Chapter 1: Response to information requests

Chapter 2: GeoRoute Model
• Tonight’s goals
• Review model examples
• Check-in on weighting
• Run model and discuss route options

Chapter 3: Next steps
• Preparing for Dec. 14 open house
• Next meeting
Information requested at Meeting #3A

- Sharing public comments with the advisory group
- Update on railroad corridor rights
Chapter 1: Responses

Existing Rights of Way

[Map showing various rights of way, including the Juanita Substation, Seattle City Light Right-of-Way, Railroad Right-of-Way, and Sammamish Substation.]
Rail Corridor Easement

- Port of Seattle granted easement to PSE in 2010
- Within the former BNSF Woodinville to Kennydale corridor
  - Easement refers to the corridor as the “South Rail Line”
- Covers existing and future facilities
- Allows for electric distribution, electric transmission and natural gas facilities
- Generally 100 feet in width with some variations
Drawing is conceptual and not to scale

Shows 230 kV double-circuit steel pole. Our proposed project is a 115 kV single-circuit wood pole.
Chapter 1: Responses

Typical Section (Preferred)
230 kV Double-Circuit Steel Pole

Drawing is conceptual and not to scale

Shows 230 kV double-circuit steel pole. Our proposed project is a 115 kV single-circuit wood pole.
Easement is subject to:
- Trail use agreement between King County and BNSF
- All other pre-existing rights, including a Public Multipurpose Easement between the Port and King County

Easement addresses issues involving:
- Railbanking
- Rails to Trails
- Potential Freight Rail Reactivation

Third-party improvements:
- Must be compatible with PSE’s easement rights and facilities
- Must be communicated to PSE in advance of a third party constructing any improvements
Chapter 1: Response to information requests

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Tonight’s goals

- Use GeoRoute model to develop conceptual route alternatives
- Identify at least three conceptual route alternatives to present at the Dec. 14 open house
- Discuss comments and/or concerns about each alternative
Chapter 2: GeoRoute Model

GeoRoute

115 kV Transmission Line Route Study
Sammamish – Juanita

AVOIDANCE AREAS
IDENTIFY, WEIGHT, & MAP

OPPORTUNITIES
IDENTIFY, WEIGHT, & MAP

WEIGHTED OPPORTUNITY AREAS
COMMUNITY INPUT

WEIGHTED AVOIDANCE AREAS
COMMUNITY INPUT

COMBINED OPPORTUNITIES & AVOIDANCE AREAS
IDENTIFY, WEIGHT, & MAP

SAMPLE

OUTPUT: MAP OF ROUTE

Locating a route for a 115 kV transmission line that is compatible with:
- Sensitive Land Uses
- Sensitive Natural Features
- Engineering Design and Safety Standards
- Community Values

Built Environment Layers:
- Existing roads
- Existing transmission lines
- Existing railroads
- Existing pipelines
- Existing waterways

Natural Environment Layers:
- Wildlife habitats
- Wetland areas
- Riparian zones
- Fish habitat

Engineering Layers:
- Right-of-way
- Property lines
- Easements
- Access points

PSE PUGET SOUND ENERGY
Chapter 2: GeoRoute Model

SAG Input?

[Diagram showing balance with question marks]
Chapter 1: Response to information requests

Chapter 2: GeoRoute Model
- Tonight’s goals
- Review model examples
- Check-in on weighting
- Run model and discuss route options

Chapter 3: Next steps
- Preparing for Dec. 14 open house
- Next meeting
Preparing for Dec. 14 open house

- Check-in on tonight’s goals:
  - Which conceptual alternatives does the advisory group want to carry forward?
  - What comments or concerns have been identified for each alternative?

- Next steps for PSE
  - “Red flag” review of conceptual route alternatives
  - Inviting the community to attend the open house
Dec. 14 open house details

- **Logistics:**
  - Dec. 14 from 5:30 p.m. to 7:30 p.m.
  - Lake Washington Institute of Technology, West Building Room 401

- PSE staff will be available to answer questions about the project work to date

- Advisory group members are encouraged to attend to hear from the community and answer questions one-on-one
January advisory group meeting

- Thursday, Jan. 26
  - 5:30 p.m. to 8:00 p.m. at the Baymont Inn and Suites in Kirkland

- During the meeting, we’ll apply community feedback and continue working on routing
Public comment from audience
Questions?

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Thank You!