

1 project were to identify potential transportation networks for site access and to analyze existing
2 conditions and potential traffic impacts to the area surrounding the Kittitas Valley Wind Power
3 Project during construction and in operation. I assisted in the preparation of the Application for
4 Site Certification for this Project.

5
6 Q Would you please identify what has been marked for identification as Exhibit 33-1 (JA-1).

7
8 A Exhibit 33-1 (JA-1) is a résumé of my educational background and employment experience.

9
10 Q Are you sponsoring any portions of the “Application for Site Certification” and “Clarification
11 Information Provided to EFSEC Independent Consultant for EIS Preparation”, for the Kittitas
12 Valley Wind Power Project?

13
14 A Yes. I am sponsoring the following sections for which I was primarily responsible for the
15 analysis and development:

16
17 Section 5.2 Traffic and Transportation

18 Clarification Information Section 5.2

19 Clarification Information Section 5.2.1

20
21 Q What exhibits that are part of the Application that you are sponsoring?

22
23 A I am sponsoring the following exhibits to the Application:

24 Exhibit 17-1 Project Site and Surrounding Roadway Network

1 Exhibit 17-2 Transportation Routes & Existing Average Daily Traffic Volumes

2
3 Q Are you familiar with these sections of the Application and Exhibits?

4
5 A Yes

6
7 Q Did you prepare these sections and exhibits, or, if not, did you direct and/or supervise its
8 preparation?

9
10 A Yes, I prepared and also supervised the preparation of these sections.

11
12 Q Is the information in these sections and exhibits within your area of authority and /or
13 expertise?

14
15 A Yes

16
17 Q Are the contents of these sections and exhibits of the Application either based upon your
18 own knowledge, or upon evidence, such as studies and reports, as a reasonably prudent
19 persons in your field and expertise are accustomed to rely in the conduct of their affairs?

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21 A Yes.

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23 Q To the best of your knowledge, are the contents of these sections and exhibits of the
24 Application true?

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A Yes.

Q Do you incorporate the facts and content of these sections and exhibits as part of your testimony?

A Yes.

Q Are you able to answer questions under cross examination regarding these sections and exhibits?

A Yes

Q Do you sponsor the admission into evidence of these sections and exhibits of the Application?

A Yes

Q Are there any modifications or corrections to be made to those portions of the Application that you are sponsoring?

A No.

1 Q Would you please summarize and briefly describe the transportation study you carried
2 out, along with your conclusions and proposed mitigation if any.

3
4 A CH2M Hill prepared a transportation study for Sagebrush Power Partners, LLC, to be
5 included in the application for site certification for the Kittitas Valley Wind Power Project.
6 I served as the lead traffic analyst.

7
8 We identified and analyzed existing transportation facilities in the area surrounding the
9 Project site, which included public county roads and state routes. We gathered existing
10 vehicle data and accident information from the Washington State Department of
11 Transportation, as well as from Kittitas County, for the surrounding road network to
12 determine the existing conditions. We also identified existing facilities pertaining to
13 alternate modes of transportation including school bus service, bicycle facilities, and
14 waterborne, rail and air traffic facilities.

15
16 We identified possible access routes to the site, based on their functional classification
17 and capacity, in anticipation of large vehicles being used during construction. We then
18 worked with the Applicant's project team to determine peak hour traffic volumes
19 associated with the peak construction period. We anticipated 160 worker vehicles, 20
20 light duty delivery type vehicles, and 149 construction vehicles carrying materials and
21 equipment required for construction, which resulted in 329 additional construction
22 vehicles during the peak hour. These construction volumes were analyzed with the
23 volume of background growth to identify impacts to the surrounding roadway network
24
25

1 during the peak of construction. Impacts during the life of the Project were also
2 determined, based on anticipated volumes generated by the Project once in operation.

3
4 During our analysis, we identified that the roadway segment of US 97 (within 5 miles
5 north of I-90) would experience some degradation in traffic operations during the peak of
6 construction. The effect was considered reasonable because the peak of construction
7 would be temporary, and the level of service of this roadway segment would return to its
8 original status once construction is completed. As mitigation, a Traffic Management Plan
9 will be implemented to minimize impacts related to construction of the Project.

