



**Clean Water Act Section 401 Water Quality Certification Application**

Please refer to the “Clean Water Act Section 401 Water Quality Certification Application Guidance” document for assistance with completing this application.

<b>A. Pre-Filing Meeting</b>	
<p>Please provide the date that a pre-filing meeting was requested from Nevada Division of Environmental Protection (NDEP) Bureau of Water Quality Planning (BWQP).</p> <p><i>Note: If a pre-filing meeting has not been requested, please schedule a pre-filing meeting with NDEP BWQP.</i></p>	<p><b>June 13, 2024</b></p>

<b>B. Contact Information</b>	
<b>Project Proponent Information</b>	
Company Name: GridLiance West LLC	Address: 1 California Street, Suite 1600
Applicant Name: Natalie Smith	City: San Francisco
Phone: (561) 694-6400      Fax:	State: California
Email: natalie.smith@nexteraenergy.com	Zip Code: 94111
<b>Agent Information</b>	
Company Name: SWCA Environmental Consultants	Address: 8235 South Eastern Avenue, Suite 100
Agent Name: Lia Webb	City: Las Vegas
Phone: (707) 498-9327      Fax:	State: Nevada
Email: lia.webb@swca.com	Zip Code: 89123

<b>C. Project General Information</b>	
<b>Project Location</b>	
<p>Project/Site Name: GridLiance West Core Upgrades Transmission Line Project</p> <p>Address: N/A – The relatively large project area is located on lands administered by the Bureau of Land Management, Bureau of Indian Affairs, Department of Defense, State of Nevada, and Clark County, as well as private lands in Clark and Nye Counties, Nevada. See Attachment A for a project description and project area maps.</p> <p>City: N/A</p> <p>County: Clark and Nye Counties</p> <p>State: Nevada</p> <p>Zip Code: Various</p>	<p>Name of receiving waterbody: Unnamed interstate and intrastate ephemeral tributaries</p> <p>Type of waterbody present at project location (<i>select all that apply</i>):</p> <p><input type="checkbox"/> Perennial River or Stream</p> <p><input type="checkbox"/> Intermittent River or Stream</p> <p><input checked="" type="checkbox"/> Ephemeral River or Stream</p> <p><input type="checkbox"/> Lake/Pond/Reservoir</p> <p><input type="checkbox"/> Wetland</p> <p><input type="checkbox"/> Other: _____</p>

Latitude (UTM or Dec/Deg): <b>Start:</b> 35.8383; <b>End:</b> 36.3387		Longitude (UTM or Dec/Deg): <b>Start:</b> -115.0159; <b>End:</b> -115.3418	
Township: A complete PLSS description can be provided upon request.	Range: –	Section: –	¼ Section: –
<b>Project Details</b>			
Project purpose:		The purpose of the project is to upgrade an existing 155-mile-long single-circuit 230-kilovolt (kV) transmission line and associated appurtenances. The Project is necessary for the Proponent to meet their obligations as a participating owner in the California Independent System Operator (CAISO) organization, meet the electrical demand of end users, respond to transmission interconnection requests, improve overall system reliability, and provide regional redundancy.	
Describe current site conditions:  Attachments can include, but are not limited to, relevant site data, photographs that represent current site conditions, or other relevant documentation.		<p>The project originates in the Eldorado Valley and spans through parts of the McCullough Range, Ivanpah Valley, Pahrump Valley, and the Spring Mountains until reaching the Northwest Substation in northwest Las Vegas (see Attachment A for a thorough project description and project area maps). The majority of the project area falls within a Sonora-Mojave Creosotebush-White Bursage Desert Scrub vegetation community in areas that are generally undeveloped. Transmission infrastructure and unpaved roads for utility and recreation access occur near the site. The majority of the project is located within Bureau of Land Management (BLM)-administered rights-of-way (ROWs).</p> <p>The project is within the following Hydrologic Unit Code (HUC) 8 subbasins: Ivanpah-Pahrump Valleys (16060015), Upper Amargosa (18090202), Sand Spring-Tikaboo Valleys (16060014), and Las Vegas Wash (15010015). Watersheds within the Las Vegas Wash subbasin have the potential to be hydrologically connected to Lake Mead, which is the closest Traditional Navigable Water (TNW) to the project area. However, Lake Mead is more than 30 miles to the southeast of the project area, and the potential surface water features surveyed in the project area within the Las Vegas Wash subbasin were determined to be ephemeral and isolated in nature (i.e., terminate in a closed basin or playa) and did not exhibit a continuous surface connection to the TNW.</p> <p>A total of 568 potentially jurisdictional surface water features were identified within the 10,056-acre project study area, all of which were characterized as ephemeral features (i.e., washes). These features are described in detail in the project’s Aquatic Resources Inventory Report, which is included as Attachment B. Out of the 568 features, eight features were found to be likely jurisdictional Waters of the U.S. (WOUS) due to their interstate connections. These eight features occur within the Pahrump Valley in the portion of the project area that parallels State Route 160 southeast of the town of Pahrump. These features</p>	

