

# Welcome to the public open house!

**Learn about Grant PUD's Quincy Transmission Improvements Projects and share your thoughts on the route alternatives:**

- Visit the informational displays around the room
- Share your input about route alternatives at comment stations
- Speak with project staff

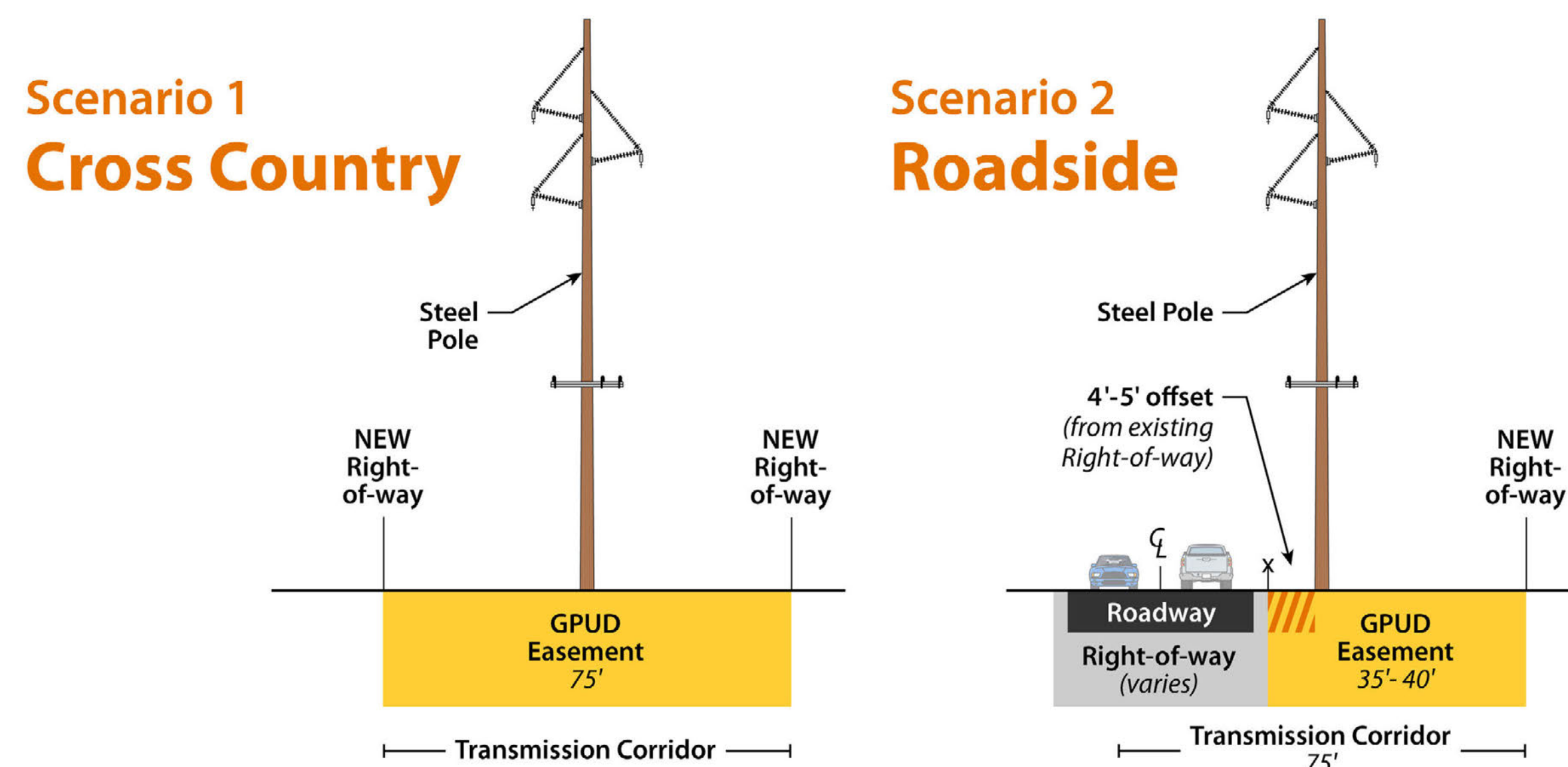
## **Meeting expectations:**

Please wear a mask, be respectful, and maintain appropriate social distancing.

