

Dear East Bellevue Community Council Chair Hummer,

Thank you for reaching out to PSE's Energize Eastside team with questions posed by East Bellevue Community Council members and meeting attendees. The attached document includes our responses, which often reference the [Cities' Final Environmental Impact Statement](#) that was issued on March 1, 2018.

When we are further along in our design and permit process in your jurisdiction, we will have more details to share with you.

Q: "How deep will the poles be placed underground?"

Pole depths vary by location and type of pole. Typically, each new pole will be installed directly into the ground or placed on a drilled pier concrete foundation.

The Partner Cities' Final Environmental Impact Statement (EIS) describes pole installation in Section 2.1.3.2 on pages 2-39 and 2-40, and in Appendix A: Construction and Access. Specifically, the Final EIS explains that for directly embedded poles:

"Generally, the depth of the hole will be 10 percent of the pole height plus 4 feet."
(Appendix A, page A-5)

As such, for a 95-foot pole that's directly embedded, the hole would typically be approximately 13.5 feet deep.

For poles with foundations, we're working with the steel vendor to determine the foundation depth.

Q: "What distance can a 100' pole be visible from the pole line when these poles will tower over the tree tops?"

Visibility of the poles is highly site-specific and it depends on where the viewer is located and the surrounding topography, infrastructure (including buildings) and vegetation.

The Partner Cities' Final EIS included a visual analysis and their methodology was described in Appendix C: Scenic Views and Aesthetic Environment Methodology. Specifically, the EIS Team determined:

"In general, the highest concentrations of areas with views of the project corridor would be within one-quarter mile of the corridor. This is consistent with what is commonly found for transportation projects (FHWA, 2015)." (Appendix C, page C-3)

Furthermore, the Final EIS analyzed the "Bellevue Central" segment that includes the EBCC's jurisdiction. Overall, the Final EIS concluded for the Bellevue Central segment that:

"Impacts to the scenic views and the aesthetic environment along the Bellevue Central Segment would be less-than-significant (as described in the Phase 2 Draft EIS) because

the transmission lines would be within the existing corridor, and contrast with the existing environment would be minimal. Viewer sensitivity is low because the project would not be inconsistent with study area plans or policies. Scenic view impacts along this segment would be less-than-significant.” (Section 4.2.5.5, page 4.2-22).

Q: “What proximity can this line be to the pipeline?”

PSE engaged a technical consultant, DNV GL, to study and provide recommendations on collocating the transmission lines with Olympic Pipe Line Company’s pipelines. Based on DNV GL’s recommendations, PSE has designed the project to have at least a 13-foot separation distance between the pipeline and the pole grounding system. This exceeds both federal regulations and Olympic’s requirements for separation. PSE continues to work with Olympic to refine the design of the line in accordance with industry and engineering best practices for the safe construction and operation of both facilities.

Q: “How long will construction activity last through the EBCC area?”

Section 2.1.3.2, page 2-38 and Appendix A of the Final EIS provides a description of the construction activities and typical timing for the transmission lines. More details will be available upon permit application submittal for the north half of the project.

The sequence of construction activities is illustrated in Figure 2-4 of the Final EIS (Section 2.1.3.2, page 2-38).

Q: “How will the 115KV lines be accessed?”

The transmission line corridor will be accessed primarily using existing access ways. These are shown in Appendix A (page A-10) of the Final EIS.

Q: “What precautions will be taken on access roads, specifically on 148th, because of the significance of this street?”

PSE will employ all standard safety precautions on access roads (see Final EIS, Appendix A). The existing corridor where Energize Eastside will be built is more than a half-mile away from 148th Ave. NE and 148th Ave. SE. No Energize Eastside-related construction will take place along 148th Ave. NE and 148th Ave. SE.

**Q: “What materials will be used for the poles? What are they made of?”
“What is the life expectancy?”**

The new poles will be made of steel and have a life expectancy of about 100 years.

Q: “How many trees are to be harvested in the EBCC area?” “How many in the entire EE project?”

For the EBCC’s jurisdiction, PSE’s current design shows around 43 regulated trees could be removed. This number may change following a tree-by-tree assessment, but will not exceed the tree removal numbers evaluated in the Final EIS. Our goal is that, when the project is complete, there will be more trees, not fewer. We have been and will continue to work with property

owners, City staff and others on tree replacement. We welcome input from the EBCC on where to replace trees within your jurisdiction.

The Partner Cities' EIS process considered a worst-case scenario for tree removal, and the maximum number that could potentially be removed for the entire project is about 3,600 trees. This overestimates the number of trees that will be removed, because PSE is working with property owners to better assess and reduce the number of trees affected.