	<p>are associated with an alluvial fan and ultimately terminate in a closed basin playa across the state border in California. The remaining 560 features, located throughout the project alignment, are ephemeral intrastate surface water features that are likely not WOUS yet but may be considered Waters of the State (WOS) by NDEP. Final determination of jurisdiction will be provided by regulatory agencies during review of this application and Attachment B. Photographs of the surface water features are included in Attachment B.</p>
<p>Describe the proposed activity including methodology of each project element:</p>	<p>The project’s tower sites and work areas were sited and designed to generally avoid surface water features. The primary project activity that would impact WOUS is the improvement of some existing roads during the construction of access road water feature crossings, which are described in Attachment A. These crossings would be constructed within the washes to allow vehicles and equipment to access the project’s work areas from the existing access roads.</p> <p>Complete descriptions of the project’s access roads and access road water feature crossings are presented in Attachment A. This information is copied from the project’s Plan of Development, and the roads that the crossings would be constructed for are “existing unpaved roads that may require improvement.” Only Type 1 water crossings would be constructed in WOUS.</p> <p>Within WOS, Type 1, 2, and 3 water crossings would be constructed. Additionally, temporary work areas (e.g., transmission tower work pads) and permanent structures (e.g., switchyards) would impact WOS. These project activities are described in Attachment A.</p> <p>The existing access roads, access road water feature crossings, and permanent structures would be used and maintained throughout the project’s operations and maintenance phase. A decommissioning, abandonment, and reclamation plan would be prepared by the Proponent in coordination with the BLM at the time when the project would need to be decommissioned (estimated to be 50 or more years in the future). The temporary work areas would be revegetated per the Project’s Site Restoration and Revegetation Plans (Attachment F), which are being finalized concurrently with the permitting process.</p> <p>A brief summary of project activities is provided below. The project would use BMPs to ensure no indirect impacts to surface waters from these activities.</p> <ul style="list-style-type: none"> <li>• Upon the initiation of construction, the existing unpaved access roads would be cleared, graded, and improved as necessary to ensure access to the project work areas.</li> <li>• To construct the upgraded transmission line, the new access roads and tower work areas would be cleared and graded, and the tower foundations and structures</li> </ul>

	<p>would be built. Then, the conductors and wires would be installed, and the tower sites would be reclaimed.</p> <ul style="list-style-type: none"> <li>• After the upgraded line is in service, the parallel 230-kV line would be decommissioned. The decommissioning work areas would be restricted to the existing disturbed areas around the structures, and the transmission line would be dismantled. Structures would be disassembled with cranes, and foundations would be chipped out to 1-foot belowground and buried.</li> <li>• The project would enter its operations phase, and the transmission system and all appurtenances would be maintained through the life of the project.</li> </ul>
<p>Estimate the nature, specific location, and number of discharge(s) expected to be authorized by the proposed activity:</p>	<p>Type 1 water crossings would occur within portions of the five likely-jurisdictional WOUS features (S2T-212, S2T-228, T2P-264, T2P-266, T2P-270, S2T-204B, S2T-205, and S2T-206).</p> <p>The construction of the Type 1 crossings includes grading within the channel bed to a depth of 3 to 6 inches to create a smooth surface; cut and fill would only occur within the native material in the channel bed, and no discharges of imported materials would occur.</p> <p>Type 1, 2, and 3 water crossings and temporary and permanent work areas would create various impact at most of the 560 WOS features. See Attachment C for a table of the water crossing types proposed at the surface water features and the quantified impacts of the temporary and permanent disturbance areas for the 230-kV and 500-kV project options. See Attachment A for a complete description of the proposed attached spatial data showing surface water features and project designs.</p>
<p>Provide the date(s) on which the proposed activity is planned to begin and end and the approximate date(s) when any discharge(s) may commence:</p>	<p>Construction is anticipated to begin in June 2025, and the upgraded transmission line must be in service by December 2027. Restoration on the access road water feature crossings could extend into 2028 depending on the actual construction progress and schedule.</p> <p>The Proponent is aware that the U.S. Army Corps of Engineers (USACE) Nationwide Permits expire in March 2026 and that agency re-consultation may be required if work within WOUS extends beyond the 1-year grace period (i.e., after March 2027).</p>
<p>Provide a list of the federal permit(s) or license(s) required to conduct the activity which may result in a discharge into regulated waters (see mandatory attachments):</p>	<p><b>BLM ROW Grants:</b> The Proponent is in the process of obtaining the ROW grants required to construct, operate, and decommission the project.</p> <p><b>BLM Environmental Impact Statement (EIS):</b> The BLM is preparing an EIS for the project. The Draft EIS was published in April 2024, and a Final EIS is expected in January 2025. The Draft EIS is available on BLM ePlanning under serial number DOI-BLM-NV-S030-2023-0008-RMP-EIS (GridLiance West Core Upgrades Transmission Line Project).</p> <p><b>U.S. Fish and Wildlife Endangered Species Act Section 7 Consultation:</b> The BLM is preparing a biological assessment (BA) for impacts to Mojave Desert tortoise to support the EIS process.</p>

The BA and Section 7 consultation are in process with the Final BA, expected in summer 2024, and final Biological Opinion, expected in early 2025. The final BA will be provided to NDEP by SWCA upon its completion.