## Helpful Terms

### Transmission lines and corridors

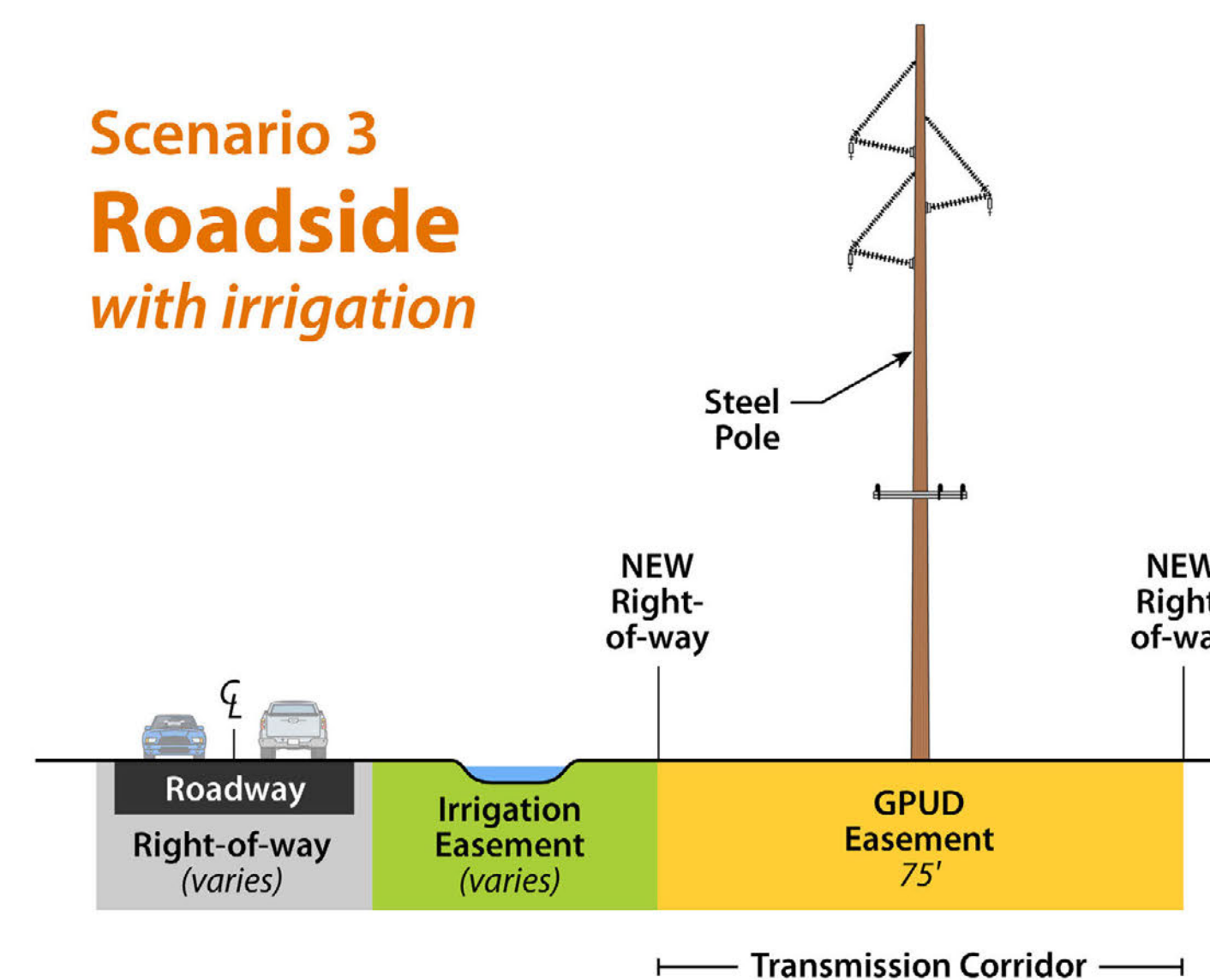
- Transmission lines carry electricity from generation plants to substations, or from substation to substation. There are currently over 200 miles of 230kV transmission lines in Grant County.
- Transmission line poles are typically taller and larger than neighborhood distribution line poles, with several insulators extending outwards to hold the lines.
- The transmission corridor includes the land below and area around the transmission poles and wires. Grant PUD will pursue easements with private property owners for the construction and maintenance of the new transmission lines. Property owners will maintain the rights to their land with any easements.



Easement Scenarios in Transmission Corridors

### Electrical load

- Load is a measure of the demand for power. For example, load can represent how much electrical output is required to run appliances in your home.
- As homes and businesses consume more energy, the electrical load (or demand) in Quincy grows. The grid needs to supply more energy to meet this growing demand.
- We can increase the grid's capacity to deliver more energy by building more transmission lines that connect to additional sources of power.



### Substations and switchyards

- **Substations** have transformers that **change the voltage** of electricity from transmission lines to deliver to our homes and businesses.
- **Switchyards** do not transform the voltage; instead, they simply **change the path or direction of the electricity**. Some facilities can include both a switchyard and substation.
- From the outside, substations and switchyards look very similar.



Mountain View substation

## Quincy Transmission Expansion Plan

Grant PUD's Quincy Transmission Expansion Plan takes a proactive approach to managing the county's power system. The plan includes projects that will increase electrical capacity in the Quincy area to meet future energy needs.



