Exhibit U

Public Services

Yellow Rosebush Energy Center
August 2024

Prepared for
Yellow Rosebush Energy Center, LLC

Prepared by

TETRA TECH

This page intentionally left blank

Table of Contents

List of Tables

List of Figures

List of Attachments

Acronyms and Abbreviations

AADT	average annual daily traffic
Applicant	Yellow Rosebush Energy Center, LLC
ASC	Application for Site Certificate
BESS	battery energy storage system
BMP	best management practice
CDP	census designated place
EFSC	Oregon Energy Facility Siting Council
Facility	Yellow Rosebush Energy Center
MW	megawatt
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
O&M	operations and maintenance
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ORS	Oregon Revised Statutes
POI	point of interconnect
PV	photovoltaic
RFPA	Rangeland Fire Protection Association
RFPD	Rural Fire Protection District

This page intentionally left blank

1.0 Introduction

Yellow Rosebush Energy Center, LLC (Applicant) seeks to develop the Yellow Rosebush Energy Center (Facility), a solar energy generation facility, battery energy storage system, and related or supporting facilities in Wasco and Sherman counties, Oregon.

Exhibit U was prepared to meet the submittal requirements for the Facility, per Oregon Administrative Rules (OAR) 345-021-0010(1)(u), related to public services. Exhibit U demonstrates that the construction and operation of the Facility, taking into account mitigation, is not likely to result in significant adverse impacts to the provision of the public services listed in OAR 345-022-0110.

2.0 Applicable Rules and Standards - OAR 345-022-0110

Under OAR 345-022-0110, the Oregon Energy Facility Siting Council (EFSC) must find through appropriate study that:

> *OAR 345-022-0110 (1) Except for facilities described in sections (2) and (3), to issue a site certificate, the Council must find that the construction and operation of the facility, taking into account mitigation, are not likely to result in significant adverse impact to the ability of public and private providers within the analysis area described in the project order to provide: sewers and sewage treatment, water, storm water drainage, solid waste management, housing, traffic safety, police and fire protection, health care and schools.*
>
> *(2) The Council may issue a site certificate for a facility that would produce power from wind, solar or geothermal energy without making the findings described in section (1). However, the Council may apply the requirements of section (1) to impose conditions on a site certificate issued for such a facility.*
>
> *(3) The Council may issue a site certificate for a special criteria facility under OAR 345-015-0310 without making the findings described in section (1). However, the Council may apply the requirements of section (1) to impose conditions on a site certificate issued for such a facility.*

To demonstrate compliance with this standard, and in accordance with OAR 345-021-0010(1)(u), Exhibit U must include information about significant potential adverse impacts resulting from the construction and operation of the Facility on the ability of public and private providers in the analysis area to provide the services listed in the standard.

3.0 Analysis

3.1 Methods

The following analysis was primarily based on secondary data compiled from federal, state, and local government agencies. State and local governments were also contacted directly for data on potentially affected public services. The potential effects of the Facility were evaluated with respect to the ability of public and private providers within the analysis area to provide sewers and sewage treatment, water, stormwater drainage, solid waste management, housing, traffic safety, police and fire protection, health care, and schools. Key Facility-related variables used in this analysis include projected construction and operations employment, traffic volumes, and waste generation. The Project Order defines the analysis area consistent with the established study area for public services under OAR 345-001-0010(35)(b), which is the area within the Facility site boundary and the area within 10 miles from the Facility site boundary (analysis area). This exhibit also evaluated the area within 50 miles of the Facility site boundary to account for estimating population and workforce housing needs within a commutable distance to the Facility.

3.2 Assumptions Used to Evaluate Potential Impacts – OAR 345-001-0010(1)(u)(A)

OAR 345-021-0010(1)(u) Information about significant potential adverse impacts of construction and operation of the proposed facility on the ability of public and private providers in the analysis area to provide the services listed in OAR 345-022-0110, providing evidence to support a finding by the Council as required by OAR 345-022-0110. The applicant must include:

OAR 345-021-0010(1)(u)(A) The important assumptions the applicant used to evaluate potential impacts;

Potential impacts were evaluated based on assumptions for the number of employees needed to construct and operate the Facility, population shifts, and use of transportation routes, as described in the following sections.

3.2.1 Construction

As described in Exhibit B, the Applicant proposes to begin Facility construction on or after June 2027 and to construct the Facility in phases. An example of a phased construction schedule is outlined in Exhibit B, Table B-1. The Applicant requests flexibility to tailor the number of phases and the size and construction schedule for each phase to meet market demand. The entire Facility, including all phases, will be completed by 2035, unless the Applicant seeks an amendment to extend the construction deadline.

During construction of the Facility, the Applicant estimates there will be approximately 200 to 300 workers on-site per phase, peaking at 400 workers on-site at once per phase; this number will

fluctuate due to multiple disciplines of contractors that will need to complete their work simultaneously during the 36-month construction period.

The construction workforce will include a wide variety of specialized workers for certain construction tasks such as solar array and battery energy storage system (BESS) installation. Construction workers hired from outside the local area will need temporary housing. The percentage of the construction workforce that is hired locally will depend on the availability of workers with appropriate skills. This percentage is continually growing due to the number of solar energy projects that are being built in eastern Oregon.

3.2.2 Operations and Maintenance

The Applicant will employ 10 to 15 full-time employees to work on-site for the 40-year operational life of the proposed Facility. Preference will be given to local candidates, but some outside contractors may be required who specialize in maintenance tasks. The Applicant does not expect significant impacts to housing in surrounding communities since the number of permanent employees is minimal.

3.3 Affected Public and Private Service Providers – OAR 345-001-0010(1)(u)(B)

OAR 345-021-0010(1)(u)(B) Identification of the public and private providers in the analysis area that would likely be affected;

3.3.1 Population

The Facility is primarily located within Wasco County except for a portion of the proposed alternate point of interconnect (POI), which is located in Sherman County. The analysis area for public services is the area within the Facility site boundary and the area within 10 miles of the Facility site boundary (Figure U-1). However, for estimating population and housing needs, a 50-mile radius from the Facility site boundary is used. The counties, incorporated communities, census designated places (CDPs), their distances from the Facility site boundary, and populations are listed in Table U-1.

Table U-1. Historical Population of Counties and Communities within the Analysis Area[1]

Location	Distance from Facility Site Boundary	Population			2010 - 2020		2020 - 2022	
		Census 2010	Census 2020	2022 (Est.)	Absolute Change	Percent Change	Absolute Change	Percent Change
OREGON	**0.00**	**3,761,925**	**4,176,346**	**4,229,374**	**414,421**	**11.01**	**53,028**	**1.27**
Wasco County	0.00	24,695	26,274	26,639	1,579	6.39	365	1.39
Antelope	14.21	45	143	71	98	217.78	-72	-50.35
Chenoweth CDP	29.00	1,739	1,703	1717	-36	-2.07	14	0.82
Chenoweth[2]	32.10	-	-	-	0	-	-	-
Dufur	19.04	563	822	857	259	46.0	35	4.26
Maupin	8.78	374	387	356	13	3.48	-31	-8.01
Mosier	39.52	465	687	630	222	47.74	-57	-8.30
Pine Grove CDP	19.90	168	86	92	-82	-48.81	6	6.98
Pine Hollow CDP	18.02	468	404	481	-64	-13.68	77	19.06
Rowena CDP	34.25	122	203	121	81	66.39	-82	-40.39
Shaniko	7.77	27	12	18	-15	-55.56	6	50.0
Sportsman Park CDP	23.88	-	64	67	64	-	3	4.69
Tygh Valley CDP	11.60	175	123	54	-52	-29.71	-69	-56.10
Wamic CDP	17.63	100	42	52	-58	-58.0	10	23.81
Sherman County	0.00	1,819	1,686	1,900	133	-7.31	214	12.69
Biggs Junction CDP	29.27	20	0	0	-20	-100.0	0	0
Biggs[2]	30.48	-	--	-	0	-	0	-
Grass Valley	10.50	103	243	278	140	135.92	35	14.40
Moro	19.30	290	326	365	36	12.41	39	11.96
Rufus	33.00	217	211	220	-6	-2.76	9	4.27
Wasco	26.77	522	453	482	-69	-13.22	29	6.40
Gilliam County	13.33	1,731	1,896	1,983	165	9.53	87	4.59
Arlington	47.72	500	445	658	-55	-11.0	213	47.87
Condon	30.77	601	764	697	163	27.12	-67	-8.77
Lonerock[2]	44.88	-	-	-	-	-	-	-
Hood River County	28.44	21,706	23,270	23,965	1564	7.21	695	2.99
Hood River	44.57	6,878	7,745	8,292	867	12.61	547	7.06
Mount Hood CDP	37.32	296	442	360	146	49.32	-82	-18.55

Location	Distance from Facility Site Boundary	Population			2010 - 2020		2020 - 2022	
		Census 2010	Census 2020	2022 (Est.)	Absolute Change	Percent Change	Absolute Change	Percent Change
Mount Hood[2]	38.84	-	-	-	-	-	-	-
Odell CDP	40.87	2,037	2,553	3,003	516	25.33	450	17.63
Odell	41.56	-	-	-	-	-	-	-
Parkdale CDP	38.40	1,478	2,402	2,344	924	62.52	-58	-2.41
Parkdale[2]	39.35	-	-	-	-	-	-	-
Jefferson County	19.28	21,652	24,048	24,659	2396	11.07	611	2.54
Culver	43.91	1,512	2,019	2,173	507	33.53	154	7.63
Crooked River Ranch CDP[2]	48.68	-	-	-	-	-	-	-
Madras	35.43	6,034	6,934	7,494	900	14.92	560	8.08
Metolius	39.38	770	924	921	154	20.0	-3	-0.32
Warm Springs	31.51	3,150	2702	2453	-448	-14.22	-249	-9.22
Wheeler County	15.41	1,443	1,417	1,407	-26	-1.80	-10	-0.71
Fossil	29.89	395	422	485	27	6.84	63	14.93
Mitchell	49.72	847	845	816	-2	-0.24	-29	-3.43
Crook County	37.22	21,515	23,733	24,987	2218	10.31	1254	5.28
Ochoco West CDP[2]	48.02	-	-	-	-	-	-	-
Clackamas County	36.95	370,479	415,084	420,925	44605	12.04	5841	1.41
Government Camp CDP	41.04	56	96	101	40	71.43	5	5.21
Government Camp[2]	41.98	-	-	-	-	-	-	-
Mount Hood Villages CDP[2]	48.51	-	-	-	-	-	-	-
Rhododendron CDP[2]	45.03	-	299	147	-	-	-152	-50.84
Marion County	45.04	309,894	343,742	345,815	33848	10.92	2073	0.60
Morrow County	39.63	11,112	11,425	12,140	313	2.82	715	6.26
Multnomah County	47.53	712,036	809,869	808,098	97833	13.74	-1771	-0.22
WASHINGTON	**28.0**	**6,561,297**	**7,512,465**	**7,688,549**	**951,168**	**14.49**	**176,084**	**2.34**
Klickitat County	28.26	20,055	22,055	22,798	2000	9.97	743	3.37

Location	Distance from Facility Site Boundary	Population			2010 - 2020		2020 - 2022	
		Census 2010	Census 2020	2022 (Est.)	Absolute Change	Percent Change	Absolute Change	Percent Change
Bingen[2]	43.25	-	-	-	-	-	-	-
Centerville	36.06	238	118	113	-120	-50.42	-5	-4.24
Dallesport	29.96	1,363	1,357	1,426	-6	-0.44	69	5.08
Goldendale	40.90	7,163	7,611	7,593	448	6.25	-18	-0.24
Klickitat	42.30	351	262	335	-89	-25.36	73	27.86
Lyle	37.21	529	267	254	-262	-49.53	-13	-4.87
Maryhill	31.77	53	44	37	-9	-16.98	-7	-15.91
Roosevelt	48.50	113	108	192	-5	-4.42	84	77.78
White Salmon	44.61	6,795	8,894	9,027	2099	30.89	133	1.50
Wishram	29.63	297	537	502	240	80.81	-35	-6.52
Skamania County	45.64	10,869	11,906	12,118	1037	9.54	212	1.78

Source: 2010, 2020, 2022 U.S. Census Bureau
[1] The analysis area is defined as the area within the Facility site boundary and the area within 10 miles of the Facility site boundary. However, a 50-mile area was used to estimate population and housing.
[2] No census data available

3.3.2 Sewer and Water Services

3.3.2.1 Sewer

As described in Exhibit W, wastewater generated by Facility construction includes sanitary wastewater, equipment washwater, and concrete washout water. Wastewater generated by Facility operations includes wastewater produced at the operation and maintenance (O&M) building and from solar panel washing, if needed.

During Facility construction, portable toilets will be located throughout the Facility area to be used by construction workers. Portable toilets will be provided by a licensed subcontractor who will be responsible for servicing the toilets at regular intervals and disposing of wastewater in accordance with local jurisdictional regulations. The construction contractor will provide a sufficient number of toilets and the licensed subcontractor will comply with applicable regulations, including the use of holding tanks for biological waste that conform to OAR 340-071 and transportation of waste in accordance with Oregon Revised Statutes (ORS) 466.005.

During Facility operations, the on-site septic system within the O&M building will be licensed, constructed, and maintained in compliance with state permit requirements and will have a discharge capacity of less than 5,000 gallons per day.

Operational wastewater sources will also include maintenance activities associated with the solar array. Although the need to conduct solar panel washing is not anticipated, there may be periodic

washing of the solar panels to minimize the effects of dust and dirt on energy production. The need for solar panel washing may be dependent on weather conditions (e.g., during summer drought conditions when there is more dust). If washing occurs, the water used for solar panel washing will not require off-site disposal due to the high evaporation rate and expected ground infiltration at the site.

3.3.2.2 Water

As discussed in Exhibit O, the City of Maupin has existing water rights and has confirmed they have bulk water for sale (Exhibit O, Attachment O-1; also see Attachment U-1). The Applicant will obtain bulk water from the City of Maupin, or another source as needed, to use for Facility construction. Water will primarily be required for concrete mixing for foundations, road compaction, drinking water, and dust control. Daily water use will vary depending on site conditions and construction activities. Additionally, weather in the area each day could affect the amount of water needed for dust control and for specific construction activities. During Facility construction, approximately 62,917 gallons of water is anticipated to be used each day for a variety of activities, with 36.4 to 54.5 million gallons required over the phased construction of the Facility (Exhibit O).

The Applicant plans to construct either an exempt well, allowed under ORS 537.545, or obtain water from a municipal water source with existing water rights for the O&M building. Generally, water used during operation of the Facility at the O&M building is anticipated to be approximately 50 gallons per day, for a total of up to 12,500 gallons annually. If needed during Facility operations, solar panel washing is estimated to use approximately 521,000 gallons of water each year at an estimated 0.26 gal (1 liter) per panel for a total of 2,037,360 panels. The Applicant intends to obtain this water from the City of Maupin using a bulk water agreement and has confirmed the city has bulk water available for purchase (Attachment U-1).

3.3.2.3 Stormwater

There is minimal existing stormwater infrastructure in the area except for existing drainage ditches alongside public roads. Minimal amounts of stormwater runoff are anticipated to be generated during Facility construction and operations. Stormwater from access roads and solar panels are anticipated to flow to adjacent ground and infiltrate.

The Applicant will obtain a National Pollutant Discharge Elimination System (NPDES) 1200-C Permit and will handle stormwater according to the terms of the permit and accompanying Erosion and Sediment Control Plan. As discussed in Exhibit I, the permit will include best management practices (BMPs) that will be implemented at the Facility to help minimize erosion and sedimentation that could alter the surrounding stormwater drainages. Stormwater runoff from the Facility will be managed on-site, typically using retention and infiltration systems. These facilities will be located on private land and will not affect the provision of stormwater management services by public agencies. There are no incorporated communities located within the Facility site boundary; therefore, the Facility will have no impact on stormwater drainage services provided in urban areas.