10 We did not identify any areas of concern during the operation period of the Project.

11
12 During the course of the analysis, we learned of two proposed power projects (also in
13 Kittitas County) that potentially could be constructed simultaneously with the Kittitas
14 Valley Wind Power Project. We analyzed the cumulative impacts the two additional
15 projects (the Wild Horse Wind Power Project and the Desert Claim Wind Power Project)
16 would have on the surrounding roadway network, assuming a common peak construction
17 period. We found that the only segment of roadway that could potentially be utilized by
18 all of the projects is I-90 west of Ellensburg, which is a major state route with ample
19 capacity to sustain traffic in the peak periods.

20
21 The Kittitas Valley Wind Power Project is anticipated to contribute approximately 169
22 construction truck trips in the directional peak hour on I-90. This volume of peak hour
23 traffic does not include worker trips because it is assumed that most workers will
24 originate from local cities such as Ellensburg or Yakima, therefore not requiring travel on

1 I-90 west of Ellensburg. The Wild Horse Wind Power Project is anticipated to contribute
2 approximately 143 construction truck trips to I-90 during the peak hour. This is a
3 directional estimate, and does not include worker trips because, similar to Kittitas Valley
4 Wind Power Project, much of the workforce is anticipated to originate from local cities.
5 Directional peak hour construction truck volumes for the Desert Claim Wind Power
6 Project have not been calculated, but estimates from the Draft EIS are reported as
7 approximately 130 peak hour trips. This estimate is based on the relative size of the
8 Desert Claim project compared to the Kittitas Valley and Wild Horse projects.

9
10 The total cumulative volume of construction traffic expected to travel in the directional
11 peak hour on I-90 west of Ellensburg is approximately 1,730 vehicles. The traffic
12 operations are expected to degrade slightly, which is considered reasonable because of
13 the temporary nature of the construction peak, but adverse impacts are not anticipated.

EXHIBIT 33-1 (JA-1)

Jeanne Acutanza **Traffic Engineer/Project Manager**

Education

BS, Civil Engineering, Lehigh University

Professional Registrations

Professional Engineer: Washington, 1992 #29296

Transportation Engineer: California, 1987, #1508

Civil Engineer, California: 1985, #39363

Distinguishing Qualifications

- Extensive experience providing project management
- Expertise in the areas of operations analysis, simulations, travel demand modeling, HOV and transit planning, and access management
- Skilled in facilitation of public processes related to transportation issues

Relevant Experience

Jeanne Acutanza is a project manager and transportation engineer with the Transportation Business Group in CH2M HILL's Seattle office. She has 20 years of experience in transportation engineering, planning, access management, corridor studies, and traffic impact analysis. She is also experienced in program management and travel demand forecasting. She has facilitated many transportation plans and projects through public processes. Her transportation engineering skills are complemented by familiarity with regional and local transportation policies.

Representative Project Experience

Major Access Studies

I-5 Blaine Access Point Decision Report, Blaine, Washington. Lead transportation engineer for the evaluation of access alternatives and development of an Access Point Decision Report to meet requirements of WSDOT Design Manual 1425 and Federal Requirements 23 CFR. The project is also intended to address impacts of changes at the International Border including queuing.

I-5 at Chehalis Industrial Park: Access Decision Report, Lewis County, Washington. Transportation and traffic system management (TSM) analysis lead for the revision of interstate access request. Worked with Lewis County, Washington State Department of Transportation (WSDOT), FHWA, and area stakeholders. The request was submitted to FHWA for approval.

I-5 at SR 509/South Access Corridor Project, Airport Link, King County, Washington.

Senior review for transportation discipline studies for the South Airport Link and SR 509 roadway project. The added access request has been submitted to FHWA for approval.

I-90 at Sunset Interchange Issaquah, Washington. Transportation lead for environmental documentation. Responsible for ensuring that the transportation analysis coordinated with overall Sammamish Plateau Access studies including the Sunset Interchange/I-90 added access and DEIS. The project is currently under construction.

I-5 at Ash Way: HOV Access Park and Ride, Lynnwood, Washington. Senior transportation review for the Access Decision Report for Sound Transit proposed Ash Way Direct Transit Access to I-5 including incorporation of WSDOT and FHWA comments.