## Need, solution, and benefits

### THE NEED:

To keep up with growing demands for electricity, Quincy's power grid needs greater capacity and redundancy, with more connections to local power sources like the Wanapum Dam.

A more redundant system allows for maintenance activities and ensures that the power stays on for businesses and homes during outages.

### THE SOLUTION:

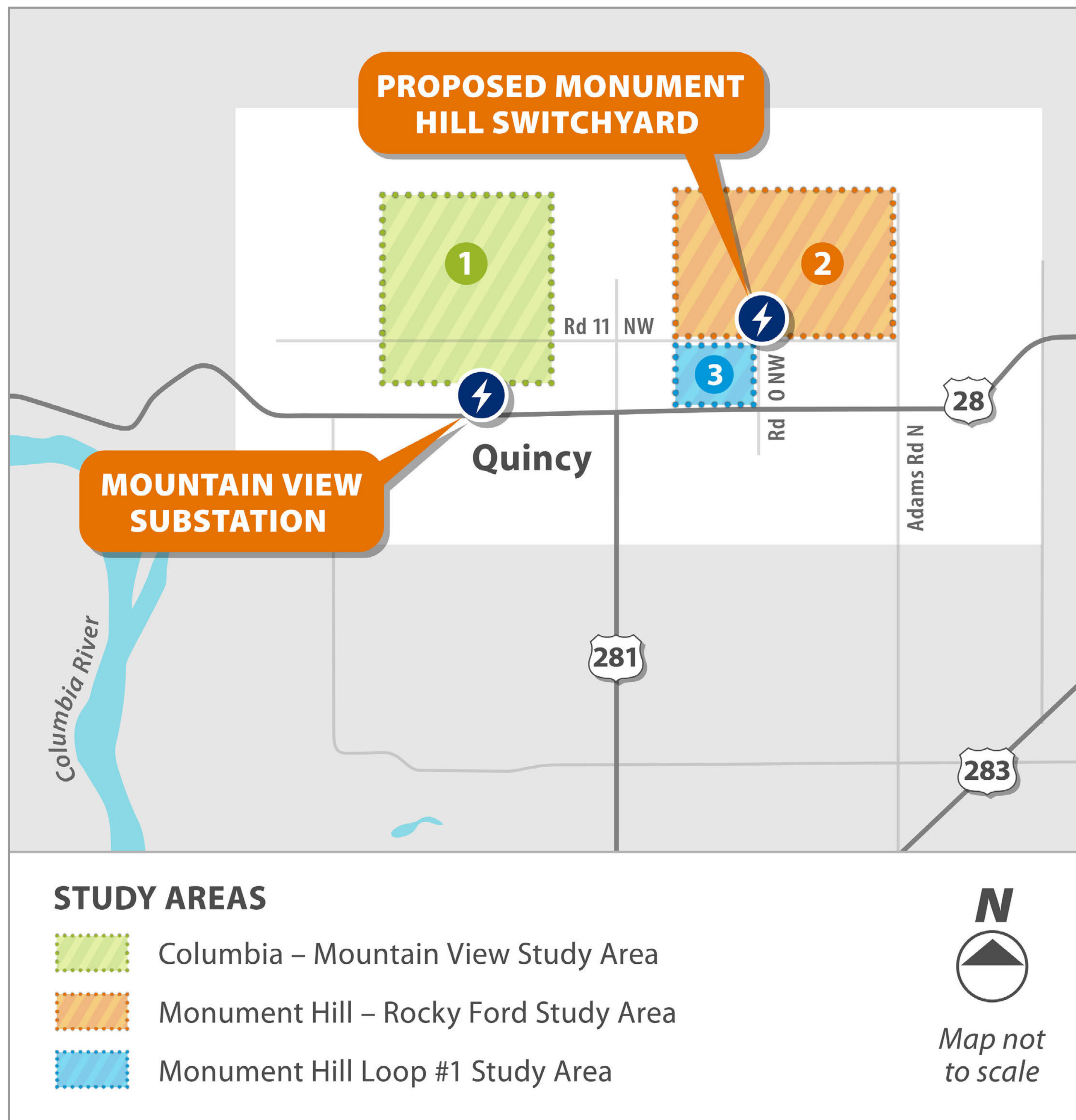
Grant PUD is proposing to build one new switchyard and three new transmission lines in Quincy.

These projects would add greater capacity and redundancy to the Quincy power grid.

### COMMUNITY BENEFITS:

These projects will make sure we can continue providing reliable power to homes and businesses, even as demand grows.

## Quincy transmission line study areas



### 1 Columbia – Mountain View

This new line would connect the existing Columbia to Rocky Ford 230kV transmission line to the existing Mountain View substation located on the west side of Quincy and just north of SR 28.