3.3.3 Solid Waste Management

As discussed in Exhibit W, Facility construction will produce non-hazardous waste and construction materials. Common construction waste produced includes packaging materials, wood, concrete, scrap metal, dirt, and rocks.

Packaging will be recycled to the extent practicable and disposed of off-site. Erosion control material (e.g., straw wattles, silt fencing) will be removed following site stabilization and disposed of at a landfill, as these materials are typically nonrecyclable.

Service road construction and grading, and improvements to existing access roads, are expected to produce negligible amounts of dirt and rock spoils that will need disposal, because cut and fill measures are expected to balance the need for and use of soils. Excavations for foundations are not expected to produce significant amounts of dirt and rock spoils. If off-site soil disposal is necessary, the contractors disposing of the material will obtain a signed agreement with the party receiving the earth materials and will confirm that the disposal sites have been inspected as to not disturb sensitive environmental resources.

The nonhazardous waste produced during construction will be managed by a local solid waste hauler. The Applicant has confirmed with the Wasco County Landfill and Waste Connections they are able to provide disposal services during construction of the Facility (Attachment U-2). The Wasco County Landfill and Waste Connections have indicated that they have adequate capacity to serve the Facility and do not anticipate reaching full capacity for another 28 years, and currently have cover soil property to expand when the time comes.

An insignificant amount of solid waste is anticipated to be generated during the operation and maintenance of the Facility. This waste may include equipment and components that are replaced, packing materials for replacement components, and waste typical of a small office employing up to 15 people. Office waste, such as paper and food packaging and scraps, will be generated at the O&M building. The waste will be handled consistent with the Wasco County Solid Waste Collection and Disposal Ordinances.

3.3.4 Housing

Approximately 200 to 300 workers will be on-site per phase, peaking at 400 workers on-site at once during the Facility's construction phases. It is expected that local workers will most likely originate from areas within approximately 50 miles of the site boundary or will temporarily relocate to communities within this area.

Table U-2 below presents housing supply in counties, census designated places (CDPs), and incorporated communities within a 10-mile analysis area from the Facility site boundary as requested by the Council in the Project Order for the Facility's Notice of Intent (NOI). [1] As noted above in Section 3.1, the Applicant anticipates that construction workers will travel up to 50 miles

[1] Project Order on Application for Site Certificate For Yellow Rosebush Energy Center (January 2024), pg.59

to the Facility and has expanded the area for study to this distance. Therefore, Table U-2 defines "commutable distance" as communities within 50 miles of the Facility site boundary.

As shown in Table U-2, there are sufficient available housing options within 50 miles of the proposed Facility to meet the needs of construction and operations workers. Since a portion of the temporary workers will be hired locally, the Applicant does not anticipate a significant impact on housing within the analysis area. In response to concerns raised by stakeholders, the Applicant will take steps to help the construction workforce secure housing outside of the City of Maupin. The intent is to minimize potential traffic impacts to U.S. Highway 197 (US-197) during peak tourist season between mid-June and early September and to maintain housing availability for recreation and tourism. Due to the number of communities in the region that workers can choose from for housing, their impact to housing in the immediate vicinity of the Facility will be lessened. Workers from outside the area will benefit local businesses with their patronage for housing, food or other daily needs. In addition, the Applicant is considering options for incorporating temporary workforce housing, if the provision of temporary housing is needed and feasible to provide within the Facility site boundary.

The Applicant will employ 10 to 15 full-time employees to work on-site for the 40-year operational life of the proposed Facility. Preference will be given to local candidates, but some outside contractors may be required who specialize in maintenance tasks. Assuming conservatively that 50 percent (i.e., eight) of these employees must move from elsewhere and have an average household size of three, up to approximately 24 new permanent residents could be added to the local population. It is assumed these workers will live locally. The Applicant does not expect significant impacts to housing in surrounding communities since the number of permanent employees is minimal.

Table U-2. Housing Supply in Counties and Communities within Commutable Distance

Location	Distance from Facility Site Boundary (miles)	Total Housing Units		Average Annual Growth Rate (%)	Estimated Vacancy Rate (%)	Estimated Vacant Housing Units
		2010	Estimated 2022	2010-2022	2022	2020
OREGON	0.00	1,651,063	1,818,599	0.85	7.6	137,799
Wasco County	**0.00**	**11,367**	**12,038**	**0.49**	**12.9**	**1,550**
Antelope	14.21	135	40	-5.86	45.0	18
Chenoweth CDP	29.00	706	770	0.76	9.6	74
Dufur	19.04	271	398	3.91	11.8	47
Maupin	8.78	270	310	1.23	47.4	147
Mosier	39.52	222	378	5.86	29.6	112
Pine Grove CDP	19.90	71	60	-1.29	0	0
Pine Hollow CDP	18.02	517	487	-0.48	54.0	263

Location	Distance from Facility Site Boundary (miles)	Total Housing Units		Average Annual Growth Rate (%)	Estimated Vacancy Rate (%)	Estimated Vacant Housing Units
		2010	Estimated 2022	2010-2022	2022	2020
Rowena CDP	34.25	74	76	0.23	0	0
Shaniko	7.77	21	19	-0.79	52.6	10
Sportsman Park CDP	23.88	-	116	-	50.0	58
Tygh Valley CDP	11.60	92	65	-2.45	49.2	32
Wamic CDP	17.63	32	62	7.81	30.6	19
Sherman County	**0.00**	**967**	**953**	**-0.12**	**19.2**	**178**
Biggs Junction CDP	29.27	11	0	-8.33	-	0
Biggs[1]	30.48	-	-	-	-	-
Grass Valley	10.50	78	116	4.06	20.7	24
Moro	19.30	158	171	0.69	19.9	34
Rufus	33.00	130	142	0.77	17.6	25
Wasco	26.77	279	226	-1.58	11.1	25
Gilliam County	**13.33**	**1,099**	**1081**	**-0.14**	**4.19**	**240**
Arlington	47.72	255	252	-0.10	8.7	22
Condon	30.77	403	461	1.20	18.0	83
Lonerock	44.88	29	23	-1.72	47.8	11
Hood River County	**28.44**	**9108**	**10131**	**0.94**	**10.8**	**1,142**
Hood River	44.57	3214	4044	2.15	10	404
Mount Hood CDP	37.32	145	139	-0.34	23.0	32
Mount Hood[1]	38.84	-	-	-	-	-
Odell CDP	40.87	619	800	2.44	4.0	32
Odell[1]	41.56	-	-	-	-	-
Parkdale CDP	38.40	132	96	-2.27	0	0
Parkdale[1]	39.35	-	-	-	-	-
Jefferson County	**19.28**	**9,743**	**10,301**	**0.48**	**16.6**	**1,799**
Culver	43.91	436	702	5.08	2.1	15
Crooked River Ranch CDP	48.68	1,987	2,273	1.20	13.0	295
Madras	35.43	2,843	2,525	-0.93	2.2	55
Metolius	39.38	274	359	2.59	7.0	25
Warm Springs	31.51	739	742	0.03	11.6	86
Wheeler County	**15.41**	**897**	**930**	**0.31**	**32.9**	**322**

Location	Distance from Facility Site Boundary (miles)	Total Housing Units		Average Annual Growth Rate (%)	Estimated Vacancy Rate (%)	Estimated Vacant Housing Units
		2010	Estimated 2022	2010-2022	2022	2020
Fossil	29.89	271	268	-0.09	9.7	46
Mitchell	49.72	87	74	-1.25	21.6	11
Crook County	**37.22**	**10,064**	**11,236**	**0.97**	**8.4**	**1,028**
Ochoco West CDP[1]	48.02	-	-	-	-	-
Clackamas County	**36.95**	**154,731**	**170,723**	**0.86**	**5.7**	**9,498**
Government Camp CDP	41.04	373	521	3.31	88.1	622
Government Camp[1]	41.98	-	-	--	-	-
Mount Hood Villages CDP	48.51	3,228	3,039	-0.49	31.8	984
Rhododendron CDP[1]	45.03	-	-	-	-	-
Marion County	**45.04**	**119,630**	**129,065**	**0.66**	**4.3**	**7,031**
Morrow County	**39.63**	**4,435**	**4,724**	**0.54**	**11.1**	**606**
Multnomah County	**47.53**	**319,601**	**363,661**	**1.15**	**5.6**	**18,886**
WASHINGTON	28.0	2,829,352	3,216,243	1.13	7.4	244,372
Klickitat County	**28.26**	**9,612**	**10,602**	**0.86**	**9.3**	**1,358**
Bingen	43.25	369	341	-0.63	1.8	41
Centerville	36.06	95	54	-3.60	0.0	2
Dallesport	29.96	582	589	0.10	0.0	14
Goldendale	40.90	1,644	1,733	0.45	7.9	142
Klickitat	42.30	144	172	1.62	23.3	32
Lyle	37.21	282	241	-1.21	22.8	85
Maryhill	31.77	16	78	32.29	52.6	43
Roosevelt	48.50	65	59	-0.77	11.9	7
White Salmon	44.61	1,087	1,285	1.52	11.1	201
Wishram	29.63	199	203	0.17	6.4	25
Skamania County	**45.64**	**5,492**	**5,830**	**0.51**	**17.5**	**1,071**

3.3.5 Traffic Safety and Operations

This section identifies the transportation route that will be used to provide access to the Facility during construction and operations. The route depicted on Figure U-2 will be used during Facility

construction to bring in solar components, other equipment and materials, water, and workers to the Facility and will include state, county, and private roadways.

3.3.5.1 Transportation Route

The transportation route for construction vehicles and workforce traffic will be via Interstate Highway 84 (I-84) to exit southbound on U.S. Highway (US) 97 (Sherman Highway) at Biggs Junction, southbound through the town of Shaniko, and continue west and north on Bakeoven Road to the proposed Facility. The route will be used for the limited oversize deliveries for Facility construction, such as support poles for the alternate generation-tie line or the main power transformers. Alternatively, some workforce traffic may also come from the south (e.g., Madras), taking US-97 north/northeast to Bakeoven Road and then continuing north to the Facility. Limited workforce travel may occur on US-197 traveling south and turning east on Bakeoven Road to the Facility.

The number of permanent operations staff is minimal, and staff are expected to commute to the Facility site from nearby communities. Operations staff are not limited to the construction transportation route shown on Figure U-2. Operational trips include employees traveling to work in their personal vehicles, as well as specialized personnel required for periodic inspections of Facility components who may travel in light-duty trucks. The occasional delivery truck may also access the site during operations.

3.3.5.2 Existing Traffic Volumes

Table U-3 provides updated traffic volumes for the expected transportation route. State highway volumes were published in the 2019 through 2022 Traffic Volume Tables (ODOT 2019, ODOT 2020, ODOT 2021, ODOT 2022). At the time of this assessment, the 2023 data have not been published. Table U-3 shows the average annual daily traffic (AADT) volumes for the most recent four years of data available at various milepost locations along the transportation route.

Table U-3. Existing Average Annual Daily Traffic (AADT)

Highway[1]	Location	Milepost	2019	2020	2021	2022	Average Percent Change 2019-2022
I-84							
I-84 (No. 2)	0.50 miles east of Rowena Interchange	77.15	24,700	22,270	25,518	24,970	1%
I-84 (No. 2)	At Hostetler Way Overcrossing	82.62	23,300	21,174	23,660	23,112	-1%
I-84 (No. 2)	At Webber Street Undercrossing	83.68	23,900	21,821	23,524	23,004	-4%

Highway[1]	Location	Milepost	2019	2020	2021	2022	Average Percent Change 2019-2022
I-84 (No. 2)	0.24 miles west of Brewery Grade Interchange	85.27	25,100	23,043	25,239	24,749	-1%
I-84 (No. 2)	0.30 miles east of Brewery Grade Interchange	85.81	25,000	23,072	24,421	23,944	-4%
I-84 (No. 2)	0.30 miles east of The Dalles-California Highway (US-197)	87.31	19,500	18,268	18,067	17,608	-10%
I-84 (No. 2)	0.30 miles east of The Dalles Dam Interchange	89.13	19,200	17,980	17,772	17,317	-10%
I-84 (No. 2)	0.30 miles east of Celilo-Wasco Highway (OR-206)	97.44	18,200	17,050	16,904	16,485	-9%
I-84 (No. 2)	0.44 miles southwest of Rufus/John Day Dam Interchange	109.51	13,000	12,708	14,630	14,294	10%
I-84 (No. 2)	0.30 miles east of Rufus Interchange	110.25	13,000	12,208	14,574	14,296	10%
I-84 (No. 2)	0.32 miles east of West John Day Interchange, Sherman-Gilliam County Line	114.55	12,900	12,129	14,525	14,253	10%
US-97							
OR-97 (No. 42)	0.02 miles south of Celilo-Wasco Highway Spur	0.05	2,900	2,796	3126	3,651	26%
OR-97 (No. 42)	0.30 miles south of Wasco-Heppner Highway (OR-206)	7.8	2,400	2,321	2,595	3,543	48%
OR-97 (No. 42)	0.40 miles south of Celilo-Wasco Highway (OR-206)	9.22	2,400	2,294	2,565	3,208	34%
OR-97 (No. 42)	Wasco Automatic Traffic Recorder, Sta.28-001, 0.83 miles northeast of 1st Street	17.36	3,100	2,829	3,273	3,232	4%

Highway[1]	Location	Milepost	2019	2020	2021	2022	Average Percent Change 2019-2022
OR-97 (No. 42)	0.02 miles southwest of 1st Street	18.21	3,200	3,021	3,377	3,745	17%
OR-97 (No. 42)	0.02 miles south of North Street	27.68	2,700	2,577	2881	3206	19%
OR-97 (No. 42)	0.02 miles north of Union Street	27.91	2,700	2,531	2,830	3,186	18%
OR-97 (No. 42)	0.02 miles north of Sherars Bridge Highway (OR-216)	28.34	2,400	2,302	2,574	2,809	17%
OR-97 (No. 42)	0.02 miles south of South Street	28.45	2,300	2,184	2,442	2,752	20%
OR-97 (No. 42)	0.02 mile snortheast of Shaniko-Fossil Highway (OR-218)	56.51	2,200	2,100	2,348	2,468	12%
OR-97 (No. 42)	0.20 miles east of The Dalles-California Highway (US-197)	68.46	2,300	2,149	2,403	2,410	5%
Bakeoven Road							
Bakeoven Road			N/A	N/A	N/A		N/A

Source: ODOT 2019, 2020, 2021, 2022; Wasco County 2022
1.The number in parenthesis is the internal Oregon Department of Transportation (ODOT) number designation for each state highway.

3.3.5.3 Construction and Truck Traffic

As described above, approximately 200 to 300 workers will be on-site per phase, peaking at 400 workers on-site at once per phase. For the purposes of the traffic impact analysis in this section, the Applicant uses a peak workforce of 400 people per phase when multiple disciplines of contractors complete their work simultaneously during periods of the highest activity. Truck traffic will also be generated as a result of materials and equipment delivery during the Facility's construction. The Applicant assumes there will be a peak of 35 trucks per day visiting the site, resulting in 70 one-way trips per day.

A variety of truck types will be required for material and equipment deliveries. These include heavy-duty trucks, such as semi-trailer dump trucks and 40-foot container trucks, that will be carrying gravel and other materials required to improve or construct new access roadways. These heavy-duty trucks will also provide concrete for component foundations and materials for the module blocks themselves. In addition to concrete and gravel, single-unit water tank trucks

delivering water to the site will be required. Water will be needed for dust control during road construction. Semi-trailer flat beds carrying electrical equipment and materials required for solar panel construction and power transmission also will be necessary. It is assumed construction crews will drive passenger cars, delivery vans, or pick-up trucks to and from the Facility.

