Q Please state your name and business address.

A My name is Timothy C. Homann, and my business address is PO Box 790, Stevenson, Washington 98648-0790.

Q What is your present occupation and profession, and what are your duties and responsibilities?

A I am the County Engineer in Skamania County’s Public Works Department. Washington law requires that each county employ a county engineer, who, among other things, supervises the construction, alteration, improvement, repair, and
maintenance of all county roads. As Skamania County’s County Engineer, I manage
Skamania County’s Engineering Division, which, among other things, is responsible
for determining which of the over 250 miles of county roads and 26 county bridges
need improvement and/or reconstruction. I have been the County Engineer for
Skamania County since December 2007.

Q Please summarize your education and prior professional experience.

A I am a Professional Engineer (Civil) licensed by the State of Washington for over 34
years. I graduated with a Bachelor of Science in Civil Engineering from Washington
State University in 1971. After graduation, I worked for the City of Tacoma for 14
years and performed duties and assignments in all aspects of the design and
construction of streets and arterials. I subsequently was the Public Works Director for
Lewiston, Idaho; Public Works Director for Douglas County, Nevada; and Deputy
Public Works Director and City Engineer for Carson City, Nevada. Prior to my
current position with Skamania County, I worked for 9 years as the Public Works
Director for St. Helens, Oregon.

Q Are you testifying as a proponent of the Whistling Ridge Energy Project?

A No. I have been asked to testify in my capacity as the Skamania County official
responsible for the construction, alteration, improvement, repair, and maintenance of
all Skamania County roads in order to provide information to the Energy Facility Site
Evaluation Council about the issue of road improvements in the Columbia River
Gorge National Scenic Area (Scenic Area).
Q Have you reviewed the transportation sections of the Application for Site Certification for the Whistling Ridge Energy Project?

A Yes, I have reviewed Section 2.19.5 (Alternative Construction Access), Section 2.19.6 (Alternative Haul Routes and Methods of Transport), and Section 4.3 (Transportation).

Q Have you reviewed the transportation sections of the Draft Environmental Impact Statement (DEIS) for the Whistling Ridge Energy Project?

A Yes, I have reviewed Section 3.11 (Transportation) and Table 4-1 (Summary of Whistling Ridge Energy Project Permits and Approvals).

Q Is the information pertaining to the improvement of Skamania County roads in those sections of the Application and the DEIS within your area of authority and/or expertise?

A Yes.

Q Are you able to answer questions under cross examination regarding the improvement of Skamania County roads?

A Yes.

Q Are you familiar with the size of the vehicles that would likely be used to transport Project components along Skamania County roads?

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A Yes. Transportation of wind energy components could require the use of specialized trucks with loads as high as 17.5 feet from the ground, as wide as 14.5 feet, or as long as 150 feet.

Q Are you familiar with the Applicant’s preferred access route on Skamania County roads to the Project site?

A Yes, the Applicant’s preferred access route on Skamania County roads is that which is called Route 3 in the Application and that which is simply called the proposed access in the DEIS (i.e., north from SR 14 along Cook-Underwood Road to Willard Road to a new connection to West Pit Road).

Q Are there any modifications or clarifications that should be made to the information pertaining to the use of Skamania County roads in those sections of the Application and the DEIS that you reviewed?

A Yes. Page 4.3-10 of the Application states that crossing the bridge on Cook-Underwood Road over the Little White Salmon River “with specialized trucks transporting wind energy components would require special provisions agreed upon between S.D.S. Co., LLC and Skamania County.” In this context, the “special provisions” referenced is a haul route agreement that would only be required for overweight or oversize trucks. Vehicles below these thresholds do not require a haul route agreement (or any other “special provisions”) to cross this bridge.

Cook-Underwood Road intersects SR 14 at two locations. Between Cook-Underwood Road’s west intersection with SR 14 (at MP 56.28) and its east intersection with Willard Road, Cook-Underwood Road does cross this bridge over the
Little White Salmon River. In contrast, between its east intersection with SR 14 (at MP 63.32) and its east intersection with Willard Road, Cook-Underwood Road does not cross this bridge. Consequently, so long as overweight or oversize trucks access the Project site by turning onto Cook-Underwood Road at its east intersection with SR 14 and then use the east intersection of Cook-Underwood Road and Willard Road, no haul route agreement (or any other “special provisions”) would be required in regard to the bridge over the Little White Salmon River, because they would not be crossing this bridge.