### 2 Monument Hill – Rocky Ford

This new line would connect the existing Columbia to Rocky Ford 230kV transmission line to a proposed Monument Hill switchyard northeast of the intersection of Road 11 NW and Road O NW.

### 3 Monument Hill Loop #1

This new line would complete a 230kV transmission loop that would provide a second transmission source to existing and future substations in the east Quincy area. The line would begin and end at the Monument Hill switchyard and would improve reliability and maintenance flexibility.

## Schedule



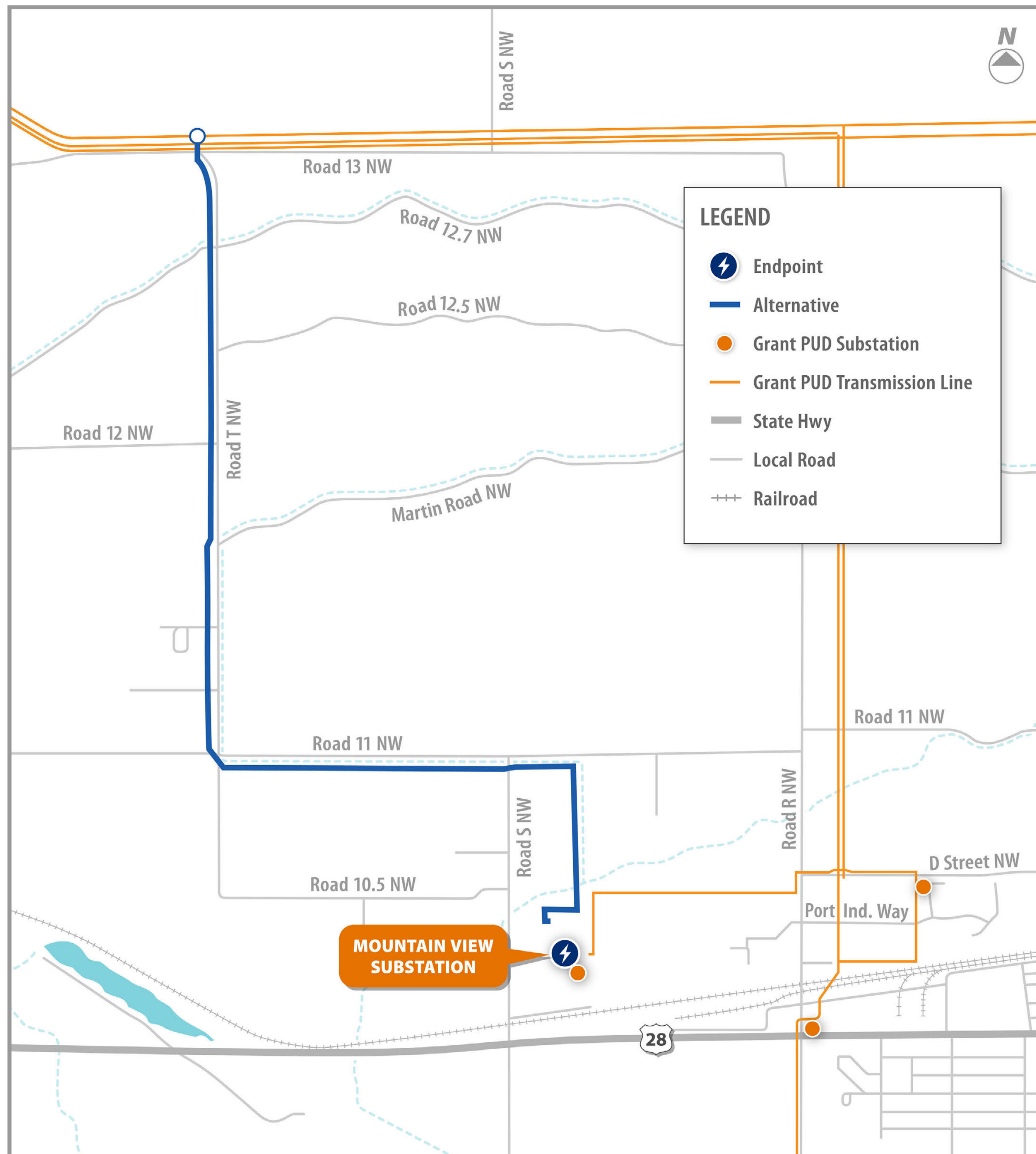
 Public Meetings - February 2022

 Grant PUD: Commission Meeting - Spring 2022

### ENVIRONMENTAL REVIEW:

Grant PUD's mission to generate energy coincides with the responsibility to care for the environment. The project team will conduct an environmental review under Washington's State Environmental Policy Act (SEPA).