3.3.5.4 Points of Origin

As identified in Section 3.3.4, local workers will most likely originate from areas within approximately 50 miles of the Facility site boundary or will temporarily relocate to communities within this area. Workers needed for specialized construction (e.g., substation and electrical transmission construction, solar and battery storage installation) may originate from areas outside this commutable distance. Construction workers may find housing in several towns on the transportation route (see Section 3.3.4). Given the relative sizes of towns within a commutable distance, the traffic estimates assume 70 percent of the workforce traffic will come from the north along US-97 and 30 percent will come from the south along US-97 to Bakeoven Road (Figure U-2).

The Applicant anticipates that 10 to 15 personnel will be hired for operation and maintenance of the Facility. It is assumed that these workers will live within commuting distance of the Facility.

3.3.6 Police and Fire Protection

3.3.6.1 Police

The Wasco County Sheriff's Office provides primary law enforcement services to Wasco County. The Sheriff's Office partners with The Dalles Police Department and Oregon State Police to provide comprehensive law enforcement to the entirety of the County. Additionally, the Sheriff's Office is supported by five district volunteer organizations: the Reserve Deputy Program, Search and Rescue, Mounted Posse, Emergency Management Volunteers, and Wasco Amateur Radio Service (Wasco County 2022). The Applicant will continue to coordinate with the Wasco County Sheriff's Office to verify they will be able to provide law enforcement services to the Facility in the event of an emergency without impacting services to other areas under their jurisdiction (Attachment U-3).

The Sherman County Sheriff's Office provides law enforcement services for Sherman County. A portion of the proposed Facility is within Sherman County. Therefore, Sherman County's Sheriff's Office will provide additional law enforcement services for the portion of the alternate point of interconnection that is within the County. The Sherman County Sheriff's Office confirmed they will be able to provide law enforcement services to the Facility in the event of an emergency (Attachment U-4).

3.3.6.2 Fire

The proposed Facility is primarily located within Wasco County, and specifically within the Bakeoven-Shaniko Rangeland Fire Protection Association (RFPA) (Wasco County 2024). The Bakeoven-Shaniko RFPA is responsible for providing fire protection services of approximately 188,102 acres in Wasco County (ODF 2018). Rangeland fire protection associations are locally

governed groups of landowners that have volunteered to provide fire protection to rangeland. This type of group allows landowners to take part in protecting their private property and surrounding land (ODF 2019). The Applicant has coordinated with the Bakeoven-Shaniko RFPA and received confirmation from the Bakeoven-Shaniko RFPA that they provide wildland fire emergency response to the area (Attachment U-5). As a result, water trucks will be available on-site and can provide water to support fire control, if needed. The Applicant will implement BMPs for fire avoidance and management and work with the Bakeoven-Shaniko RFPA in the development and implementation of the Facility's final construction and operations Wildfire Mitigation Plans (Exhibit V, Attachments V-1 and V-2).

The northern portion of the Facility's alternate generation-tie line will be within Sherman County and will be within the South Sherman Fire District (Attachment U-6). This fire district is responsible for approximately 251,028 acres of land in Sherman County, and there are no structurally or wildland unprotected areas within the South Sherman Fire District boundary (Sherman County 2009). The South Sherman Fire District has approximately 17 volunteers and the following equipment available (Sherman County 2009):

- 2 Type 1 engines (1000- and 500-gallon capacity each)
- 1 Type 2 engine (730-gallon capacity)
- 1 Type 3 engine (300-gallon capacity)
- 2 Type 6 engines (brush vehicles with 250-gallon capacity each)
- 2 Type 2 water tenders (3500- and 1800-gallon capacity each)
- 1 Support/command 4x4 pickup

The Applicant will coordinate with the South Sherman Fire District prior to construction of the Facility to verify fire protection services will be available to the portion of the Facility within Sherman County. The Applicant will also work with the South Sherman Fire District in the development and implementation of the final construction and operations Wildfire Mitigation Plans (Exhibit V, Attachments V-1 and V-2).

3.3.7 Health Care

The closest medical center is located within 15 miles of the Facility in Maupin. The Deschutes Rim Health Clinic provides family care, women's health, well-child exams, acute and chronic conditions, minor procedures, annual exams, sports physicals, immunizations, and dental care (Deschutes Rim Health Clinic 2024). The Sherman County Medical Clinic is located within 25 miles of the Facility and offers laboratory services, sports physicals, check-ups, women's exams, small procedures, and similar services (Sherman County Medical Clinic 2024).

The closest full-service medical center is Adventist Health Columbia Gorge, which is located in the Dalles, within 40 miles of the Facility. This medical center offers emergency care 24 hours a day, 7

days a week. Other services include cancer care, family medicine, laboratory, therapy, telemedicine, and similar services (Adventist Health Columbia Gorge 2024).

Wasco County provides ambulance service in the analysis area through contracts with private service groups; they operate four ambulances stationed in Maupin, Wasco, and The Dalles. Providers offer basic, intermediate, and advanced life support, emergency medical care, and transportation. In the event of an emergency at the Facility, ambulance services from Maupin, Wasco, or The Dalles would transport patients to Adventist Health Columbia Gorge.

3.3.8 Schools

There are four school districts within Wasco County: Columbia Gorge Education Service District, Dufur School District 29, North Wasco County School District 21, and South Wasco County School District 1. There is no available information for the Columbia Gorge Education Service District. The Dufur School District 29 has one school that offers pre-kindergarten through 12th grade. The school is composed of approximately 329 students and 20.99 teachers, with a 15.67 student-to-teacher ratio (NCES 2022-2023a). The North Wasco County School District 21 is the largest district in Wasco County with seven schools that offer PK-12th grade. The district has 2,841 total students, 178.16 teachers, with a 15.95 student-to-teacher ratio (NCES 2022-2023b). Lastly, the South Wasco County School District 1 is composed of two schools offering PK-12th grade. There are approximately 224 students, 18.60 teachers, with a student-to-teacher ratio of 12.04 (NCES 2022-2023c). Within Wasco County, the Facility is located within South Wasco County School District 1.

There is only one school district within Sherman County, the Sherman County School District. This district is composed of one school that offers grades PK-12th. Overall, there are approximately 286 students and 19.59 teachers, with a student-to-teacher ratio of 14.60 (NCES 2022-2023d).

3.4 Potential Impacts on Public and Private Providers – OAR 345-001-0010(1)(u)(C)(D)

OAR 345-021-0010(1)(u)(C) A description of any likely adverse impact to the ability of the providers identified in (B) to provide the services listed in OAR 345-022-0110;

OAR 345-021-0010(1)(u)(D) Evidence that adverse impacts described in (C) are not likely to be significant, taking into account any measures the applicant proposes to avoid, reduce or otherwise mitigate the impacts; and

3.4.1 Sewer and Water Services

3.4.1.1 Sewer Services

As discussed above, wastewater generated by Facility construction includes sanitary wastewater, equipment washwater, and concrete washout water. Wastewater generated by Facility operations includes wastewater produced at the O&M building and from solar panel washing, if needed.

Portable toilets will be located throughout the Facility during construction. As mentioned above, the portable toilets will be provided by a licensed subcontractor who will be responsible for servicing the toilets at regular intervals and disposing of wastewater in accordance with local jurisdictional regulations. Wastewater will be disposed of at a local treatment center.

During operations, the on-site septic system within the O&M building will be licensed, constructed, and maintained in compliance with state permit requirements and will have a discharge capacity of less than 5,000 gallons per day.

Operational wastewater sources will also include maintenance activities associated with the solar array. While not anticipated, there may be periodic washing of the solar panels to minimize the effects of dust and dirt on energy production. The water used for array cleaning is not anticipated to require off-site disposal due to the high evaporation rate and expected infiltration at the site (see Exhibit I for permeability and runoff rates of the soils at the Facility). Washwater will likely evaporate before it could be collected for transport off-site. Therefore, washwater will be evaporated or infiltrated into the ground.

Overall, sewage and wastewater will be minimal for the Facility during construction and operation. Therefore, no adverse impacts are anticipated for sewage and wastewater service providers.

3.4.1.2 Water Services

As discussed in Section 3.3.2, approximately 62,917 gallons of water are anticipated to be used each day for a variety of activities, with 36.4 to 54.5 million gallons required over the phased construction of the Facility (Exhibit O). During construction of the Facility, water will primarily be required for concrete mixing for foundations, road compaction, drinking water, sanitation, and dust control. Daily water use will vary depending on site conditions and construction activities. Weather in the area each day could affect the amount of water needed for dust control and for specific construction activities. The Applicant has contacted the City of Maupin, a municipality with active water rights, to provide water needed for construction. The Facility's water demand is not expected to injure the utility's existing water right or exceed the amount of water available to the service provider.

As mentioned in Section 3.3.2, the Applicant will either construct an exempt well, allowed under ORS 537.545, or obtain water from city of Maupin, a municipal source with existing water rights. Water used during Facility operations at the O&M building is anticipated to be approximately 50 gallons per day, for a total of up to 12,500 gallons annually. If needed during operations, solar panel washing will use approximately 521,000 gallons of water each year. As previously mentioned, the Applicant intends to obtain this water from the City of Maupin using a bulk water agreement. The city has confirmed that they sell bulk water (Attachment U-1). This agreement will be used to confirm the city has an adequate amount of water to allocate to the Facility that will not exceed the amount of water available.

3.4.2 Stormwater Drainage

Minimal amounts of stormwater runoff are anticipated to be generated during construction and operation of the Facility. Stormwater from access roads and solar panels are anticipated to flow to adjacent ground and infiltrate. As previously stated, the Applicant will follow BMPs outlined in the NPDES 1200-C permit that will be obtained prior to construction of the Facility.

3.4.3 Solid Waste Management

Overall, most solid waste produced during construction and operation of the Facility will be recycled or sold for reuse. Solid waste that cannot be recycled will be disposed of at the Wasco County Landfill. The amount of solid waste produced by the Facility is not anticipated to have a significant impact on local disposals or landfills since a large portion of the solid waste will be recycled or sold for reuse.

The Applicant has confirmed with Waste Connections they are able to provide disposal services during construction of the Facility.

3.4.4 Housing

The Applicant does not anticipate the Facility to have a significant impact on housing for communities within 10 miles and 50 miles of the Facility site boundary during construction and operations. As shown on Table U-2, vacant housing is available within a commutable 50-mile distance of the Facility.

As previously mentioned, approximately 200 to 300 workers will be on-site per phase, peaking at 400 workers on-site at once per phase. This number will fluctuate during the 36-month construction period for each phase where multiple teams of contractors perform their work simultaneously. The Applicant will prioritize hiring the construction workforce locally. As described above, in response to concerns raised by stakeholders, the Applicant will take steps to help the construction workforce secure housing outside of the City of Maupin. The intent is to minimize potential traffic impacts to US-197 during peak tourist season between mid-June and early September and to maintain housing availability for recreation and tourism.

The Applicant will hire up to 15 full-time employees to operate the Facility. Hiring preference will be given to local applicants. As demonstrated, there is a sufficient amount of housing available within a commutable 50-mile distance of the Facility to accommodate up to 15 full-time employees and their families.

3.4.5 Traffic Safety and Operations

3.4.5.1 Construction

Traffic Volumes

It is estimated that 870 trips (435 roundtrips) will be generated daily during the peak of construction. As described above, this estimate is conservative and based on the maximum peak workforce. Approximately 800 of these trips are commuting trips by the workforce. The remaining 70 trips are from truck traffic generated by material and equipment deliveries and water trucks.

Bakeoven Road will see the largest number of trips, as delivery of aggregate, concrete, and water will use Bakeoven Road. Overweight or oversize deliveries, such as the alternate generation-tie line poles and collector substation transformers, would use the transportation route via US-97 from the north. As noted earlier, workforce traffic will also be divided among the route via US-97 from the north, and some using US-97 from south of the Facility up to Bakeoven Road. Based on the anticipated distribution of construction-related traffic, peak average daily traffic is estimated to be 630 trips on US-97 (north, part of the route and including workers and truck traffic), 240 trips on US-97 (south, workforce only), and 870 trips on Bakeoven Road.

As shown in Table U-3, in 2022 I-84 carried an AADT volume of approximately 14,300 vehicles near Biggs Junction, Oregon (milepost 105). The addition of construction traffic would add 630 trips, totaling 14,930 trips. Based on the above AADT estimates for the construction period, construction vehicles will cause an increase in traffic of approximately 4.4 percent through I-84. This increase is expected to be inconsequential for the Interstate.

On the transportation route from the north, peak construction trips will increase AADT volumes on US-97 by approximately 17 to 26 percent (least near The Dalles and greatest in Shaniko). Given the increase in AADT on US-97 through Shaniko, it is likely that some short-term delays will occur during the peak of construction during typical commuting times. For traffic coming from the south along US-97 to Bakeoven Road, workforce travelers would increase AADT by 10 percent.

Along Bakeoven Road at the peak of construction, AADT will increase up to 24 percent with the combined traffic from US-97 coming from both the north and the south. This may cause delays to existing traffic using Bakeoven Road, notably during peak AM and PM commuting times.

Construction-related traffic will cause short-term traffic delays (because of increased congestion and large, slow-moving delivery trucks). These delays will be largest during the peak of construction. They may be minimized by implementing best management practices identified in the Applicant's draft Construction Traffic Management Plan (Attachment U-7). Examples of these best management practices are summarized below:

- The temporary increase in the level of traffic should not interfere with harvest time activities such as tractor movement between fields or trucks delivery agricultural products to market. The Applicant or its contractor will provide advance notification to adjacent landowners and farmers through mailing, informal meeting, open house or other similar methods, when construction takes place in the vicinity of their homes and farms to help minimize access disruptions. The Applicant or its contractor will specify timing of deliveries of heavy equipment and building materials to the extent feasible;
- Providing proper road signage and warnings of "Equipment on Road," "Truck Access," or "Road Crossings";

- Implementing traffic-diversion equipment (such as advance signage and pilot cars) whenever possible when slow or oversize loads are being hauled;
- Employing flag persons as necessary to direct traffic when large equipment is exiting or entering public roads to minimize risk of accidents. Flag persons may facilitate two-way traffic on one lane by alternately restricting travel directions. This method will not require full lane closures, detours, or reroutes. Flag persons will also monitor through traffic on public roadways as necessary so that they are not in conflict with construction vehicles.
- Maintaining at least one travel lane so that roadways will not be closed to traffic due to construction vehicles entering or exiting public roads. If lane closures must occur, adequate signage for potential detours or delays will be posted.
- The Applicant or contractor will be responsible for damage to County roads directly caused by the Facility. The road(s) will be repaired consistent with terms of a Road Use Agreement with the counties.
- Facility construction traffic will be routed to minimize impacts on Maupin.
- Conducting awareness training for construction workforce drivers, including appropriate techniques for sharing roads with recreation users (especially cyclists and during peak tourist season mid-June through early September).

The most noticeable increase in delay to traffic is likely to occur at two-way stop-controlled intersections along the commuting routes. Additional mitigation methods may be warranted, such as the construction of dedicated turn lanes at some intersections to avoid excessive queuing in travel lanes or flagging at stop-controlled intersections during peak commuting times to allow a higher volume of traffic to safely travel through the intersection.

The Applicant's proposed measures listed above are intended to reduce potential Facility construction impacts on traffic to an acceptable level. The Applicant will use available updates to the traffic count estimates described above to inform a final Construction Traffic Management Plan for the Facility, as requested by Wasco County in their comments on the Facility NOI (Wasco County 2023). In addition, the Applicant will complete a Road Use Agreement in consultation with the Wasco County Department of Public Works and Sherman County Road Department. The Road Use Agreement will ensure that public roads impacted by Facility construction are restored to their pre-construction condition or better, to the satisfaction of the respective County Public Works and Road Departments.

3.4.5.2 Operations and Maintenance

After construction is complete, up to 15 full-time employees are anticipated to be visiting the site daily. These employees will travel using their personal vehicles, which may include light-duty trucks. Occasionally, additional vehicles or trucks may be required for deliveries, maintenance, and operations. Daily traffic generated by the Facility will result in minimal impacts to the existing

traffic using the state and county roads in the vicinity of the Facility. As a result, adverse impacts to the transportation network and traffic safety or travel times are not anticipated.