I-405 at Renton: Sound Transit Renton HOV, Renton, Washington. Transportation engineer for the project definition phase of the Renton HOV project. Screened concepts for a preferred alternative during the PE/ED phase. Assisting in the development of the Access Decision Report and Transportation Discipline Background Report in support of the North Renton HOV Direct Access.

Port Quendall, Renton, Washington. On-call project manager for facilitation, coordination, review and development of transportation circulation and access for a proposed 3 million square foot office development (Port Quendall). Major effort facilitated a multi-jurisdictional design team and obtained consensus on a potential solution. Provided on-call support for review assumptions of mode-split report.

I-5 at Everett: Multi-Modal Transit Station Access, Everett, Washington. Project manager for an accelerated study to identify and evaluate access modifications and revisions from Everett to Interstate 5 and to SR 2 due to the Everett Multi-Modal Station. Access concepts addressed HOV direct access, economic and land-use issues, and cost and feasibility.

I-5 at North Lewis County, Centralia, Washington. Lead transportation engineer in the development of an Access Point Decision Report for a proposed access break on Interstate 5 at the northern Lewis County limits. Developed a decisions process to support the project.

Everett Port Access, Everett, Washington. As a subconsultant to Perteet Engineers, project manager for development of conceptual designs for access to the Port of Everett.

SR 520, Bel-Red Improved Access, Bellevue, Washington. Deputy project manager, working in a technical and public process, to assist in the development and evaluation of additional access on SR 520 to the Bel-Red industrial area between I-405 and 148th Avenue. The project will result in preliminary design and a draft Environmental Impact Statement.

Environmental Documentation

D Street Grade Separation, Tacoma, Washington. Transportation engineer for developing transportation discipline studies to support evaluation and selection of a preferred alternative for grade separation over the BNSF rail lines near the Port of Tacoma.

Delta Energy Center and Metcalf Energy Centers, California. Transportation engineer for developing transportation studies for the Calpine/Bechtel proposed energy facilities to support acceptance by the California Energy Commission. Provided professional expert testimony on transportation for the Metcalf Energy Center in San Jose.

Salton Sea (SSU6), Consumnes Power Plant (CPP), Turlock Irrigation District (TID), Modesto Irrigation District (MID) SPPE, California. Transportation engineer responsible for preparing transportation sections of the Application for Certification for various energy projects in California.

Kittitas Valley and Wild Horse Wind Energy Applications. Lead transportation reviewer for transportation evaluation of the construction and operation impacts for Kittitas Valley and Wild Horse Wind Energy EFSEC applications.

Fort Lewis Base Modifications to Support BCT, Washington. Transportation engineer overseeing development of traffic and accident data to support an Environmental Assessment for BCT use at the base.

Southeast Issaquah Bypass, Issaquah, Washington. Deputy project manager for the development of preliminary design and a NEPA/404 Merger EIS for the Southeast Issaquah Bypass project.

South Sammamish Plateau Access Road, Issaquah, Washington. Transportation planner assisting in the development of comprehensive transportation technical analysis for the draft and final Environmental Impact Statement for the "SPAR" Road and the I-90/Sunset Interchange.

Swede Hill Interchange East-West Road EIS, Pierce County, Washington. Project engineer for developing future year traffic forecasts for an east-west road connecting the Swede Hill Interchange at SR 16 and Crescent Valley Drive NW.

Stillaguamish River Bridges and Approaches Replacement Environmental Impact Statement, WSDOT, Arlington, Washington. Project engineer responsible for the transportation discipline report through alternative alignments to Stillaguamish River crossings at SR 9 and SR 530.

Transit Studies and Transportation Plans

SR 519 Traffic Operations, Washington State Department of Transportation (WSDOT), Seattle Washington. Led an alternatives analysis of design options for improvements to SR 519 and surrounding roadways in the vicinity of Safeco Field in downtown Seattle. WSDOT was considering multiple design options to address recurring congestion, event traffic, ferry access, and heavy commercial vehicle volumes. The focus of the project was an intensive analysis of design options, using two different simulation models to validate and verify results. A comprehensive set of statistical and sensitivity analyses was conducted.