## Columbia to Mountain View – Alternative 1



### KEY ELEMENTS

- Includes the most residential land
- Follows county roads
- Passes by irrigation facilities, which may require greater impacts on private property to accommodate the new transmission facilities

ROUTE LENGTH:

**4.1** MILES

APPROXIMATE COST:

**\$6** MILLION

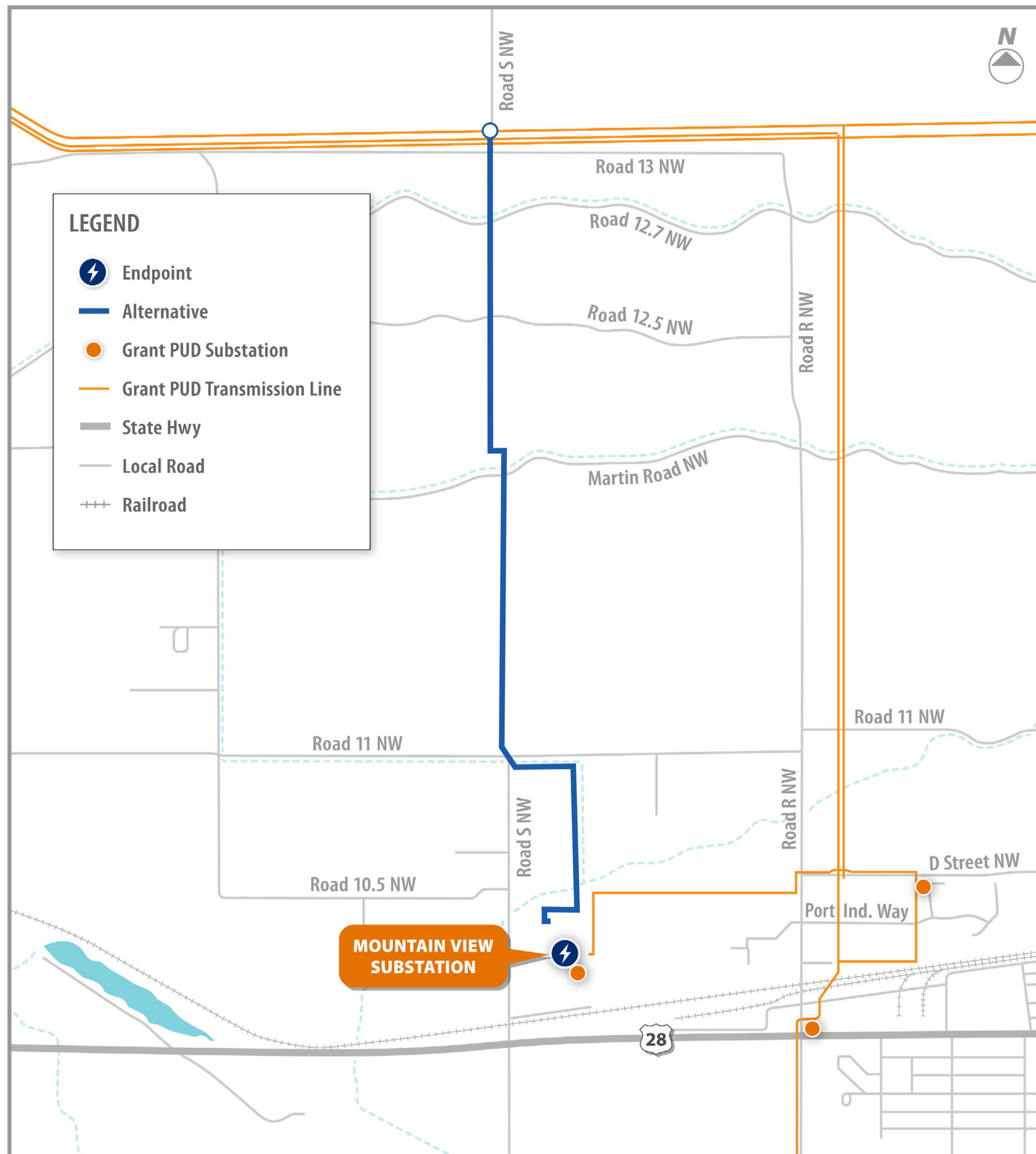
PARCEL COUNT:

**17** PARCELS

# RESIDENCES ALONG ROUTE:

**5** RESIDENCES

## Columbia to Mountain View – Alternative 2



### KEY ELEMENTS

- Requires securing access via private agricultural roads

ROUTE LENGTH:  
**3.2** MILES

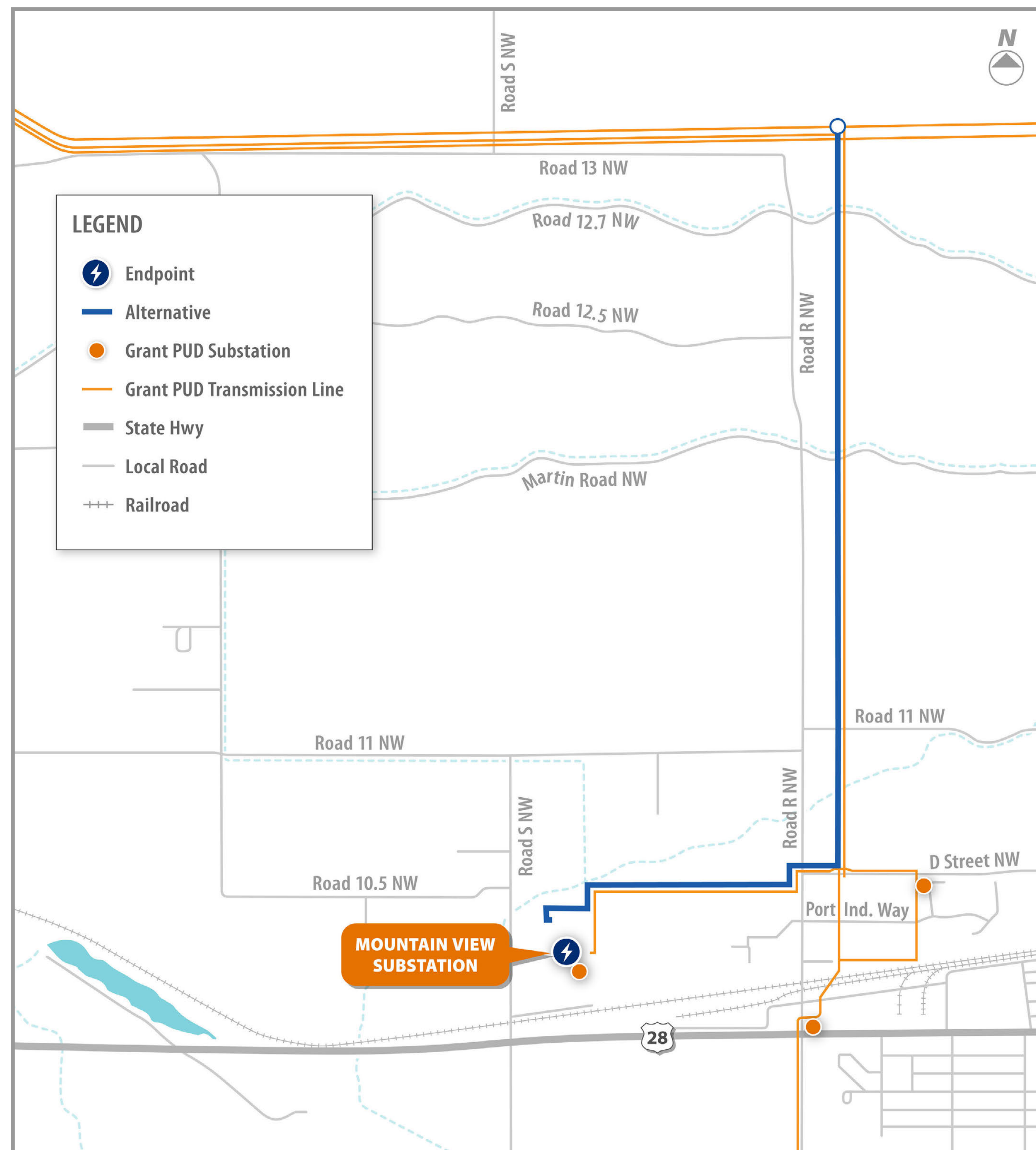
APPROXIMATE COST:  
**\$5** MILLION

PARCEL COUNT:  
**12** PARCELS

# RESIDENCES ALONG ROUTE:  
**3** RESIDENCES



## Columbia to Mountain View – Alternative 3



### KEY ELEMENTS

- Will rebuild the existing 115kV line to a double-circuit 230kV line, which reduces potential impacts on private property.

ROUTE LENGTH:  
**3.8** MILES

APPROXIMATE COST:  
**\$6** MILLION

PARCEL COUNT:  
**14** PARCELS

# RESIDENCES ALONG ROUTE:  
**1** RESIDENCE

## Monument Hill to Rocky Ford – Alternative 1



### KEY ELEMENTS

- Uses some county roads
- Requires additional engineering complexity to accommodate crossing of planned transmission lines into the new Monument Hill switchyard

ROUTE LENGTH:

**3.8** MILES

APPROXIMATE COST:

**\$8** MILLION

PARCEL COUNT:

**10** PARCELS

# RESIDENCES ALONG ROUTE:

**6** RESIDENCES

## Monument Hill to Rocky Ford – Alternative 2



### KEY ELEMENTS

- Is the most direct route
- Requires securing access via private agricultural roads