3.4.6 Police and Fire Protection

3.4.6.1 Police

The Applicant is actively working with Wasco County's Sheriff's Department to mitigate impacts on law enforcement services during Facility construction. No significant impacts are anticipated in Sherman County. As described in Exhibit B, the solar array areas, BESS, POI switchyard, and collector substation will be appropriately fenced to restrict public access during construction and operations. A chain-link security fence will be installed around these areas requiring controlled access. The security fence around the BESS, collector substation, O&M building and BPA's switchyard is anticipated to be up to 8 feet in height (6 to 7 feet of fence, crowned with 1 foot of barbed wire [three strands]), mounted on 45-degree extension arms facing outwards. The solar arrays will be enclosed by fixed-knot (or a similar wildlife-friendly option) or chain-link perimeter fencing up to 8 feet in height. The fence posts will be set in concrete and/or driven into the ground. The Facility site will be locked and gated. If first responders needed to access the site for any reason, a key will be available in a lock box or some other approved method. The perimeter fence will have 24-foot-wide security gates installed at various locations for ingress and egress. Controlled access gates will be located at the entrances to the Facility. Visitors and non-Facility employees (except agency personnel on government business) will be allowed entry only with approval from a staff member at the Facility. Additional security may be provided by closed-circuit video surveillance cameras and anti-intrusion systems, as required, for protection of the Facility as well as for the safety of visitors.

If police services are necessary, the Applicant anticipates it will be due to theft of equipment, trespassing, or destruction of property. Due to the safety precautions that will be implemented, the Applicant does not anticipate construction and operation of the Facility to have a significant impact on police services within Wasco and Sherman counties.

3.4.6.2 Fire

The Applicant has contacted the Bakeoven-Shaniko RFPA and the South Sherman Fire District to request fire protection services for the Facility. The Bakeoven-Shaniko RFPA has responded and confirmed they will be able to provide fire protection services for the portion of the Facility within Wasco County. The Applicant has received confirmation from the South Sherman Fire District that they will be able to provide fire protection services for the portion of the Facility within Sherman County (Attachment U-6).

The proposed Facility is being constructed with fire prevention measures in mind. As discussed in Exhibit V, the proposed BESS will be equipped with a fire prevention system and cooling units will be placed either on top of the containers or along the side depending on equipment selected at final design. To be consistent with the Oregon Fire Code requirements and applicable standards (i.e.,

access for first-responder apparatus), which conform to the 2018 International Fire Code, the interior roads within the solar array will be 20-feet wide with a 35-foot turning radius. The roads will accommodate Facility construction and O&M activities, providing a fire buffer (30-foot-wide perimeter road), and facilitating on-site circulation and adequate turnarounds for emergency vehicles. Vegetation will be cleared and maintained along perimeter roads to provide a vegetation clearance area for fire safety.

If required, a filled water tanker with a capacity of 1,500 gallons and equipped with a pressure pump, an adjustable nozzle, and a minimum of 300 feet of 1½-inch cotton jacket, rubber-lined hose with national standard threads would be on-site, available for use, in good working order, and centrally located. The water truck operator would be familiar with the pump, hose hook-ups, and fire suppression tactics.

As discussed in Exhibit V, construction and operations Wildfire Mitigation Plans (Exhibit V, Attachments V-1 and V-2) have been prepared for the Facility and will be updated as needed and implemented in coordination with the Bakeoven-Shaniko RFPA and South Sherman Fire District. The Applicant will implement these plans and employees will receive fire prevention and control training. Wildfire risk and consequences of fire in the site boundary are typical for the vegetation type and fire regime encountered in Wasco and Sherman counties. It is anticipated that due to hazards to potential structures, high to very high burn probability, moderate expected intensity as measured by average flame length, fuels, weather, and topography, that post-construction overall fire risk would be moderate.

Overall, the Applicant will take precautionary steps to help prevent Facility fires. Fire protection services may be needed in the event of an emergency at the Facility. Therefore, the Facility may cause an increased demand on fire protection services from Bakeoven-Shaniko RFPA and South Sherman Fire District if there are fires within or around the Facility.

3.4.7 Health Care

Potential impacts to surrounding health care providers could occur due to the increase in temporary residents accessing health care during construction of the Facility. Construction of the Facility will result in approximately 200 to 300 workers on-site per phase, peaking at 400 workers on-site at once per phase when multiple disciplines of contractors complete their work simultaneously during periods of the highest activity. The Applicant will implement safety plans to help educate employees that are working onsite and help prevent injuries from occurring during construction of the Facility.

As discussed above, the closest full-service medical center is Adventist Health Columbia Gorge, which is located in The Dalles, within 40 miles of the Facility.

Wasco County provides ambulance service in the analysis area through contracts with private service groups; they operate four ambulances stationed in Maupin, Wasco, and The Dalles. Providers offer basic, intermediate, and advanced life support, emergency medical care, and

transportation. In the event of an emergency at the Facility, ambulance services from Maupin, Wasco, or The Dalles would transport patients to Adventist Health Columbia Gorge.

Overall, there could be a potential impact on health care providers during construction of the Facility due to the influx of employees. The Applicant does not anticipate a significant impact on health care providers during operation due to the limited amount of permanent employees.

3.4.8 Schools

As discussed above, within Wasco County, the Facility is located within the South Wasco County School District 1. This school district is comprised of 2 schools, offering PK-12th grade. The portion of the Facility located within the Sherman County, is also located within the South Sherman School District. This district is comprised of one school that offers grades PK-12th.

During construction of the Facility, the Applicant anticipates the majority of the construction workforce to commute from surrounding cities. Therefore, the Applicant does not anticipate the temporary increase in employees during construction to have a significant impact on schools within Wasco or Sherman counties.

A minimal demand is expected from the small increase in local population resulting from up to 15 full time permanent employees and their families during Facility operations. As previously mentioned, the Applicant will give hiring priority to local applicants. Overall, the Applicant does not anticipate a significant impact on schools in Wasco County or Sherman County from the small number of permanent employees working at the Facility.

4.0 Proposed Monitoring Programs – OAR 345-001-0010(1)(u)(E)

> *OAR 345-001-0010(1)(u)(E) The applicant's proposed monitoring program, if any, for impacts to the ability of the providers identified in (B) to provide the services listed in OAR 345-022-0110.*

The Facility will not result in significant adverse impacts to the ability of service providers identified in Section 3.0 to provide services in the analysis area. Therefore, a monitoring program is not proposed.

5.0 Submittal Requirements and Approval Standards

5.1 Submittal Requirements

Table U-4. Submittal Requirements Matrix

Requirement	Location
OAR 345-021-0010(1)(u) Information about significant potential adverse impacts of construction and operation of the proposed facility on the ability of public and private providers in the analysis area to provide the services listed in OAR 345-022-0110, providing evidence to support a finding by the Council as required by OAR 345-022-0110. The applicant must include:	–
(A) The important assumptions the applicant used to evaluate potential impacts;	Section 3.2
(B) Identification of the public and private providers in the analysis area that would likely be affected;	Section 3.3
(C) A description of any likely adverse impact to the ability of the providers identified in (B) to provide the services listed in OAR 345-022-0110;	Section 3.4
(D) Evidence that adverse impacts described in (C) are not likely to be significant, taking into account any measures the applicant proposes to avoid, reduce or otherwise mitigate the impacts; and	Section 3.4
(E) The applicant's proposed monitoring program, if any, for impacts to the ability of the providers identified in (B) to provide the services listed in OAR 345-022-0110.	Section 4.0

5.2 Approval Standards

Table U-5. Approval Standard

Requirement	Location
OAR 345-022-0110 Public Services	–
(1) Except for facilities described in sections (2) and (3), to issue a site certificate, the Council must find that the construction and operation of the facility, taking into account mitigation, are not likely to result in significant adverse impact to the ability of public and private providers within the analysis area described in the project order to provide: sewers and sewage treatment, water, storm water drainage, solid waste management, housing, traffic safety, police and fire protection, health care and schools.	Sections 3.4 and 4.0
(2) The Council may issue a site certificate for a facility that would produce power from wind, solar or geothermal energy without making the findings described in section (1). However, the Council may apply the requirements of section (1) to impose conditions on a site certificate issued for such a facility.	–
(3) The Council may issue a site certificate for a special criteria facility under OAR 345-015-0310 without making the findings described in section (1). However, the Council may apply the requirements of section (1) to impose conditions on a site certificate issued for such a facility.	–

6.0 References

Adventist Health Columbia Gorge. 2024. Our Services. Accessed February 2024. https://mcmc.net/our-services/

Deschutes Rim Health Clinic. 2024. Services. Accessed February 2024. https://www.deschutesrimhealthclinic.org/medicalservices

NCES (National Center for Education Statistics). 2022-2023a. Dufur SD 29. Accessed February 2024. https://nces.ed.gov/ccd/districtsearch/district_detail.asp?Search=1&details=1&County=Wasco+County&DistrictType=1&DistrictType=2&DistrictType=3&DistrictType=4&DistrictType=5&DistrictType=6&DistrictType=7&DistrictType=8&DistrictType=9&NumOfStudentsRange=more&NumOfSchoolsRange=more&ID2=4104410

NCES. 2022-2023b. North Wasco County SD 21. Accessed February 2024. https://nces.ed.gov/ccd/districtsearch/district_detail.asp?Search=1&details=1&County=Wasco+County&DistrictType=1&DistrictType=2&DistrictType=3&DistrictType=4&DistrictType=5&DistrictType=6&DistrictType=7&DistrictType=8&DistrictType=9&NumOfStudentsRange=more&NumOfSchoolsRange=more&ID2=4100048

NCES. 2022-2023c. South Wasco County SD 1. Accessed February 2024. https://nces.ed.gov/ccd/districtsearch/district_detail.asp?Search=1&details=1&County=Wasco+County&DistrictType=1&DistrictType=2&DistrictType=3&DistrictType=4&DistrictType=5&DistrictType=6&DistrictType=7&DistrictType=8&DistrictType=9&NumOfStudentsRange=more&NumOfSchoolsRange=more&ID2=4100021

NCES. 2022-2023d. Sherman County SD. Accessed February 2024. https://nces.ed.gov/ccd/districtsearch/district_detail.asp?Search=1&details=1&State=41&County=Sherman+County&DistrictType=1&DistrictType=2&DistrictType=3&DistrictType=4&DistrictType=5&DistrictType=6&DistrictType=7&DistrictType=8&DistrictType=9&NumOfStudentsRange=more&NumOfSchoolsRange=more&ID2=4111250

ODF (Oregon Department of Forestry). 2018. Oregon's Rangeland Fire Protection Associations. Accessed February 2024. file:///C:/Users/juliet.schmidt/Downloads/OR%20RFPA%20Fall%202018%20Report%20(2).pdf

ODF. 2019. Bakeoven-Shaniko RFPA BOF Staff Report. Accessed February 2024. https://www.oregon.gov/odf/board/bofarchives/20190306/B_BOFSR_20190306_Bakeoven-Shaniko%20Rangeland%20Protection%20Association%20Formation.pdf

ODOT (Oregon Department of Transportation). 2019. Transportation Volume Tables for 2019. Accessed April 2024. https://www.oregon.gov/odot/data/pages/traffic-counting.aspx

ODOT. 2020. Transportation Volume Tables for 2020. Accessed April 2024. https://www.oregon.gov/odot/data/pages/traffic-counting.aspx

ODOT. 2021. Transportation Volume Tables for 2021. Accessed April 2024. https://www.oregon.gov/odot/data/pages/traffic-counting.aspx

ODOT. 2022. Transportation Volume Tables for 2022. Accessed April 2024. https://www.oregon.gov/odot/data/pages/traffic-counting.aspx

Sherman County. 2009. Community Wildfire Protection Plan. Accessed February 2024. https://storage.googleapis.com/proudcity/shermancountyor/uploads/2017/11/SCCommunityWildfireProtectionPlan31.pdf

Sherman County Medical Clinic. 2024. Services and Billing. Accessed February 2024. https://www.shermancountymedicalclinic.net/services-billing

U.S. Census Bureau. 2010. 2010 DP04 Selected Housing Characteristics. DP04: SELECTED HOUSING CHARACTERISTICS - Census Bureau Table

U.S. Census Bureau. 2020. 2020 DP04 Selected Housing Characteristics. DP04: SELECTED HOUSING CHARACTERISTICS - Census Bureau Table

U.S. Census Bureau. 2022. 2022 DP04 Selected Housing Characteristics. DP04: Selected Housing Characteristics - Census Bureau Table

U.S. Census Bureau. 2010. 2010 DP05 ACS Demographic and Housing Estimates. DP05: ACS DEMOGRAPHIC AND ... - Census Bureau Table

U.S. Census Bureau. 2020. 2020 DP05 ACS Demographic and Housing Estimates. DP05: ACS DEMOGRAPHIC AND ... - Census Bureau Table

U.S. Census Bureau. 2022. 2022 DP05 ACS Demographic and Housing Estimates. DP05: ACS Demographic and ... - Census Bureau Table

Wasco County. 2022. Sheriff. Accessed February 2024. https://www.co.wasco.or.us/departments/sheriff/index.php

Wasco County. 2023. Yellow Rosebush Energy Facility NOI Comments. Received November 2023.

Wasco County. 2024. Wasco County Public Basemap. Accessed February 2024. https://public.co.wasco.or.us/gisportal/apps/webappviewer/index.html?id=80a942ec81da4dd2bcc16032cc329459

This page intentionally left blank

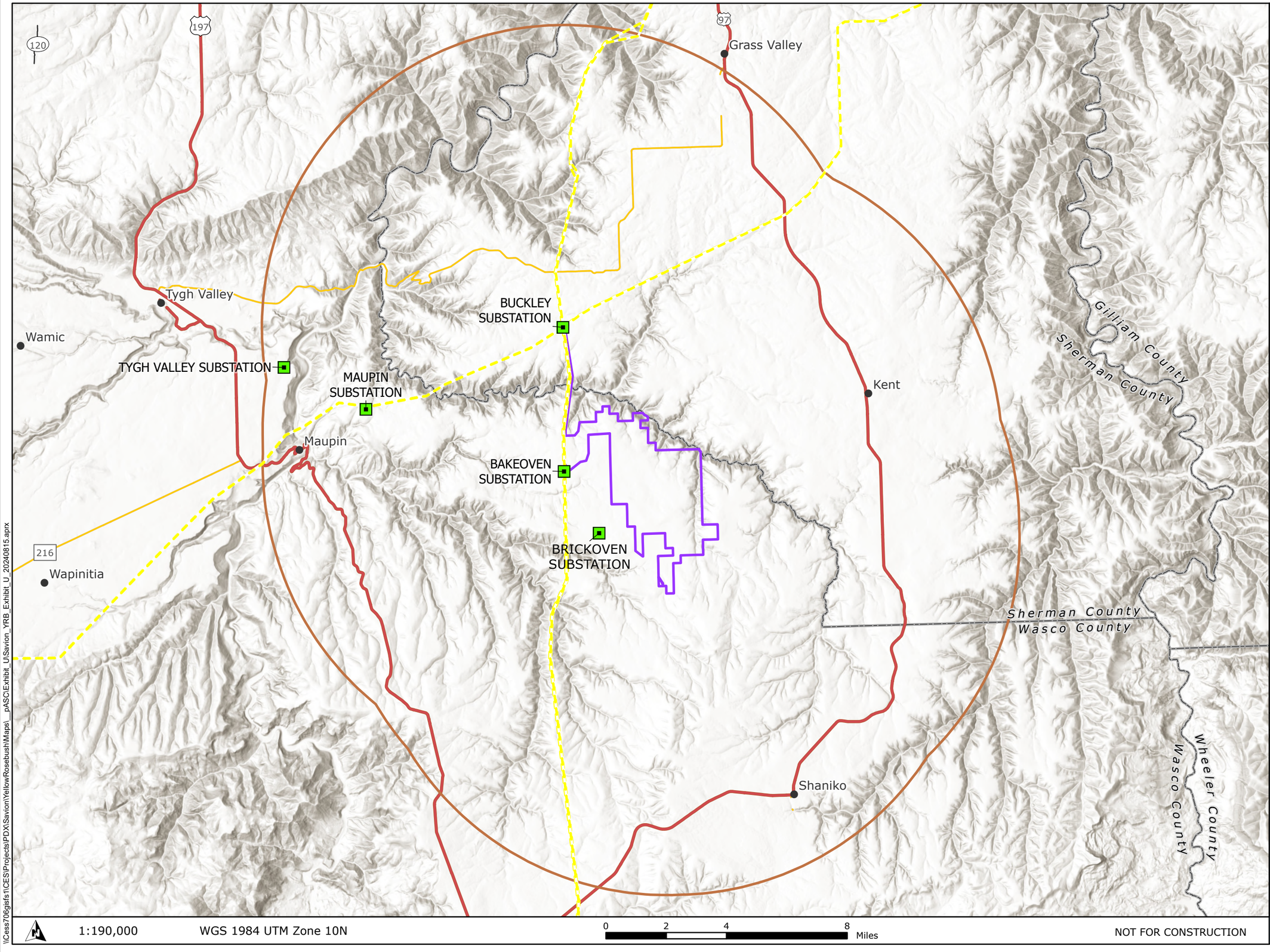
Figures

This page intentionally left blank

Yellow Rosebush Energy Center

Figure U-1
Analysis Area

SHERMAN AND WASCO COUNTIES, OR

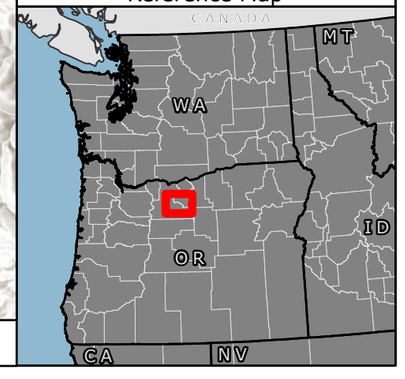


- Facility Site Boundary
- Public Services Analysis Area (10-mile buffer)
- County Boundary
- City/Town
- US Highway
- State Highway
- County Highway
- Existing Transmission Line (500-kV)
- Existing Substation