Edmonds Pine Street Access Study, Edmonds, Washington. Project manager overseeing an extensive Origin-Destination study for the City of Edmonds to ascertain the impacts of, partial, or full closing of access, to Pine Street on overall circulation and ferry traffic circulation.

City of Woodinville Comprehensive Plan Update of Transportation Element, Woodinville, Washington. Project manager. Oversaw the update of land use, traffic forecasts, and capital improvements to address Woodinville's comprehensive growth management transportation planning needs. Managed the revision of the Woodinville Transportation Plan to address changing state regulations (growth management), applied an EMME/2 regionally compliant model for the City, and developed a list of projects and

programs to meet the City's long-term and short-term needs. Worked with staff to facilitate public meetings and sessions with the city council and planning commission.

Countywide Transportation Strategy Assistance, King County, Washington. Project manager overseeing the development of a new model for integrating and interfacing transportation information on the regional arterial network to support coordinated transportation system development.

Washington State Department of Transportation (WSDOT) Ferry Access Study. Transportation engineer overseeing the development of short-term tools and strategies to minimize impacts of ferry vehicles queuing on major arterial streets at each of Washington State Ferries terminals in Puget Sound including evaluation of appropriate strategies for the Edmonds Terminal. Strategies evaluated ranged from remote holding areas to signal modifications.

Kirkland Direct Access DEIS and Transit Guidelines for Regional Express, Kirkland, Washington. Project manager as a subconsultant to David Evans and Associates to assist in evaluating Sound Transit HOV direct access, transit center, and park-and-ride locations within the City of Kirkland. Oversaw the development of Regional Express Design Guidelines.

Everett Transit, Transit System Plan, Everett, Washington. Project engineer to assist in developing transit street classification, design criteria, transit LOS, and transit prioritization processes for Everett Transit.

Intercity Transit Park-and-Ride Plan, Thurston County, Washington. Project manager for the development of ultimate demand, location, sizing and citing criteria and policies to guide long-range park-and-ride needs in Thurston County.

Transportation Plans and Growth Management

Sammamish Mitigation Payment System, City of Sammamish, Washington. Project manager for the review and development of City guidelines related to the application and use of the King County mitigation payments system within the City. Developed recommendations as to potential modification and application of mitigation payment system as new capital projects were developed and land use changed.

Concurrency Assessment, Deer Park, Washington. Project manager for the development of capacity needs and the assessment of long range improvements for the City of Deer Park to meet growth management and concurrency requirements. Identified several strategies for the implementation of impact and mitigation fees for the City.

Puget Sound HOV Pre-Design Studies, I-405 & South King County, Washington. Task leader for the preparation of support documentation and traffic analysis to evaluate I-405 and south King County direct access HOV alternatives for the pre-design studies. Assisted in the application and development of travel-time savings measures of effectiveness.

Washington State Transportation Facilities and Local Comprehensive Plans. Project engineer to identify relationships between state transportation facilities and local agency comprehensive plans required by SHB 1928, particularly areas of access management. Developed recommendations to address consistency issues of and educational training for the State access management planning process.

Blaine Transportation Plan, Blaine, Washington. Project manager responsible for preparing the City of Blaine's Comprehensive Transportation Plan that specifically addressed alternative interchange designs and the impacts of increased traffic at the two international border crossings.

Pierce County Transportation Plan, Pierce County, Washington. Project manager participating in the preparation of the Pierce County Transportation Plan, Peninsula and North County focus areas. Developed planning level cost estimates for all Pierce County proposed projects.

South Hill Transportation Plan, Puyallup, Washington. Project engineer for preparation of proportionate share cost allocation of five- and ten-year improvements to local and regional development.

Mukilteo Transportation/Capital Facility Plan, Mukilteo, Washington. Project manager for establishing a Growth Management Act (GMA) compatible capital facility and transportation plan. Worked cooperatively with Mukilteo staff and public advisory committees to develop a creative approach and process for a six-year capital facilities plan and policies to guide the City.

1992 Cross Sound Transportation Study, Washington. Project engineer to assist in developing roadway and transportation infrastructure required to support the Washington State Transportation Commission study and the development of required transit and park and ride facilities.