ROUTE LENGTH:  
**2.3** MILES

APPROXIMATE COST:  
**\$4** MILLION

PARCEL COUNT:  
**7** PARCELS

# RESIDENCES ALONG ROUTE:  
**1** RESIDENCE

## Monument Hill to Rocky Ford – Alternative 3



### KEY ELEMENTS

- Uses some county roads
- Requires securing access via private agricultural roads in some areas

ROUTE LENGTH:

**3.2** MILES

APPROXIMATE COST:

**\$5** MILLION

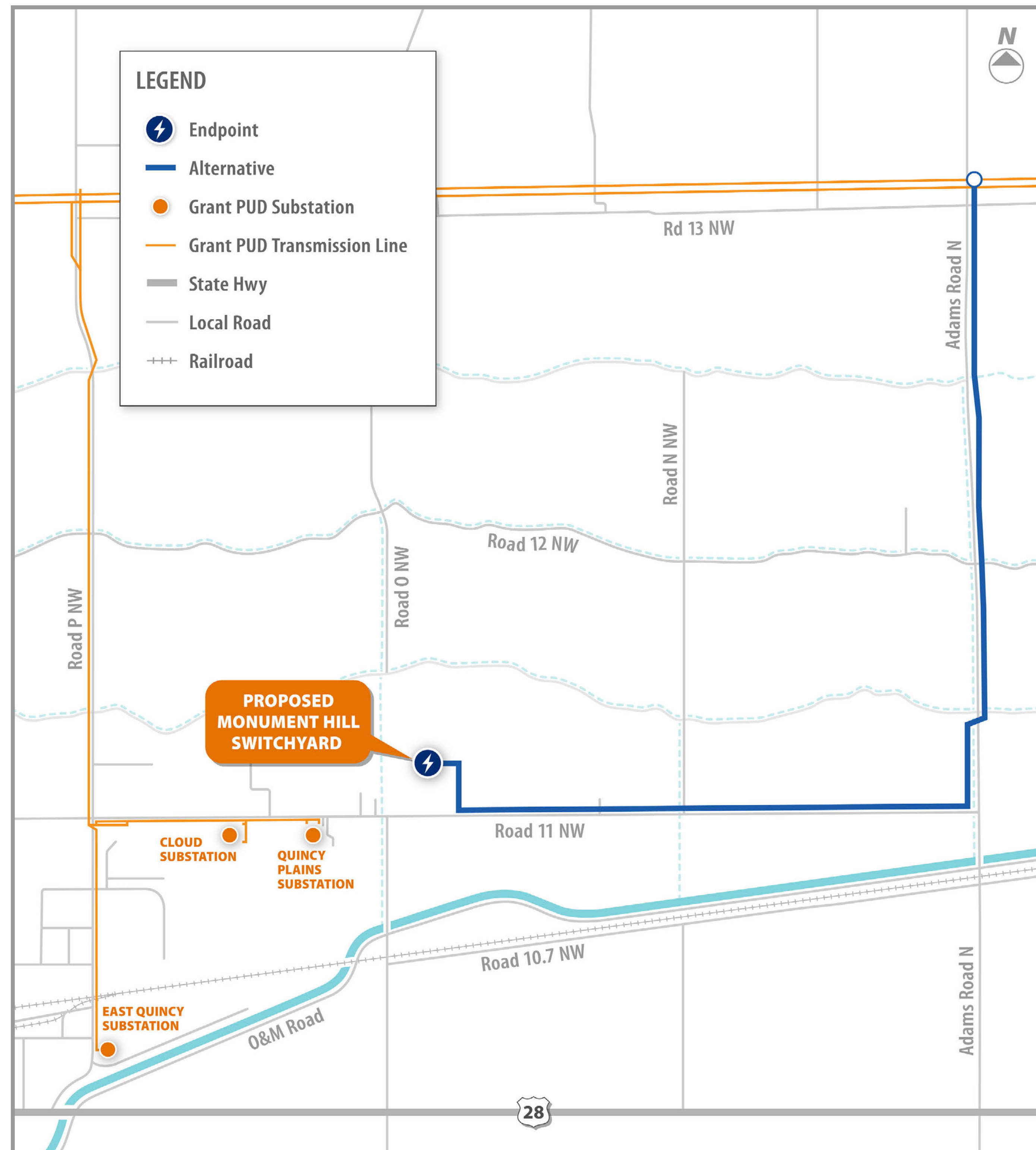
PARCEL COUNT:

**12** PARCELS

# RESIDENCES ALONG ROUTE:

**9** RESIDENCES

## Monument Hill to Rocky Ford – Alternative 4



### KEY ELEMENTS

- Uses some county roads
- Includes agricultural lands with center-pivot irrigation
- Includes the most residential properties