TETRA TECH

SAVION
A RENEWABLE ENERGY COMPANY

Reference Map



1:190,000

WGS 1984 UTM Zone 10N

0 2 4 8 Miles

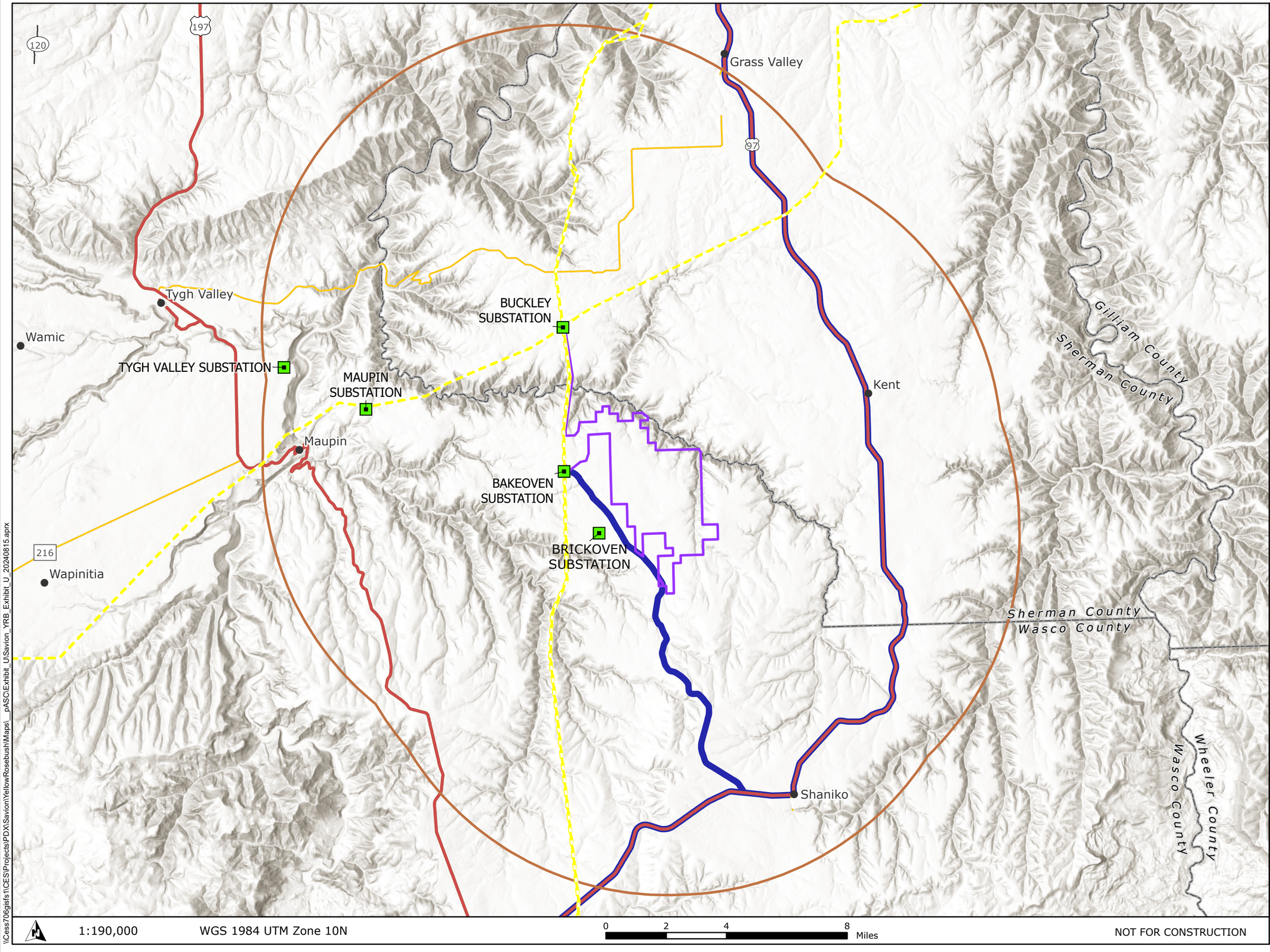
NOT FOR CONSTRUCTION

\\Cess706gisfs1\CES\Projects\PDX\Savion\YellowRosebush\Maps_pASC\Exhibit_U\Savion_YRB_Exhibit_U_20240815.aprx

Yellow Rosebush Energy Center

Figure U-2
Construction Transportation Routes

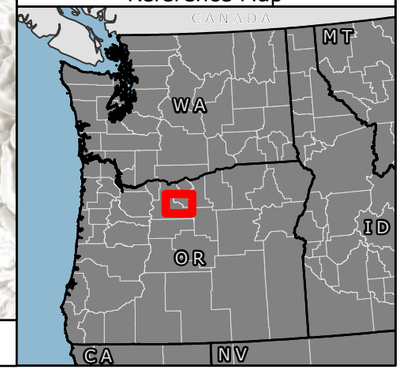
SHERMAN AND WASCO COUNTIES, OR



Facility Site Boundary
Public Services Analysis Area (10-mile buffer)
County Boundary
City/Town
US Highway
State Highway
County Highway
Existing Transmission Line (500-kV)
Existing Substation
Transportation Route

TETRA TECH
SAVION
A RENEWABLE ENERGY COMPANY

Reference Map



1:190,000
WGS 1984 UTM Zone 10N
0 2 4 8 Miles
NOT FOR CONSTRUCTION

\\Cess706gisfs1\CES\Projects\PDX\Savion\YellowRosebush\Maps_pASC\Exhibit_U\Savion_YRB_Exhibit_U_20240815.aprx

Attachment U-1. Record of Correspondence with City of Maupin for Bulk Water

This page intentionally left blank

From: Bronte Dod
To: McLaneGodwin, Linsey
Cc: Jeff Watson; asolsby; Hicks, Paul; Nick Smith
Subject: RE: Yellow Rosebush Energy Center Water Supply Confirmation Request
Date: Thursday, March 14, 2024 9:25:52 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Hi Linsey,
Yes, sorry for the delay. The City of Maupin can sell bulk water. Our permit number is 00510.
Thanks,

Bronte Dod
Administrative Assistant/Utility Billing Clerk
Office: 541-395-2698 | Cell: 541-777-7758
507 Grant Avenue | PO Box 308
Maupin, OR 97037
cityofmaupin.org

From: McLaneGodwin, Linsey <LINSEY.MCLANEGODWIN@tetratech.com>
Sent: Thursday, March 14, 2024 9:22 AM
To: Bronte Dod <bdod@cityofmaupin.org>
Cc: Jeff Watson <jwatson@savionenergy.com>; asolsby <asolsby@savionenergy.com>; Hicks, Paul <Paul.Hicks@tetratech.com>
Subject: RE: Yellow Rosebush Energy Center Water Supply Confirmation Request

Hi Bronte,

Could you confirm receipt of my email below?

Thanks,
Linsey McLane-Godwin (she/her) | Environmental Planner | **Part-Time Remote: Hours 9AM to 3PM**
Office **+1 (503) 721-7215** | Mobile **+1 (541) 714-3060** | linsey.mclanegodwin@tetratech.com

From: McLaneGodwin, Linsey

Sent: Tuesday, March 12, 2024 2:05 PM
To: bdod@cityofmaupin.org
Cc: Jeff Watson <jwatson@savionenergy.com>; Anneke Solsby <asolsby@savionenergy.com>; Hicks, Paul <Paul.Hicks@tetratech.com>
Subject: Yellow Rosebush Energy Center Water Supply Confirmation Request

Hi Bronte,

Thanks for your call today. As I mentioned on the phone, I am contacting you on behalf of the proposed Yellow Rosebush Energy Center (Yellow Rosebush). Yellow Rosebush is a proposed up to 800-megawatt solar photovoltaic power generation facility and an up to 800 MW battery energy storage system in Wasco County, Oregon owned by Savion, LLC (Savion). More information on Yellow Rosebush can be found here: https://www.oregon.gov/energy/facilities-safety/facilities/Pages/YRB.aspx

Our current, conservative, estimate of water anticipated for facility construction dispersed over a 12 to 18-month period is 155 – 230 million gallons (approximately 15,000 gallons a day). Once in operation the facility would need around one million gallons per year for panel washing. Savion would use trucks to bring the water to the facility. Tetra Tech is under contract to Savion through the Oregon Dept. of Energy's (ODOE) permitting process. To this end, we will provide to ODOE evidence of consultation with local municipalities that we have been in contact regarding obtaining water for the construction of Yellow Rosebush.

At this point in the process, Savion is not required to have entered into a contract with the Maupin Public Works for water supply, we just need to demonstrate to ODOE that we have been in consultation with the Maupin Public Works and that yes, you are licensed to supply water to Savion, how much you are able to provide, your water right permit number(s), and any seasonal constraints. Any letter from you to me on this subject does not constitute a contract and you are under no obligation to supply water for the facility, we just need to demonstrate to ODOE that you have water to sell and that we could use as a water supplier if we, at a later date, come to an agreement to do so.

If you could please provide a letter addressing Yellow Rosebush as soon as possible, that would be greatly appreciated. It can be a statement on your letterhead with your signature if you like, or even a reply to this email.

Thank you in advance and let me know if you have any questions!

Sincerely,
Linsey McLane-Godwin (she/her) | Environmental Planner | **Part-Time Remote: Hours 9AM to 3PM**
Office **+1 (503) 721-7215** | Mobile **+1 (541) 714-3060** | linsey.mclanegodwin@tetratech.com

Tetra Tech | *Leading with Science®* | Consulting and Engineering Services – Western Region
1750 S Harbor Way, Suite 400 | tetratech.com

Attachment U-2. Record of Correspondence with the Wasco County Landfill and Waste Connections

This page intentionally left blank

From: Brian Evola
To: McLaneGodwin, Linsey; Nancy Mitchell; Jeremy Fink; Jocelyn Jones
Cc: Jeff Watson; asolsby; Hicks, Paul; Jim Winterbottom
Subject: RE: Yellow Rosebush Energy Center Landfill Service Confirmation Request
Date: Tuesday, February 13, 2024 1:46:49 PM
Attachments: image001.png

Linsey,

Please see below.

From: McLaneGodwin, Linsey <LINSEY.MCLANEGODWIN@tetratech.com>
Sent: Tuesday, February 13, 2024 1:10 PM
To: Nancy Mitchell <Nancy.Mitchell@WasteConnections.com>; Brian Evola <brian.evola@wasteconnections.com>; Jeremy Fink <Jeremy.Fink@WasteConnections.com>; Jocelyn Jones <Jocelyn.Jones@WasteConnections.com>
Cc: Jeff Watson <jwatson@savionenergy.com>; asolsby <asolsby@savionenergy.com>; Hicks, Paul <Paul.Hicks@tetratech.com>; Jim Winterbottom <Jimmie.Winterbottom@WasteConnections.com>
Subject: RE: Yellow Rosebush Energy Center Landfill Service Confirmation Request

Hi All,

Thank you for connecting us with Mr. Winterbottom. I'm hoping to get a confirmation of the following as well:

- When the landfill is projected to reach capacity? Approximately 28 years
- How long the current solid waste disposal permit is valid would be great to include? Permit is renewed every 10 years with 2024 being a renewal year.
- Will the landfill have the ability to accommodate the project for the 50 year timeline? We currently have cover soil property to expand to when the time comes.

Thanks,
Linsey McLane-Godwin (she/her) | Environmental Planner | **Part-Time Remote: Hours 9AM to 3PM**
Office **+1 (503) 721-7215** | Mobile **+1 (541) 714-3060** | linsey.mclanegodwin@tetratech.com

---

From: Nancy Mitchell <Nancy.Mitchell@WasteConnections.com>
Sent: Tuesday, February 6, 2024 2:38 PM
To: Brian Evola <brian.evola@wasteconnections.com>; Jeremy Fink <Jeremy.Fink@WasteConnections.com>; Jocelyn Jones <Jocelyn.Jones@WasteConnections.com>
Cc: Jeff Watson <jwatson@savionenergy.com>; asolsby <asolsby@savionenergy.com>; Hicks, Paul <Paul.Hicks@tetratech.com>; McLaneGodwin, Linsey <LINSEY.MCLANEGODWIN@tetratech.com>
Subject: RE: Yellow Rosebush Energy Center Landfill Service Confirmation Request

From: Jim Winterbottom
To: McLaneGodwin, Linsey
Subject: Yellow Rosebush Energy Center Landfill Service Confirmation Request
Date: Wednesday, February 7, 2024 8:21:18 AM
Attachments: image001.png
image002.jpg

Linsey –

Wasco County Landfill shared this information with me regarding the Yellow Rosebush Energy Center and the possible needs for debris hauling and removal. The Dalles Disposal operates in both Wasco and Sherman counties. I believe this project was discussed with us early in the development as Wasco County wanted to understand that we'd be able to provide services as needed at the project and laydown areas. We'd be glad to provide you with any drop box and hauling information you might need.