In addition, the DEIS, on page 3-226 states that

“Improvements to County and private roads between SR 14 and the project site would be necessary to support the long and heavy loads that would be required for the delivery of the wind energy components. These improvements would include widening and rebuilding sections of the existing roadway network, as well as placing asphalt on some roads that would be used for hauling equipment and project components to the project site. All existing county roadways requiring improvements prior to hauling would be designed and constructed in accordance with the WSDOT Design Manual (WSDOT 2007) and A Policy on Geometric Design of Highways and Streets (AASHTO 2004).”

This paragraph is inaccurate to the extent that it applies to County roads within the Scenic Area. In my professional opinion, the use of Route 3 in the Application (i.e., north from SR 14 along Cook-Underwood Road to Willard Road to a new connection to West Pit Road) will not require any pre-haul improvements (e.g., widening,
rebuilding, or the laying of additional asphalt) to County roads in the Scenic Area, provided oversize and overweight vehicles use the east intersection of SR 14 and Cook-Underwood Road and the east intersection of Cook-Underwood Road and Willard Road. The dimensions and alignments of the existing roadway cross-sections in the Scenic Area are adequate to accommodate the proposed use of Route 3 without widening or otherwise improving these roads, provided oversize and overweight vehicles use the east intersection of SR 14 and Cook-Underwood Road and the east intersection of Cook-Underwood Road and Willard Road.

Finally, Table 4-1 in the DEIS states that the Project would require three permits/agreements from Skamania County’s Public Works Department: a road approach permit, a haul route agreement, and negotiated private road agreements. Skamania County’s Public Works Department finds that no “negotiated private road agreements” are required by this Project’s circumstances, and I believe this reference could be removed from Table 4-1.

Q The original version of the Application indicated that road improvements would be required at the east intersection of SR 14 and Cook-Underwood Road. Could you please explain why, in your professional opinion, use of that intersection by oversize vehicles would now not require any road improvements?

A In 2009 there was a streetlight pole on the west side of Cook-Underwood Road at that intersection. The streetlight pole’s location could have precluded the use of that intersection by oversize vehicles unless the intersection was improved by relocating this utility facility. However, since then Skamania County’s Public Works Department, in Phase I of an eventual county-wide public safety program to improve street lighting, funded and coordinated the relocation of several streetlights in
Skamania County, including the relocation of that streetlight to the east side of the intersection to provide improved illumination of vehicles at that intersection. With the intersection’s current configuration, the Project would not require any road improvements. Again, in my professional opinion, the use of Route 3 in the Application will not require any pre-haul improvements to County roads in the Scenic Area, provided oversize and overweight vehicles use the east intersection of SR 14 and Cook-Underwood Road and the east intersection of Cook-Underwood Road and Willard Road.

Q Could you please describe Skamania County’s road haul agreements?

A Skamania County requires that private individuals and entities proposing to use oversize or overweight vehicles on County roads enter into a road haul agreement with the County. These agreements are approved by the Board of County Commissioners and authorize the County Engineer to issue a county right-of-way use permit. Prior to the issuance of that right-of-way use permit, the applicant must submit an acceptable (i) traffic control plan, (ii) signing plan, and (iii) traffic management plan. The traffic management plan has heightened importance in this situation, because it will describe how flaggers will manage Project-related traffic in such a way as to facilitate the movement of non-Project traffic.

Before hauling begins under a road haul agreement, we inspect the condition of the County roads to be used and do initial testing of the structural integrity of the haul route’s roadway section. A pre-haul report is then issued documenting the existing condition of the roadway structure. During the course of the hauling operation, County staff conducts at least bi-weekly visual inspections of the subject roads. In addition, these bi-weekly inspections include observation of the traffic signing and
traffic control details of the operation. If these inspections reveal any deficiencies in
the roadway structure, traffic signing, or traffic management, the permittee is notified
and is responsible for remedying those deficiencies at its own expense. Once the
hauling operation is complete, a post-haul inspection is conducted, comparative testing
occurs, and a post-haul report is issued. The permittee is responsible for restoring the
roadway structure to its pre-haul conditions, again, at the permittee’s expense. One
year after the haul is complete, a final inspection is completed and a mitigation report
is issued identifying any remaining repair work necessary to return the roads to their
pre-haul condition. The permittee must provide a bond to the County in the amount
the County determines is sufficient to ensure that the subject roads will be
appropriately maintained and repaired.