The Final EIS concluded that:

- “Therefore, vegetation removal associated with PSE’s Proposed Alignment would result in a less-than-significant impact.” (Section 4.4.5.1, page 4.4-11)

Q: “With deep concern for safety and for collocation of transmission lines with pipelines, will PSE ensure the foam agent for putting out liquefied fires i.e. pipeline fires during construction? What is the plan after construction?”

We understand your concerns about safety related to the shared utility corridor and the Energize Eastside project. Customer safety is always the first priority at PSE, and we have a long history of working closely with Olympic to ensure continued protection and safe operations of facilities in the existing corridor.

The Partner Cities' EIS Team analyzed pipeline safety, which is documented in the Final EIS in Chapter 4.9 Environmental Health – Pipeline Safety and in Section 6.18 Summary of Response to Comments on Public Services.

The Final EIS concluded that:

“Even with worst-case assumptions related to the increased risk during operation and construction, the likelihood of a pipeline release and fire would remain low, and no substantial increase in risk compared to the existing conditions was identified. It is expected that with the implementation of additional mitigation measures, any increase in risks within the corridor can be fully mitigated. As a result, no significant unavoidable adverse impacts have been identified.” (page 1-31)

The transmission lines and pipelines operate safely today without the presence of foam trucks along the corridor, including when there are construction activities occurring in the corridor. As stated above, Energize Eastside does not substantially increase the risk when compared to the current operations; therefore, the presence of foam trucks during or after construction is not planned.

Q: “Does PSE believe demand will grow by 2.4% annually for the next decade?”

Q: “Will PSE provide a current Load Flow Study on the system and the 115KV?”

Q: Will PSE provide a current Eastside Customer Demand Forecast?

Energize Eastside is needed to address growth and reliability. PSE is solely responsible for providing reliable power to our customers. The Eastside’s transmission system is strained under peak conditions today.

Information as to PSE’s forecasting as it relates to the Energize Eastside project is set forth in detail in the five studies that have specifically scrutinized project need. Two of those studies were conducted by independent experts for the City of Bellevue and the Environmental Impact Team. In particular, the City of Bellevue paid for the independent analysis and developed the scope that included technical analysis of the project need and responses to citizen questions. The City of Bellevue’s independent expert, Utility System Efficiencies, Inc. (USE), concluded:

- Is there a need for this project to address growth in Bellevue? YES.
 - Is the EE project needed to address the reliability of the electric grid on the Eastside? YES.
 - If the load growth rate was reduced, would the project still be needed? YES
- ([Independent Technical Analysis of Energize Eastside](#), by Utility System Efficiencies, Inc., April 28, 2015, Pages 4-5, 63)

PSE continues to look at the forecast for King County, where growth remains strong. Although these projections may change over time based on updated macroeconomic data and variable inputs, the Eastside is a main driver of the King County forecast and continues to grow faster than King County as a whole. The system is strained today and Corrective Action Plans are used during peak demand. The upward trend, regardless of the rate, supports the need for the project.

Q: “Where does this energy supply go – West Bellevue, Bel-Red, Downtown?”

Energize Eastside will deliver reliable power to businesses, residences and municipal uses in the Eastside, from Redmond to Renton. See map to the right from the Partner Cities’ Final EIS (page 1-2).

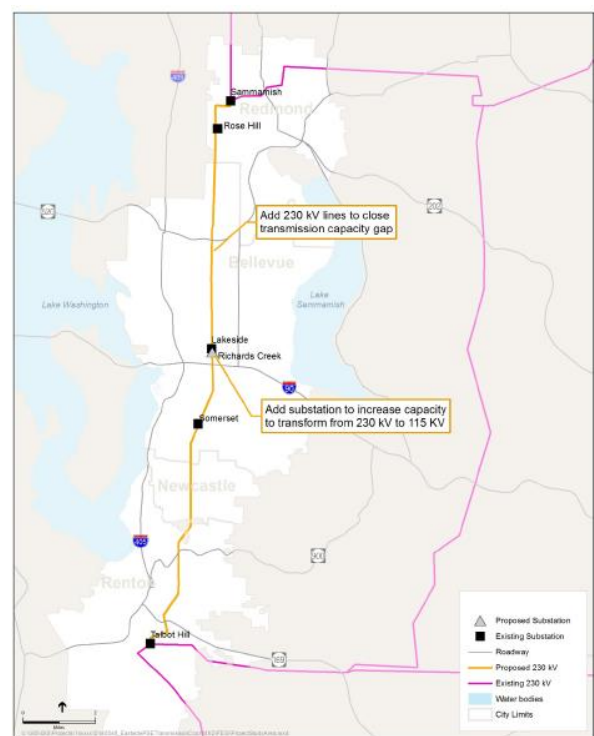


Figure 1-1. PSE 230 kV Transmission System in the Eastside