ROUTE LENGTH:  
**4.2** MILES

APPROXIMATE COST:  
**\$6** MILLION

PARCEL COUNT:  
**16** PARCELS

# RESIDENCES ALONG ROUTE:  
**14** RESIDENCES

## Monument Hill Loop #1 - Alternative 1



### KEY ELEMENTS

- Includes commercial land and land owned by the Port of Quincy
- Requires securing access via private roads in some areas or acquiring some right-of-way along agricultural lands
- Provides no opportunity to consolidate electrical facilities, because the portion along Columbia Way SE will be built adjacent to the existing 115kV line

ROUTE LENGTH:

**1.4** MILES

APPROXIMATE COST:

**\$6** MILLION

PARCEL COUNT:

**4** PARCELS

# RESIDENCES ALONG ROUTE:

**0** RESIDENCES

## Monument Hill Loop #1 – Alternative 2



### KEY ELEMENTS

- Runs adjacent to West Canal and would require coordination with Bureau of Reclamation
- Crosses commercial lands and lands owned by the Port of Quincy
- Includes the most City of Quincy industrial-zoned land

**ROUTE LENGTH:**  
**2.0** MILES

**APPROXIMATE COST:**  
**\$8** MILLION

**PARCEL COUNT:**  
**11** PARCELS

**# RESIDENCES ALONG ROUTE:**  
**0** RESIDENCES

## Monument Hill Loop #1 - Alternative 3



### KEY ELEMENTS

- Uses some county roads
- Requires securing access via private agricultural roads in some areas

**ROUTE LENGTH:**  
**2.6** MILES

**APPROXIMATE COST:**  
**\$9** MILLION

**PARCEL COUNT:**  
**17** PARCELS

**# RESIDENCES ALONG ROUTE:**  
**9** RESIDENCES



## How will Grant PUD evaluate the route alternatives?

Grant PUD will consider **technical engineering and design information** and **community feedback** to balance evaluation of each route option.

### TECHNICAL ENGINEERING AND DESIGN INFORMATION



Helps Grant PUD understand engineering opportunities and constraints and anticipated environmental and cultural regulatory processes.

### COMMUNITY FEEDBACK



Helps Grant PUD understand and address community priorities, questions, and concerns to inform the decision-making process.

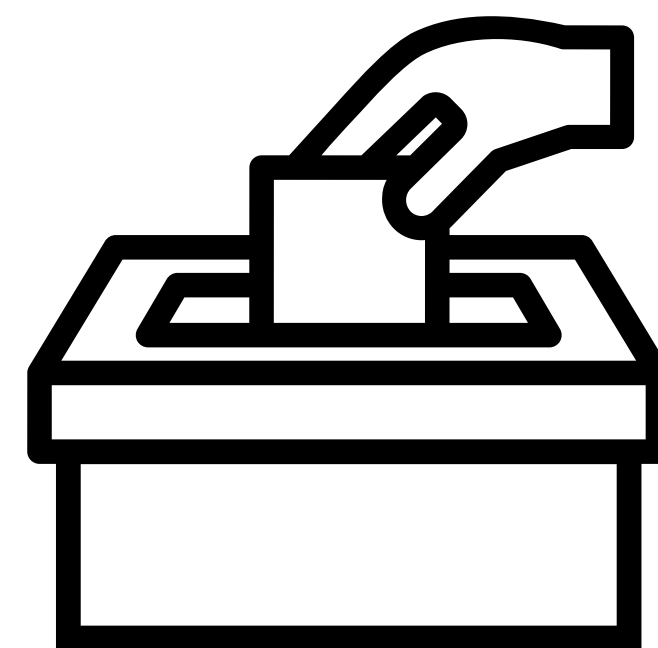
## Comment station!

**Share your input on the Quincy Transmission Improvement Project and route alternatives.**



**Write your answers to the questions at right on the comment forms.**

**Place comment forms in the box below.**



**Are there other factors we should keep in mind as we consider the alternatives?**

**Are there any areas you are concerned about?**

**Do you have any questions about the project?**

## What can community members expect next?

- After the public meetings, Grant PUD will consider community feedback and technical information as they evaluate alternatives and recommend preferred routes to the Grant PUD Board of Commissioners. We expect the preferred routes to be selected in spring 2022.
- We will then move into the environmental review process, advance the design, apply for permits, and move through the right-of-way acquisition process.
- We will continue to share information and engage the community throughout the process. Stay tuned for updates on the project website.

### STAY ENGAGED!

- We encourage you to sign up for email updates online at [grantpud.org/QTEP](https://grantpud.org/QTEP).
- You can reach out anytime to ask questions or request a briefing for your community organization:

Grant PUD Public Affairs

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