Regards,

Jim

Jim Winterbottom | District Manager
The Dalles Disposal - Waste Connections
Office: 541.298.5149 | Mobile: 503.572.6562 | Fax: 541.610.1593

From: McLaneGodwin, Linsey <LINSEY.MCLANEGODWIN@tetratech.com>
Sent: Tuesday, February 06, 2024 1:30 PM
To: Nancy Mitchell <Nancy.Mitchell@WasteConnections.com>
Cc: Jeff Watson <jwatson@savionenergy.com>; asolsby <asolsby@savionenergy.com>; Hicks, Paul <Paul.Hicks@tetratech.com>
Subject: Yellow Rosebush Energy Center Landfill Service Confirmation Request

Greetings,

I am contacting you on behalf of the proposed Yellow Rosebush Energy Center (Yellow Rosebush). Yellow Rosebush is a proposed up to 800-megawatt solar photovoltaic power generation facility and an up to 800 MW battery energy storage system in Wasco County, Oregon owned by Savion, LLC (Savion). More information on Yellow Rosebush can be found here: https://www.oregon.gov/energy/facilities-safety/facilities/Pages/YRB.aspx

Based on the location of the Yellow Rosebush Energy Center in Wasco County we request a formal confirmation that the Wasco County Landfill will have the adequate capacity to handle the construction waste generated by the facility over the course of 12 to 18 months construction time. The Project will generate minimal non-hazardous solid waste during construction activities. This waste will consist primarily of plastic, wood, cardboard, metal packing/packaging materials, conductor scrap, conductor reels, wire scraps, construction scrap, and general refuse. Based on other solar and transmission line construction experience, Savion estimates that one or more 30 cubic yard roll-off dumpster may be required for regular waste collection during the construction period. Much of the construction waste consists of recyclable materials which Savion will collect and divert from the waste stream. This may be accomplished by using one or more 30 cubic yard recycling dumpster which will be regularly collected during the construction period.

The solid waste generated will be collected from the construction sites and other work areas and disposed of in dumpsters located at the construction laydown areas. In addition, multiple dumpsters will be located at construction office trailers, restrooms, and parking areas during construction. On an as-needed basis, a private contractor will empty the dumpsters and dispose of the refuse at an authorized solid waste disposal facility.

If you could please provide a letter addressing Yellow Rosebush as soon as possible, that would be greatly appreciated. It can be a statement on your letterhead with your signature if you like, or even a reply to this email. A mention of when the landfill is projected to reach capacity and how long the current solid waste disposal permit is valid would be great to include. The project could last as long as 50 years, including retirement and decommission. Will the landfill have the ability to accommodate a project with that length of a timeline? Any letter from you to me on this subject does not constitute a contract and you are under no obligation to supply waste management services for the facility.

Thank you in advance and let me know if you have any questions!

Thanks,
Linsey McLane-Godwin (she/her) | Environmental Planner | **Part-Time Remote: Hours 9AM to 3PM**
Office **+1 (503) 721-7215** | Mobile **+1 (541) 714-3060** | linsey.mclanegodwin@tetratech.com

Tetra Tech | *Leading with Science®* | Consulting and Engineering Services – Western Region
1750 S Harbor Way, Suite 400 | tetratech.com

Attachment U-3. Record of Correspondence with the Wasco County Sheriff's Office

This page intentionally left blank

McLaneGodwin, Linsey

From: Lane Magill <lanem@co.wasco.or.us>
Sent: Thursday, June 27, 2024 4:46 PM
To: Jeff Watson; danield; kellyg
Cc: Tim Conboy; Hicks, Paul; McLaneGodwin, Linsey
Subject: Re: Wasco County Sheriff's Department - Savion Energy

Jeff,

Thanks for the meeting today and yes the Wasco County Sheriff's Office will be participating in the process of commenting on the Yellow Rosebush Solar Project in Wasco County. As the Sheriff I will document our concerns and work directly with the Wasco County Planning Department for future submissions of those comments.

I have also cc'd our planning department representatives so they are also aware of this conversation.

Thanks for your time and we look forward to your comment period opening in the near future.

Sheriff Magill

On Thu, Jun 27, 2024 at 4:29 PM Jeff Watson <jwatson@savionenergy.com> wrote:

> Hi Sheriff Magill,
>
> Thanks for taking the time to speak with us today – it was a pleasure meeting you!
>
> We appreciate all the information you provided us on how our project will interact with your department and the services it provides. We promise to work with you closely through the development process to make sure your concerns are addressed and apply your learnings from the Bakeoven project to make sure to minimize the impact on your team. I would encourage you to partner with the county planning department to provide joint comments on our EFSC permit application to make sure our various project plans meet your standards.
>
> If you could just reply to this email confirming that we spoke and agreed to have a continued, open dialogue with your department about how we can best partner together through the construction and operations process, that would be much appreciated and helpful to include in our permit application. Just so you know, we are targeting 7/31 to submit our permit application and it will likely be available to review and submit comments on sometime in August. In the meantime, I've attached a project map here for your reference.
>
> We look forward to working with you on this project and hope to be a great neighbor in Wasco County!

Best,

Jeff Watson | Development Manager

M: 410.349.7679 | Savion, LLC

Upcoming Time Off: July 1 – August 2

-----Original Appointment-----
From: Jeff Watson
Sent: Wednesday, June 12, 2024 1:42 PM
To: Jeff Watson; Lane Magill; Tim Conboy
Cc: Hicks, Paul; McLaneGodwin, Linsey
Subject: Wasco County Sheriff's Department - Savion Energy
When: Thursday, June 27, 2024 11:00 AM-11:30 AM (UTC-08:00) Pacific Time (US & Canada).
Where: Microsoft Teams Meeting

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 279 528 129 722

Attachment U-4. Record of Correspondence with the Sherman County Sheriff's Office

This page intentionally left blank

McLaneGodwin, Linsey

From: James Burgett <jburgett@shermancounty.net>
Sent: Tuesday, June 18, 2024 2:40 PM
To: McLaneGodwin, Linsey
Subject: Re: Yellow Rosebush Energy Center - Sherman County Sheriff Service Coverage

"We are requesting confirmation from your office that you are able to provide law enforcement services during construction and operation of the Facility and that the Facility would not impact your ability to provide services to the area. If it would cause an impact, please include your concerns and comments."

We would provide law enforcement services and I see no problems. Given the rural location it would be about a 25 minute response time for law enforcement to arrive. Deputies on night shift usually are alone and focus on Hwy 97 and the Biggs Junction area, as that is where most of our problems are. It is not likely that the site would get regularly patrolled by deputies.

In the past, projects installed cameras that were remotely monitored. This seems to be the most effective way to catch people trespassing or stealing construction materials.

Please let me know if you have any questions or need any follow up.

Thank you,
James

James Burgett
Undersheriff
Sherman County Sheriff's Office
(541) 565-3622
Jburgett@shermancounty.net
"When you know a technique, you know one technique. When you understand a concept, you know a thousand techniques"-WP

From: McLaneGodwin, Linsey <LINSEY.MCLANEGODWIN@tetratech.com>
Sent: Tuesday, June 11, 2024 10:07 AM
To: James Burgett <jburgett@shermancounty.net>
Cc: Jeff Watson <jwatson@savionenergy.com>; Christopher Powers <cpowers@savionenergy.com>; Hicks, Paul <Paul.Hicks@tetratech.com>
Subject: Yellow Rosebush Energy Center - Sherman County Sheriff Service Coverage

Sheriff Burgett,

I am contacting you on behalf of Yellow Rosebush Energy Center, LLC, the Applicant for a Site Certificate with the Oregon Energy Facility Siting Council (EFSC). The Applicant seeks to develop the Yellow Rosebush Energy Center (Facility), an up to 800-megawatt solar photovoltaic power generation facility and an up to 800 MW battery energy storage system located in Wasco and Sherman Counties.

The Facility includes the option to develop an alternate 500-kV generation-tie transmission line that can connect the solar and storage Facility (located in Wasco County) to the BPA Buckley Substation (located in Sherman County). An approximately 2-mile segment of the alternate 500-kV generation-tie transmission line is the only portion of the Facility that will be located within Sherman County and that would be within the Sherman County Sheriff's jurisdiction. In Sherman County, the line is proposed entirely on private land, is directly east of and adjacent to BPA's existing transmission infrastructure, and crosses Dugger Road about 0.6 miles south of the BPA Buckley Substation near the southern boundary of the County. More information on the Facility can be found here: https://www.oregon.gov/energy/facilities-safety/facilities/Pages/YRB.aspx.

We are requesting confirmation from your office that you are able to provide law enforcement services during construction and operation of the Facility and that the Facility would not impact your ability to provide services to the area. If it would cause an impact, please include your concerns and comments. The Oregon Dept. of Energy (ODOE) will review the Facility as part of the EFSC permitting process and seeks evidence of consultation with the local sheriff regarding law enforcement services. At this point in the process, the Applicant is not required to have entered a contract with the Sherman County Sheriff's Office, instead the Applicant seeks input from your office to determine service availability. Any response from you to me on this subject does not constitute a contract to supply law enforcement services for the Facility.

Thank you in advance and let me know if you have any questions on this request.

Thanks,

Linsey McLane-Godwin (she/her) | Environmental Planner | **Part-Time Remote: Hours 9AM to 4PM (Pacific Time)**
Office **+1 (503) 721-7215** | Mobile **+1 (541) 714-3060** | linsey.mclanegodwin@tetratech.com

Tetra Tech | *Leading with Science®* | Consulting and Engineering Services – Western Region
1750 S Harbor Way, Suite 400 | tetratech.com

Climate positive and carbon negative by 2030. Read more

Attachment U-5. Record of Correspondence with the Bakeoven-Shaniko Rangeland Fire Protection Association

This page intentionally left blank

From: Blaine Carver
To: McLaneGodwin, Linsey
Subject: Re: YRB Fire Protection Coverage Confirmation
Date: Wednesday, February 7, 2024 1:02:47 PM
Attachments: image006.png
image002.png
image001.png
image004.png
image003.png

Linsey McLane-Godwin, and the Tetra Tech team.

Savion's Yellow Rosebush project is within our Bakeoven-Shaniko Rnageland Fire Protection Association (BS-RFPA) boundaries. The proposed project is on land owned by members of our association. We are the wild-land fire agency within the area, and will work with Savion and their partners, as they are guests upon our members lands.

Bakeoven-Shaniko RFPA is a wildland fire emergency response team. We are not emt's or structure fire-fighters. Fire prevention is the job of the individual landowners, and or their guests. In the event of a fire, BS-RFPA with our wildland fire partners will do everything in our power to contain and extinguish it. BS-RFPA does not assume any liability from a fire incident.

BS-RFPA is happy to help define guidelines to prevent fire. We may ask for practice changes as we see fit during the fire season. This can be anything from carrying fire extinguishers; to, limited access during high wind low humidity afternoons. We want to eliminate or at least reduce the size of wild-fire in our area.

We look forward to an un-eventful fire season.

Blaine Carver
BS-RFPA chairperson
91443 Hinton Rd
Maupin, OR 97037
541-910-0675

On Tuesday, February 6, 2024, 03:52:34 PM PST, McLaneGodwin, Linsey <linsey.mclanegodwin@tetratech.com> wrote:

Greetings,

I am contacting you on behalf of the proposed Yellow Rosebush Energy Center (Yellow Rosebush). Yellow Rosebush is a proposed up to 800-megawatt solar photovoltaic power generation facility and an up to 800 MW battery energy storage system in Wasco County, Oregon owned by Savion, LLC (Savion). More information on Yellow Rosebush can be found here: https://www.oregon.gov/energy/facilities-safety/facilities/Pages/YRB.aspx

Tetra Tech is under contract to Savion through the Oregon Dept. of Energy's (ODOE) permitting process. To this end, we will provide to ODOE evidence of consultation with

local municipalities that we have been in contact regarding fire protection for the construction of Yellow Rosebush. At this point in the process, Savion is not required to have entered into a contract with the Bakeoven-Shaniko Rural Fire Protection Association, we just need to demonstrate to ODOE that we have been in consultation with the Bakeoven-Shaniko Rural Fire Protection Association and that yes, you are able to provide fire protection services, as well as any constraints you may have (e.g., high angle, confined space rescue). *Any letter from you to me on this subject does not constitute a contract and you are under no obligation to supply fire protection services for the facility.*

If you could please provide a letter addressing Yellow Rosebush as soon as possible, that would be greatly appreciated*. It can be a statement on your letterhead with your signature if you like, or even a reply to this email.*

Thank you in advance and let me know if you have any questions!

Sincerely,

Linsey McLane-Godwin (she/her) | Environmental Planner | **Part-Time Remote: Hours 9AM to 3PM**
Office **+1 (503) 721-7215** | Mobile **+1 (541) 714-3060** | linsey.mclanegodwin@tetratech.com

Tetra Tech | *Leading with Science*® | Consulting and Engineering Services – Western Region
1750 S Harbor Way, Suite 400 | tetratech.com

Climate positive and carbon negative by 2030. Read more

Attachment U-6. Record of Correspondence with the South Sherman Fire District

This page intentionally left blank

From: Andy Miller
To: McLaneGodwin, Linsey; cityofgrassvalley1901@gmail.com
Cc: Jeff Watson; Anneke Solsby; Hicks, Paul
Subject: Re: YRB Sherman County Fire Protection Coverage Confirmation
Date: Thursday, April 18, 2024 1:21:34 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Good afternoon Linsey,

I'm sorry for the delay we've been having issues with our emails. Yes, south Sherman provides fire coverage for everything south of mile marker 25 to the southern most end of the county.

Thank you

Andy Miller
Fire chief, South Sherman Fire & Rescue

From: McLaneGodwin, Linsey <LINSEY.MCLANEGODWIN@tetratech.com>
Sent: Thursday, April 18, 2024 1:07:48 PM
To: Andy Miller <amiller@southshermanfire.com>; cityofgrassvalley1901@gmail.com <cityofgrassvalley1901@gmail.com>
Cc: Jeff Watson <jwatson@savionenergy.com>; Anneke Solsby <asolsby@savionenergy.com>; Hicks, Paul <Paul.Hicks@tetratech.com>
Subject: RE: YRB Sherman County Fire Protection Coverage Confirmation

Good Afternoon,

Please let me know that you've received my emails. Our main request is to confirm that South Sherman Fire District provides fire response to the area where the transmission line is proposed (see project website: https://www.oregon.gov/energy/facilities-safety/facilities/Pages/YRB.aspx). We're happy to answer any questions you may have.

Sincerely,
Linsey McLane-Godwin (she/her) | Environmental Planner | **Part-Time Remote: Hours 9AM to 4PM**
Office **+1 (503) 721-7215** | Mobile **+1 (541) 714-3060** | linsey.mclanegodwin@tetratech.com

---

From: McLaneGodwin, Linsey
Sent: Thursday, March 28, 2024 2:57 PM
To: 'amiller@southshermanfire.com' <amiller@southshermanfire.com>;

'cityofgrassvalley1901@gmail.com' <cityofgrassvalley1901@gmail.com>
Cc: 'Jeff Watson' <jwatson@savionenergy.com>; 'Anneke Solsby' <asolsby@savionenergy.com>; Hicks, Paul <Paul.Hicks@tetratech.com>
Subject: RE: YRB Sherman County Fire Protection Coverage Confirmation

Greetings,

This is a friendly reminder to please respond to our request below. If you have any questions or there is a more appropriate contact, please let me know.

Thanks,
Linsey McLane-Godwin (she/her) | Environmental Planner | **Part-Time Remote: Hours 9AM to 3PM**
Office **+1 (503) 721-7215** | Mobile **+1 (541) 714-3060** | linsey.mclanegodwin@tetratech.com

---

From: McLaneGodwin, Linsey
Sent: Tuesday, March 19, 2024 2:05 PM
To: amiller@southshermanfire.com
Cc: Jeff Watson <jwatson@savionenergy.com>; Anneke Solsby <asolsby@savionenergy.com>; Hicks, Paul <Paul.Hicks@tetratech.com>
Subject: RE: YRB Sherman County Fire Protection Coverage Confirmation

Greetings,

I am contacting you on behalf of the proposed Yellow Rosebush Energy Center (Yellow Rosebush). Yellow Rosebush is a proposed up to 800-megawatt solar photovoltaic power generation facility and an up to 800 MW battery energy storage system in Wasco County, Oregon and a transmission line located in Sherman County, Oregon owned by Savion, LLC (Savion). More information on Yellow Rosebush can be found here: https://www.oregon.gov/energy/facilities-safety/facilities/Pages/YRB.aspx

Tetra Tech is under contract to Savion through the Oregon Dept. of Energy's (ODOE) permitting process. To this end, we will provide to ODOE evidence of consultation with local municipalities that we have been in contact regarding fire protection for the construction of Yellow Rosebush. At this point in the process, Savion is not required to have entered into a contract with the South Sherman Fire District, we just need to demonstrate to ODOE that we have been in consultation with the South Sherman Fire District and that yes, you are able to provide fire protection services, as well as any constraints you may have (e.g., high angle, confined space rescue). Any letter from you to me on this subject does not constitute a contract and you are under no obligation to supply fire protection services for the facility.

