i-5, select Interactive Map under “News and Highlights” on the right side of the page. You can also select Interactive Map on the left hand side of the page.



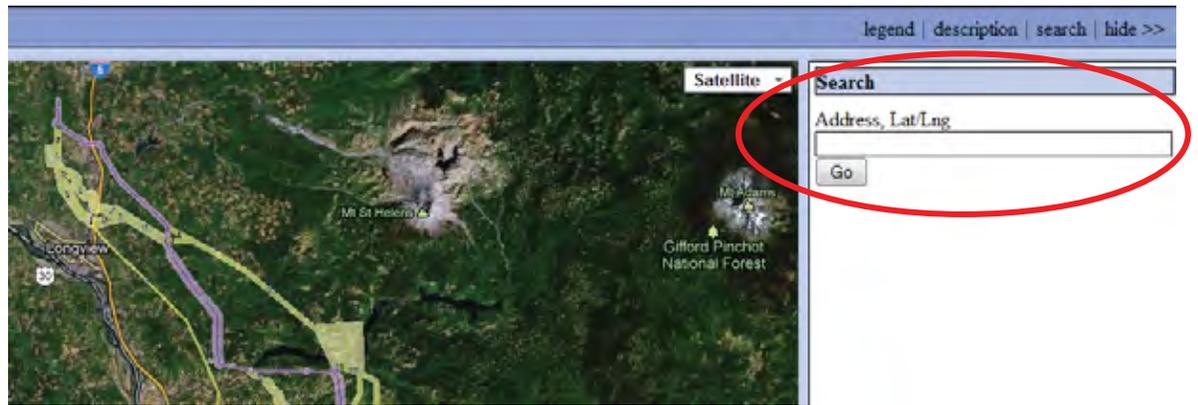
Step 2:

Select the option to “search” at the top right corner of the map page.



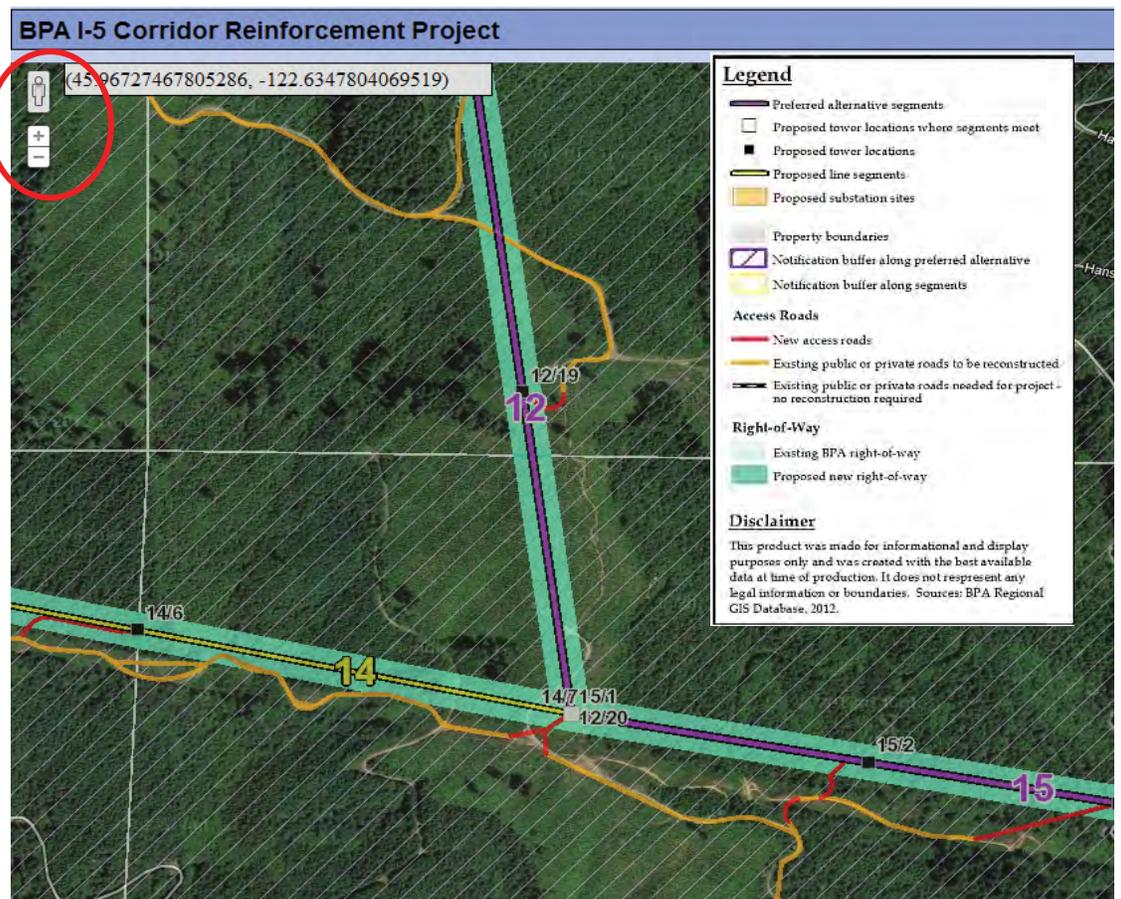
Step 3:

Enter your address, or nearest crossroads in the empty field and press "Go."