Fort Meade Reuse, Maryland. Project engineer for preparation of a master transportation plan to support alternative land uses for the Fort Meade Military Base.

Santa Clarita Valley Transportation Study, California. Project manager for the preparation of a small area traffic study for build-out of the Santa Clarita Valley including development of land use and network alternatives.

Edmonds Ferry Terminal Highway Interface Study, Washington. Deputy project manager for overseeing development of near-term, low-cost strategies to address ferry queue issues on state highways. The study, for WSDOT, developed a "toolbox" of ITS, operations, enforcement and capital improvement strategies to test at Edmonds Ferry Terminal, which were also applied to other terminals. Study resulted in an FHWA earmark grant to implement ITS strategies.

Comprehensive Plan Update, Transportation Element, Woodinville, Washington. Project manager to assist Woodinville update the transportation element of their Comprehensive Plan including updating land use to 2020, updating deficiencies and projects, developing EMME/2-GIS interface and developing programs for monitoring TDM, pavement management, non-motorized modes, and intersection improvements and safety.

I-90 and I-5 ITS Corridor Studies, Washington State Department of Transportation (WSDOT). Project engineer for the study of ITS applications, specifically CVO ITS strategies, within the I-90 and I-5 corridors.

Parking Studies

King County Facilities Parking Management Study, Washington. Project manager responsible for developing parking management and demand management strategies at key King County facilities for short- and long-range implementation.

Intercity Transit Park-and-Ride Plan, Thurston County, Washington. Project manager responsible for the development of ultimate demand, location, sizing and citing criteria and policies to guide long-range park-and-ride needs in Thurston County.

WSDOT Public-Private Initiative Park-and-Rides, Washington. Assisted Quadrant Corporation on a submittal to WSDOT proposing expansion of existing park-and-rides using parking structures funded in part by privatization.

Memorial Mission Hospital, Asheville, North Carolina. Project manager for a parking study to assess the adequacy of short- and long-term parking within the hospital and to determine future parking demands for a proposed parking expansion.

Yale New Haven Hospital, New Haven, Connecticut. Project engineer for development of parking and access design criteria for a proposed hospital expansion.

Carr Park Rate Survey, Washington, D.C. Consultant responsible for a survey to assess competitive parking rates for parking garages throughout the city. Investigated the decline of parking revenues for Carr Park due to increased rail ridership, theft, development, and garage availability.

Corridor Studies

SH 8 Corridor Analysis, Moscow Idaho. Led transportation analysis tasks for evaluating operation of SH 8 through the city of Moscow, creating an operational simulation model SYNCHRO. Helped identify several alternatives for optimizing use of the corridor while enhancing safety, and tested these using the operational simulation.

M Street, Auburn, Washington. Project engineer responsible for assessing short and long term benefits, capacity and operations of a new grade-separation proposed for the BNSF tracks continuing to Stampede Pass over M Street. Studies include identification of benefits to support grant funding applications.

Strander Boulevard/SW 27th Street, Renton, Washington. Project manager overseeing the development of environmental studies including traffic and transportation studies, project chartering and subsurface utility engineering as part of the project development phase of the Strander Boulevard/SW 27th Street. This HOV and freight focussed corridor study, included grade separation of BNSF and UPRR rail lines and connection to SR 167 HOV lanes.

Issaquah Highlands, Issaquah, Washington. Project engineer for the review and development of alternative arterial solutions of the Sammamish Plateau Access Road within the Issaquah Highlands Development.

Downtown Bellevue Access, Bellevue, Washington. Engineer assisting in the development of the Transportation Discipline Report for the Bellevue Downtown Access Study.

Citywide Integration Model, Bellevue, Washington. Managed the calibration and refinement of a Citywide Integration model for use by the City. The model was developed to assess network changes with travel demand aspects using various measures of effectiveness. Applications for the City included incident management and construction staging/phasing.

TSM Evaluation Methodology. Project engineer responsible for testing a methodology to quantify TSM benefits in relationship to capacity and costs.

Hayden-Road, Maricopa County, Arizona. Project engineer to evaluate alternative alignments and a no-build scenario of a new arterial street.

SR 525 Improvements, WSDOT, Snohomish County, Washington. Project engineer responsible for preparing the traffic analysis report and the transportation discipline report for the SR 525 corridor between SR 99 and SR 526. Special requirements included evaluating a matrix of alternatives for system performance using Transyt7F.