If you could please provide a letter addressing Yellow Rosebush as soon as possible, that would be greatly appreciated. It can be a statement on your letterhead with your signature if you like, or even a reply to this email.

Thank you in advance and let me know if you have any questions!

Thanks,
Linsey McLane-Godwin (she/her) | Environmental Planner | **Part-Time Remote: Hours 9AM to 3PM**
Office **+1 (503) 721-7215** | Mobile **+1 (541) 714-3060** | linsey.mclanegodwin@tetratech.com

Tetra Tech | *Leading with Science®* | Consulting and Engineering Services – Western Region
1750 S Harbor Way, Suite 400 | tetratech.com

Climate positive and carbon negative by 2030. Read more

Attachment U-7. Draft Construction Traffic Management Plan

This page intentionally left blank

Draft
Construction Traffic Management Plan

Yellow Rosebush Energy Center
Wasco and Sherman Counties, Oregon

Prepared for
Yellow Rosebush Energy Center, LLC

Prepared by

July 2024

Table of Contents

List of Figures

List of Appendices

1.0 Introduction

1.1 Purpose and Scope

This draft Construction Traffic Management Plan (Plan) was prepared to meet the requirements of Wasco and Sherman counties as described in the Yellow Rosebush Energy Center (Facility) Exhibit U of the Application for Site Certification (ASC) submitted to the Oregon Energy Facility Siting Council (EFSC).

This draft Plan, per Oregon Department of Transportation's (ODOT) Traffic Control Plan Manual, is a "living document," and it will be updated as the roadway safety needs of the Facility change over the course of construction. It should be noted that the outline of this document is designed to be comparable with the ODOT Traffic Control Plan Manual's minimum requirements for a Transportation Management Plan, which typically only apply to significant ODOT highway construction projects. This document will be updated with input from EFSC and agencies identified by EFSC prior to the start of Facility construction.

1.2 Project Description

Yellow Rosebush Energy Center, LLC (Applicant) proposes to construct and operate the Facility. The Facility is a solar energy generation and battery storage facility located in Wasco and Sherman counties, Oregon. The Facility is located between U.S. Highway (US) 197 and US-97, approximately 9 miles east of Maupin, Wasco County, Oregon, and approximately 6 miles west of Kent, Sherman County, Oregon, as shown in Appendix A.

1.3 Contact Information

1.3.1 Applicant

Name/Contact:

Yellow Rosebush Energy Center, LLC

c/o Jeffrey Watson

Mailing address:

Yellow Rosebush Energy Center, LLC

422 Admiral Blvd.

Kansas City, MO 64106

Phone: (410) 349-7679

Email: jwatson@savionenergy.com

1.3.2 Preparer

Name/Contact:

Tetra Tech, Inc.

c/o Paul Hicks

Mailing address:

1750 S Harbor Way, Suite 400

Portland, OR 97201

Phone: (503) 727-2273

Email: paul.hicks@tetratech.com

2.0 Traffic Control and Management

2.1 Traffic Control Criteria

Facility construction traffic will primarily include the delivery of construction equipment, vehicles and materials, and daily construction worker trips. The vast majority of the equipment (e.g., solar modules, inverters, transformers, tracker steel, transmission support structures, substation circuit breakers, and substation steel) will be delivered to the Facility site in standard widths and lengths by trucks, vans, and covered flatbed trailers. Substation equipment, inverter enclosures, and cranes will be delivered to the Facility site on oversize vehicles.

This draft Plan was developed to address applicable traffic control mitigation needs in Wasco and Sherman counties. The counties require that traffic control devices used on county roads follow the Manual on Uniform Traffic Control Devices (MUTCD) published and updated by the Federal Highway Administration. In additional, ODOT-maintained roads are also required to follow this standard for the use and placement of traffic control devices. Measures to mitigate potential construction traffic concerns are outlined in this draft Plan. In addition, traffic control measures for the construction of entrance driveways along roads are discussed.

2.2 Traffic Control Measures

There are a few major roads that will be used by Facility traffic. The route for construction vehicles and workforce traffic will be via Interstate Highway 84 (I-84) to exit southbound on US-97 (Sherman Highway) at Biggs Junction, southbound through the town of Shaniko, and continue west and north on Bakeoven Road to the proposed Facility. This route is the preferred route for workforce traffic and the limited oversize deliveries for Facility construction, such as support poles for the transmission line or the main power transformers. Some workforce traffic may also come from the south (e.g., Madras), taking US-97 north/northeast to Bakeoven Road and then continuing

north to the Facility. Limited workforce traffic, such as passenger cars, pickup trucks, and delivery vans, may use US-197 traveling south and turning east on to Bakeoven Road to the Facility.

Typical construction operations, such as the construction of driveways, can be managed using shoulder closures and flagger-controlled single-lane closures along the route and near access points. For better warning and management of slow, left-turning construction traffic, portable changeable message signs can be used. This can provide advanced warning to motorists that construction traffic is in the area, and to slow down, watch for stopped cars, and take caution in inclement weather.

2.3 Traffic Control Devices and Personnel

Temporary signage, lighting, and traffic control devices will be installed on US-97 and Bakeoven Road. Signage may include but is not limited to appropriate signage and portable changeable message signs along access routes to indicate the presence of heavy vehicles and construction traffic.

The construction signage will consist of standard warning signs as shown in Figures 1 through 3. The drawings depict the minimum construction sign layout recommended for safety and to caution motorists to the presence of construction traffic in the area. Additional signs could be used in addition to the signs specified, such as "EQUIPMENT ON ROAD," "TRUCK ACCESS," "ROAD CROSSINGS," "TO BE CLOSED (insert dates)," "NO CELL PHONE USE WHILE IN VEHICLE," or "SLOW DOWN." This plan does not include consideration of non-transportation related construction signage such as hard-hat area signs, etc.

Use of flaggers for traffic signalization on a daily basis is not anticipated as road and right-of-way work will be minimized to avoid changes in traffic patterns. The commuting hour construction traffic may experience minor slowdowns near the Facility site since the vehicles are going to the same location. However, the Facility site is very rural and existing traffic is below the road capacity; thus, there is no need for temporary flagging to improve operations during the commuting hour. Flaggers will be used only when necessary, on a temporary basis such as a lane or full road closure.

2.4 Managing and Directing Traffic

The following measures and best management practices are proposed for managing traffic during Facility construction:

- Prior to commencement of construction, and as directed by EFSC, the Applicant will seek input on this Draft Plan from ODOT, Wasco County and Sherman County, and the City of Maupin.
- A haul route plan will be developed and incorporated in this Plan once vendors have been selected and construction schedule developed. This haul route plan will confirm source locations and routes to be used during Facility construction, as well as anticipated loads and haul schedule.

- Detour plans and warning signage will be provided in advance of planned traffic disturbances.
- Ingress and egress points to the Facility site will be located and improved (if needed) to meet adequate capacity for existing and projected traffic volumes and to provide efficient movement of traffic, including existing and anticipated agricultural traffic.
- The Applicant will obtain necessary ODOT permits to transport regulated loads on State-managed roadways, such as trip permits for oversize and overweight loads.
- The Applicant will complete consultation with landowners to minimize disruptions to ranching and farming operations due to construction activities such as equipment delivery.
- The Applicant or its contractor and EFSC staff will meet prior to final site plan approval to outline steps for minimizing construction traffic impacts, including conflicts if State-imposed roadway restrictions could affect transporter routes.
- The Applicant or its contractor will provide advance notification to adjacent landowners and farmers through mailing, informal meeting, open house or other similar methods, when construction takes place in the vicinity of their homes and farms to help minimize access disruptions. The Applicant or its contractor will specify timing of deliveries of heavy equipment and building materials to the extent feasible.
- Construction vehicles will yield to school-related vehicles (e.g., school buses) and will lower their speed when approaching a school bus or bus stop along the transportation route.
- Advanced warning and proper roadway signage will be placed on US-97 and Bakeoven Road to warn motorists of potential Facility-related vehicles entering and exiting the roadway. Access to adjacent property will be maintained during Facility construction.
- When slow or oversized wide loads are being hauled, appropriate vehicle and roadside signing and warning devices will be deployed. Pilot cars will be used as ODOT dictates, depending on load size and weight.
- Carpooling among the construction workers will be encouraged to reduce traffic volume to and from the Facility site.
- The Facility will use appropriate signage where needed to direct the public from entering restricted areas. During construction, temporary barriers and traffic control measures will be used where applicable.
- Flaggers will be employed as necessary to direct traffic when large equipment is exiting or entering US-97 and Bakeoven Road to minimize risk of accidents. Should the Applicant or its construction contractor receive notice during Facility construction of transportation events (e.g., ODOT or County transportation projects, roadway incident, other traffic events) that give rise to a safety concern, the Facility construction manager will review this Plan in coordination with the applicable agency and address additional safety measures, including flagging, as may be appropriate for the situation.

- The Applicant or its contractor will maintain at least one travel lane so that roadways would not be closed to traffic due to construction vehicles entering or exiting public roads. If lane closures must occur, adequate signage for potential detours or delays will be posted.
- Advance notification will be provided to emergency providers and hospitals when public roads may be partially or completely closed.
- Emergency vehicles will be given the right-of-way as required by local, state, and federal requirements. If traffic accidents occur on-site or by site personnel entering or leaving the Facility site, the appropriate emergency services shall be notified. Incidents that occur on-site warrant an evaluation of what happened and what, if any, additional safety signs or protocols should be in place to prevent incidents.
- Traffic control requests will be coordinated through the ODOT traffic engineer, County Public Works, and City of Maupin abiding by seasonal County road restrictions.
- The Applicant or contractor will monitor the roads within and adjacent to the Facility for stray material inadvertently dropped or dispersed on the existing roads. If discovered, the contractor will remove the material as soon as possible.
- The Applicant or contractor will be responsible for damage to County roads directly caused by the Facility. The road(s) will be repaired consistent with terms of a Road Use Agreement with the counties.
- Facility construction traffic will be routed to minimize impacts on Maupin.
- The Applicant or contractor will conduct awareness training for construction workforce drivers, including appropriate techniques for sharing roads with recreation users (especially cyclists and during peak tourist season mid-June through early September).

2.5 Coordination with Agencies

The Applicant or contractor will be responsible for coordinating shoulder, lane or road closures with the various agencies. Local law enforcement will be contacted and informed of traffic control measures being implemented along the Facility transportation routes.

2.6 ODOT Traffic Control Plan Examples

Example ODOT traffic control plans are shown on Figures 1 through 3. Facility-specific traffic control plans will be developed by the Applicant's contractor as part of the construction package (see Appendix D [*final Traffic Control Plans to be included, if needed*]).

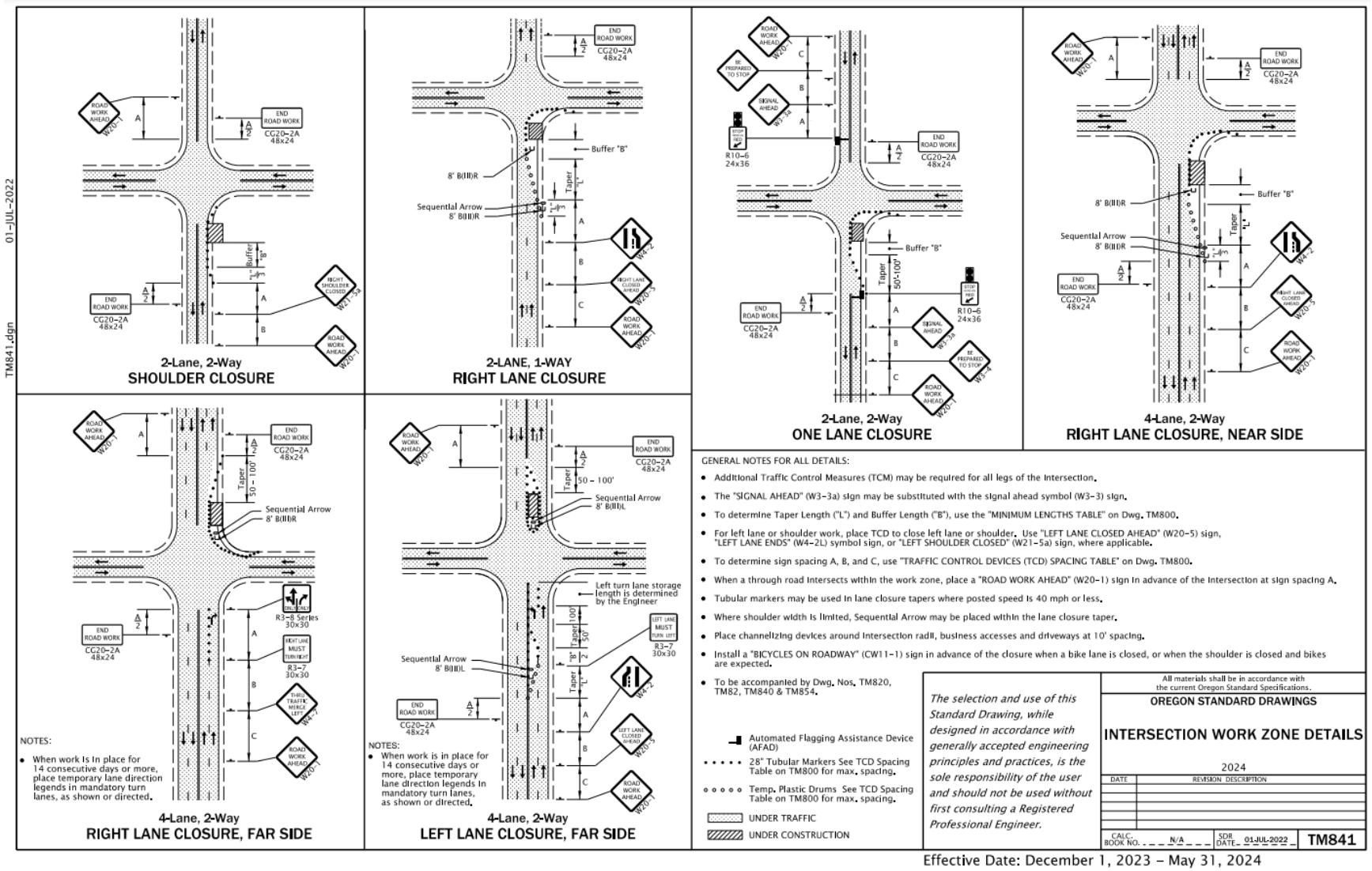


Figure 1. Example ODOT Traffic Control Plan Detail. Intersection Work Zone Details.