Step 4:

The map should zoom in and allow you to see if a proposed segment is close to your property. Use the tools on the top left corner of the map to zoom in and out of the area displayed or you can drag the map to an area you would like to view.



BPA's preferred alternative is shown in purple. All other proposed segments are shown in yellow.



BPA I-5 Corridor Reinforcement Project – Map Request Form

Please complete and return this map request form to a BPA representative to be processed.

Name	Physical Address of Parcel
	If no physical address is available, please provide the nearest cross street or intersection or additional information that may assist BPA in locating your property.
E-mail Address & Phone Number	
Mailing Address	

The reverse side of this sheet provides an explanation of the features that you will see on your personalized map.

You can submit comments by:

- Mail** I-5 Corridor Reinforcement Project
 PO Box 9250
 Portland, OR 97207
- Voicemail** 1-800-230-6593
- Fax** 1-888-315-4503
- Online** www.bpa.gov/goto/i-5



Understanding Project Maps

The descriptions and map example below detail the elements included on the project map.

Preferred alternative segments: Proposed line segments that are part of BPA’s preferred alternative are shown in purple and labeled individually with a number or a letter.

Proposed alternative segments: Proposed line segments that are evaluated in the draft EIS but are not part of BPA’s preferred alternative are shown in yellow and labeled individually with a number or letter.

Notification buffer: The original study areas shaded in yellow and purple cross-hatch show where a transmission line could possibly be sited. The cross-hatch shows the notification buffer for all segments. This buffer allowed BPA to identify land parcels, whose owners were added to the project mail list. Although preliminary tower locations and subsequent rights-of-way have been identified, this buffer area is still under consideration to accommodate future design changes if they occur.

Parcels: Individual property parcels are outlined in white.

Right-of-way: Most 500-kilovolt transmission lines and towers require 150 feet of right-of-way and must be accessible for construction and maintenance. This right-of-way is represented by green on the maps. A darker green indicates areas where BPA might need to purchase land or easements. Lighter green shows existing right-of-way.

Towers: Preliminary locations for transmission towers, which average about 150 feet tall, are marked by black or white squares on the maps.

Roads: Proposed locations for access roads are categorized by whether access would occur along an existing road, a new road or along an existing road that may need improvements. These locations are preliminary. We will talk directly with property owners who are potentially impacted by roads along the preferred alternative. Most access roads require 50 feet of right-of-way.

Property location : If you provided us with your property address when requesting a print map, the location will be marked with a red map pin icon.

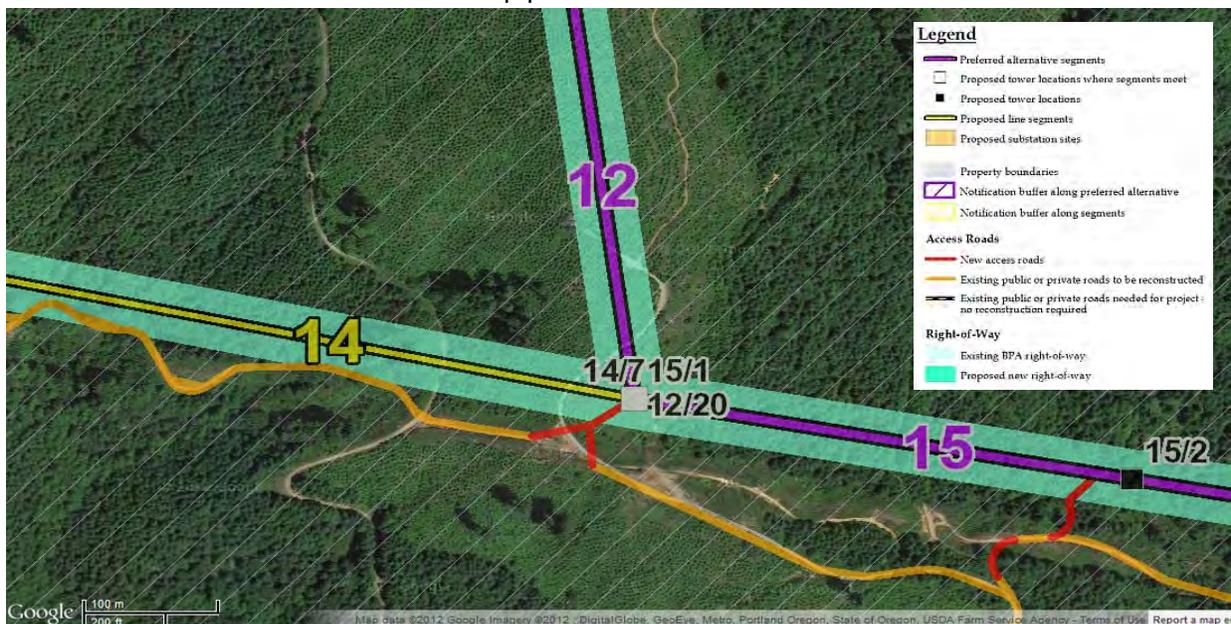


Figure 1: Illustrative example of project map and map key along segments 12, 14 and 15. Segments of the preferred alternative are shown in purple.



BONNEVILLE POWER ADMINISTRATION

Thank you for your interest in BPA's proposed
I-5 Corridor Reinforcement Project.

www.bpa.gov/goto/i5

Project help line:
800-230-6593