Houser Way, Renton, Washington. Project engineer responsible for traffic study and environmental documentation of Houser Way realignment providing circulation in the north Renton industrial area.

124th Ave NE, Kirkland, Washington. Project engineer responsible for developing future year forecasts of traffic on 124th Avenue NE.

East Marginal Way, Tukwila, Washington. Project engineer responsible for developing future year traffic forecasts for East Marginal Way.

SR 527, Washington. Project engineer responsible for developing alternatives and preparing traffic analysis of the SR 527 corridor for design and environmental impact.

Signal Improvement Justification, Los Angeles County, California. Project engineer to determine emissions reductions and timesavings from signal system improvements.

Calabasas Road/Parkway Calabasas Interchange, Calabasas, California. Project supervisor for development of conceptual alignments for phased ramp and bridge improvements on the Ventura Highway/Parkway Calabasas Road interchange.

McBean Parkway/I-5 Construction Phasing, Santa Clarita, California. Project supervisor for construction phasing plans during construction of the interchange improvement.

Aviation Boulevard TSM, South Bay Los Angeles, California. Project manager for comprehensive TSM document for Aviation Boulevard between Artesia Boulevard and Imperial Highway.

Site Planning and Traffic Impact Analysis, University of Washington Bothell/Cascadia Community College Collocated Campus, Washington. Project manager under contract to the City of Bothell to review the UW Bothell/Cascadia Community College traffic impacts for various phases of development.

Monte Villa Business Park, Bothell, Washington. Project manager for on-going studies to support phased development of this 500,000 square feet development for Quadrant.

Hart Properties. Project manager responsible for the development of a traffic impact study for a 10-acre site in Overlake.

Redmond West, Redmond, Washington. Project manager responsible for addressing traffic issues associated with the Redmond West annexation and rezone for Microsoft Corporation which required cooperatively working with Redmond to provide data collection, model evaluation, and database manipulation.

Redmond Town Square, Redmond, Washington. Project manager responsible for Master Plan and EIS development for the proposed 1.2-million-square-foot Redmond Town Square retail/ office project.

Microsoft World Headquarters, Buildings 24, 25, 26, and 27 Redmond, Washington. Project manager responsible for obtaining SEPA traffic mitigation approval for Buildings 24 through 27 located on the Microsoft campus. Worked cooperatively with Redmond staff to develop a traffic impact analysis standard.

Home Depot, Bothell, Washington. Project manager responsible for the Home Depot traffic impacts in the North Creek area of Bothell.

Monte Villa Business Park, Bothell, Washington. Project manager for updating the environmental impact statement and evaluating schedule of improvements to serve the project.

Issaquah Town Center, Issaquah, Washington. Project engineer responsible for preparing a traffic study for a proposed 450,000-square-foot commercial site.

Washington International University, Loudoun County, Virginia. Project manager for transportation planning a 23,000-student college within the mixed-use development of Lansdowne.

Port Potomac, Arlington County, Virginia. Project manager for transportation and traffic-engineering issues related to a proposal to consolidate 20,000 Navy employees within a single site of approximately four million square feet with access to metro-rail.

Life Sciences Center, Rockville, Maryland. Project manager for a traffic analysis of a research center being developed by Montgomery County.

Boulder, Stafford County, Virginia. Project manager for development of a master plan for a mixed-use neo-traditional town plan including 3,000 residential units and over one million square feet of commercial space.

Blooms Mill, Manassas Park, Virginia. Project manager for a traffic impact study to assess 150 dwelling units in Prince William County, Virginia.

Twin Bridges, Arlington, Virginia. Project manager for traffic studies and alignment alternatives for a 463,000-square-foot proposed office complex located adjacent to Interstate 395.

Professional Associations

Institute of Transportation Engineers (Member)
Women's Transportation Seminar (National Job Bank Chair)
Sub-Committee Chair TRB HOV Conference Planning Committee

Publications

Access Management Planning and Growth Management Planning, ITE 65th Annual Meeting, 1995
Transportation and the Technology Research Park, August 1993 with Dr. Dennis Neuzil