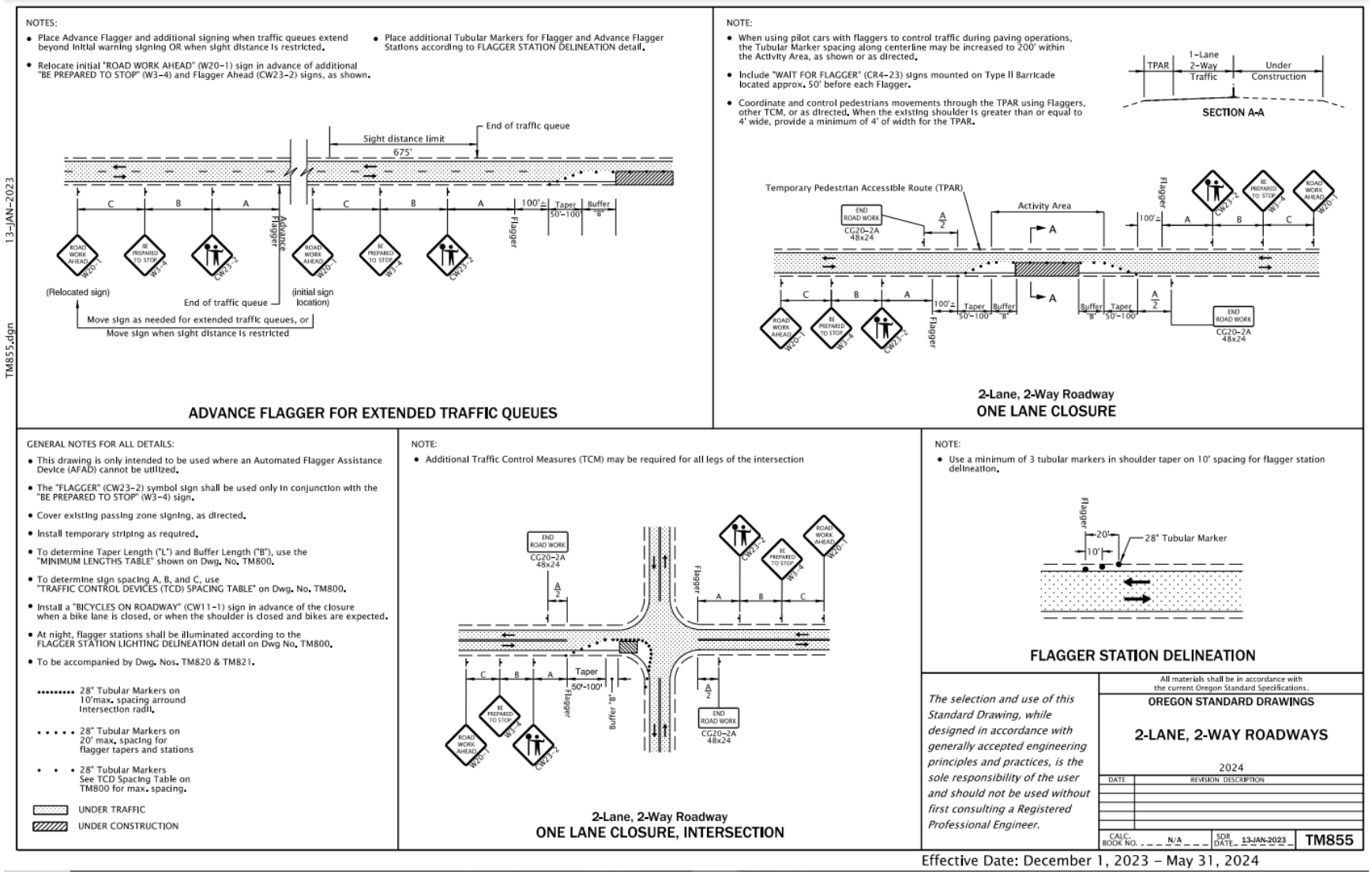


Figure 2. Example ODOT Traffic Control Plan Detail. 2-Lane, 2-Way Roadways – Flaggers.

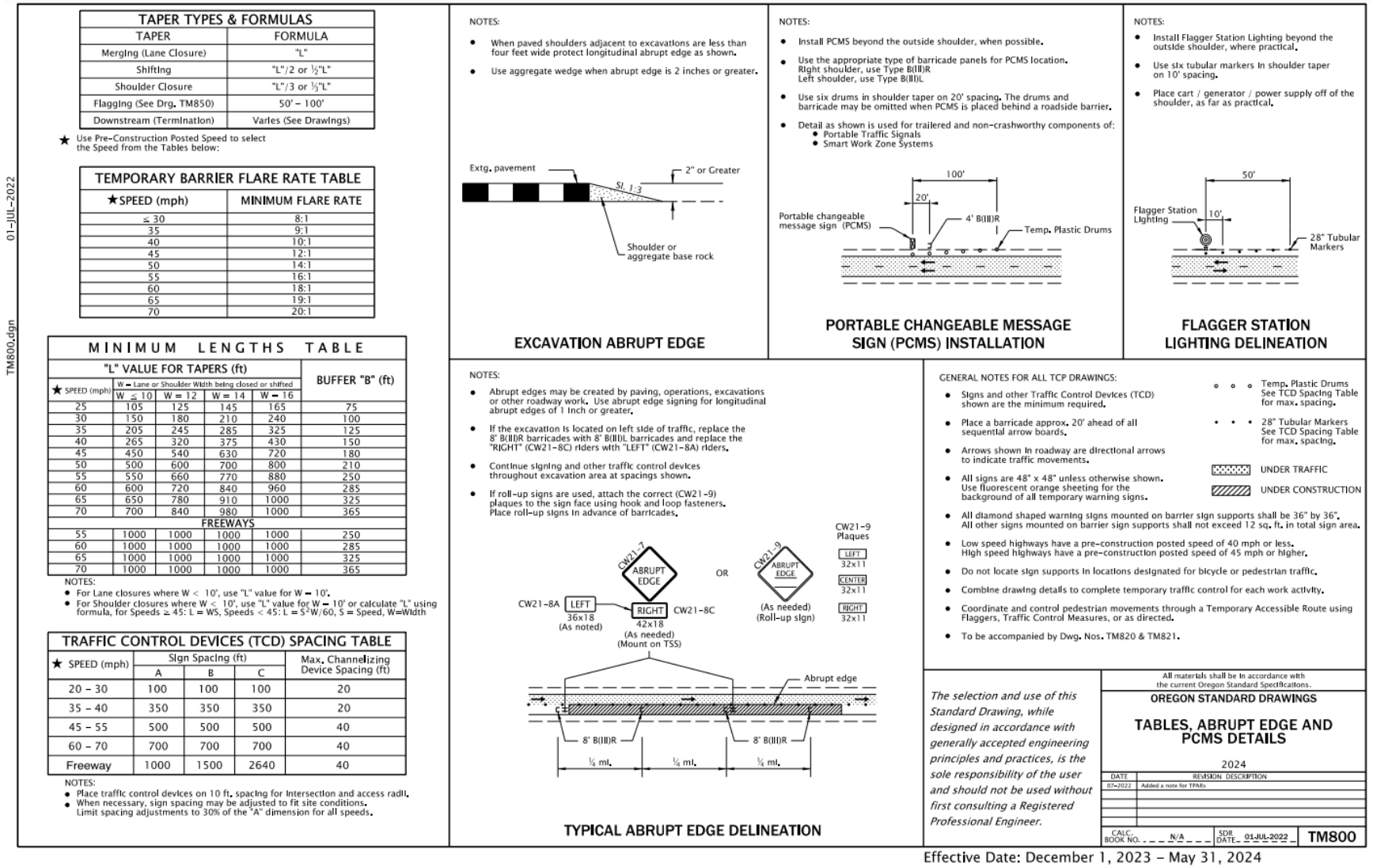


Figure 3. Example ODOT Traffic Control Plan. Tables, Abrupt Edge and PCMS Details.

3.0 Communication and Coordination

Updates to the Plan may be required to accommodate changes in the methods of construction, exceptional circumstances (e.g., interconnection to power outside of Facility limits), safety, or other concerns. This Plan is not intended to be final. It is a starting point to understand Facility construction and safety considerations. It is the responsibility of the Applicant's Construction Manager or designated on-site safety personnel to address traffic concerns should they arise. This Plan may be updated in coordination with EFSC, Wasco County and Sherman County, and the City of Maupin, as needed.

3.1 Communication Plan

The various tools described below provided a mechanism for the Applicant to communicate updates to the public and local stakeholders.

3.1.1 Media Outreach

The Applicant maintains a distribution list of local, regional, and statewide media outlets. Media outreach, including formal press releases and informal coordination with reporters, may be used to inform the public of Facility construction activities.

3.1.2 Stakeholder Distribution List

The Applicant maintains a contact list for interested stakeholder groups, including but not limited to business leaders and/or representatives from regional chambers of commerce; elected officials for cities and counties in the region; public utility districts; fire district representatives; and school district representatives. The stakeholder distribution list may be used to inform stakeholders of Facility construction activities.

3.2 Law Enforcement, Emergency Services, and other Agencies

3.2.1 Oregon State Patrol

Permits for oversized deliveries of equipment will be coordinated with the Oregon State Patrol as needed by the Applicant's contractor.

3.2.2 Oregon Department of Transportation

Permits, designs, and coordination for working in the right-of-way and/or improvements to existing roads or intersections will be provided separately to ODOT by the Applicant's contractor as necessary during Facility construction.

3.2.3 County Public Works

Permits, designs, and coordination for working in the right-of-way and/or improvements to existing roads or intersections will be provided separately to Wasco County's Department of Public Works and Sherman County Road Department by the contractor as necessary during Facility construction.

3.2.4 Private Landowners

If unforeseen circumstances require temporarily limiting access to an adjacent property, the Applicant or the Applicant's contractor will notify the landowner ahead of time and ensure that the work is done as quickly as possible.

3.2.5 Emergency Services

If traffic accidents occur on-site, or by site personnel entering or leaving the site, the appropriate emergency services shall be notified. Emergency services will always be able to access the site. No changes to infrastructure are anticipated that would impede access at any time during Facility construction. Incidents that occur on-site warrant an evaluation of what happened and what, if any, additional safety signs or protocols should be in place to prevent incidents.

3.3 Public Outreach

The Applicant will address complaints and concerns with the public either individually with the complainant or via one or more of the outlets described in the Communication Plan, Section 3.1

4.0 Conclusion

State and County roads may be temporarily affected by construction-related traffic. Truck traffic carrying materials and supplies to the Facility site would generally not coincide with morning and evening peak hours; rather, truck traffic would be dispersed throughout the working day. Private vehicle traffic would generally occur out of phase with the truck traffic, as the workers report earlier and leave later than most of the truck traffic. Given the estimated early start times (7 a.m.) and late finish times (7 p.m.) common to solar construction, worker commuting traffic may slightly overlap with peak commute traffic hours. Properly implemented traffic controls will minimize the impact to the community and commuting traffic. Portable changeable message signs discussed in Section 2.3 as well as the proposed measures and best management practices for managing traffic in Section 2.4 will, if needed, minimize potential traffic disruptions and safety concerns while maintaining the flow of truck traffic.

Appendix A.

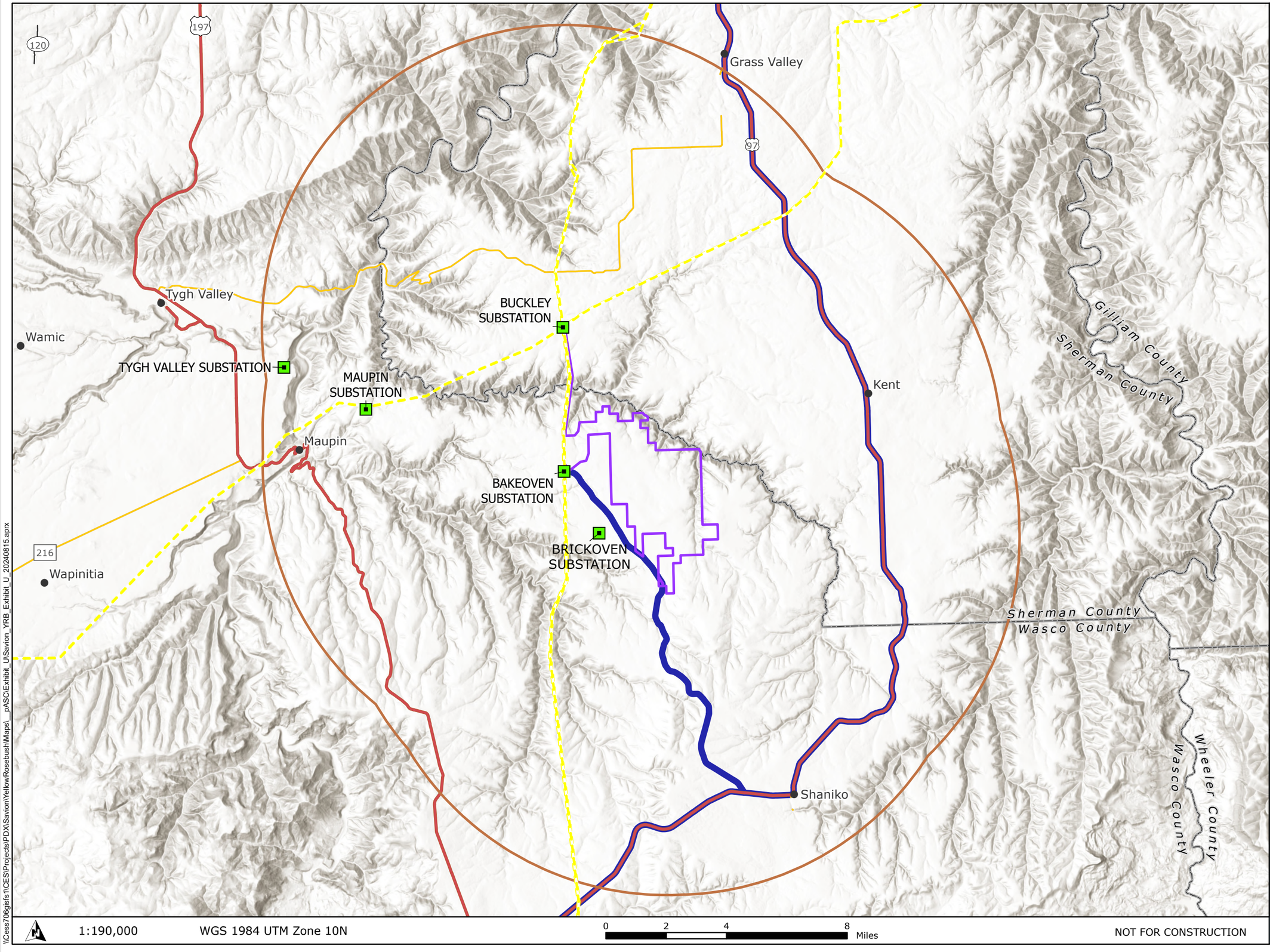
Construction Transportation Routes

[Final Site Plan and Transportation Routes to be Included Here]

Yellow Rosebush Energy Center

Appendix A Construction Transportation Routes

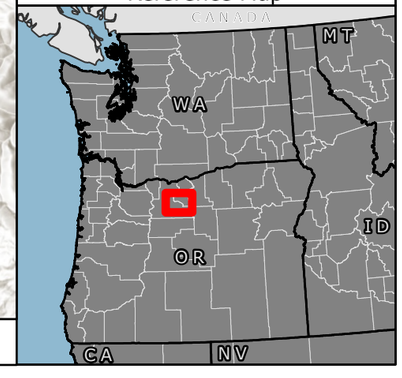
SHERMAN AND WASCO COUNTIES, OR



Facility Site Boundary
Public Services Analysis Area (10-mile buffer)
County Boundary
City/Town
US Highway
State Highway
County Highway
Existing Transmission Line (500-kV)
Existing Substation
Transportation Route

TETRA TECH
SAVION
A RENEWABLE ENERGY COMPANY

Reference Map



1:190,000
WGS 1984 UTM Zone 10N
0 2 4 8 Miles
NOT FOR CONSTRUCTION

\\Cess706gisfs1\CES\Projects\PDX\Savion\YellowRosebush\Mapsl_pASCI\Exhibit_U\Savion_YRB_Exhibit_U_20240815.aprx

Appendix B.

Detour Plan

[Final Detour Plan to be Included Here, if Needed]

Appendix C.

Haul Route Plan

[Final Haul Route Plan to be Included Here, if Needed]

Appendix D.

Traffic Control Plan Drawings

[Final Traffic Control Plan Drawings to be Included Here, if Needed]