**National Historic Preservation Act Section 106 Consultation:**  
The BLM is currently leading Section 106 consultation with the State Historic Preservation Office to support the EIS process. The BLM is using the National Environmental Policy Act environmental review process to meet its Section 106 compliance requirements, consistent with 36 CFR 800.8(c). The BLM began the Section 106 consultation process in January 2023 and expects completion of the process in early 2025. The results of the consultation will be provided to NDEP by SWCA upon its completion. Attachment D presents a cultural resources technical memorandum describing that no historic properties were observed within the area of the five likely-WOUS washes.

**Jurisdictional Delineation:** An aquatic resources inventory was completed by SWCA in September 2024, and the Aquatic Resources Inventory Report is included as Attachment B for review by NDEP. The Aquatic Resources Inventory Report will also be submitted to USACE for approval simultaneously with the delivery of the 404 Permit Package (Pre-Construction Notification for Nationwide Permit 57).

**USACE Nationwide Permit 57:** This permit process is being completed simultaneously with this Water Quality Certification application.

**Bureau of Indian Affairs (BIA) Construction Authorization:**  
Approximately 4 miles of the northern-most portion of the project near Las Vegas is located on BIA-administered lands. Work in this area would consist of stringing a second circuit and reconductoring the existing circuit on the existing poles. No new ground or surface water disturbances would occur. The portion of the project on BIA-administered lands was previously authorized for a double-circuit transmission line. No additional approvals or ROW are required for the project; however, the project Proponent is coordinating closely with the BIA and would obtain a BIA construction authorization prior to performing construction on this portion of the project.

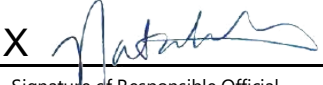
Provide a list of all other federal, state, interstate, tribal, territorial, or local agency authorizations required for the proposed activity and the current status of each authorization:

**Nevada Division of Environmental Protection (NDEP) Construction General Permit:** The Proponent has prepared a draft Stormwater Pollution Prevention Plan (SWPPP) for each of the project's 4 segments. The SWPPP will be finalized during the final project design by a construction contractor and implemented by the contractor prior to the start of construction (see Attachment E).

The following permits will be obtained by the Proponent prior to the start of construction:

	<ul style="list-style-type: none"> <li>• NDEP Working in Waterways Permit or Individual Discharge Permit</li> <li>• Utility Environmental Protection Act (UEPA) Permit</li> <li>• Nevada Division of Forestry Rare and Endangered Plant Permit and Native Cacti and Yucca Commercial Salvaging and Transportation Permit</li> <li>• Nevada Division of Wildlife Desert Tortoise and Gila Monster Handling Permit and Incidental Take Permit</li> <li>• Nevada Department of Transportation ROW Occupancy Permit</li> <li>• Clark County Fugitive Dust Permit, Grading Permit, and Building Permit</li> <li>• Nye County Special Use Permit, Dust Control Permit, and Grading Permit</li> </ul>	
<p>Total area of impact to regulated waterbodies (acres):</p>	<p><u>WOTUS:</u> 0.09 acres for both 230-kV and 500-kV option (the Type 1 access road water feature crossings which compose these impacts are considered entirely permanent impacts)</p> <p><u>WOS:</u> 48.82 acres 230-kV option (total includes both temporary and permanent impacts)</p>	
<p>Total distance of impact to regulated waterbodies (linear feet):</p>	<p><u>WOTUS:</u> 237.70 linear feet for both 230-kV and 500-kV option (the Type 1 access road water feature crossings which compose these impacts are considered entirely permanent impacts)</p> <p><u>WOS:</u> 96,142.03 linear feet 230-kV option (total includes both temporary and permanent impacts)</p>	
<p>Amount excavation and/or fill discharged within regulated waters (acres, linear feet, and cubic yards):</p>	<p>Temporary:</p> <p><u>WOTUS:</u> 0 cubic yards (cy)</p> <p><u>WOS:</u> 16,707.78 cy 230-kV option</p>	<p>Permanent:</p> <p><u>WOTUS:</u> 77.41 cy 230-kV option and 500-kV option</p> <p><u>WOS:</u> 22,671.98 cy 230-kV option</p>
<p>Amount of dredge material discharged within regulated waters (acres, linear feet, and cubic yards):</p>	<p>Temporary:</p> <p>N/A</p>	<p>Permanent:</p> <p>N/A</p>
<p>Describe the reason(s) why avoidance of temporary fill in regulated waters is not practicable (if applicable):</p>	<p>The project would not require temporary fills within the eight likely-WOUS. These areas would not require the discharge of fill, and the proposed activity primarily consists of smoothing out the streambed contours to allow safe crossing by moving/cutting material above and below the OHWM to create a gentle gradient for vehicle crossing. Within potential WOS, temporary fill would be required for the Type 3 water crossings to create safe and passable road conditions along the existing access road for vehicles and equipment and in the temporary work areas to create sufficient construction buffers that would ultimately be reclaimed and restored to pre-construction contours.</p> <p>The existing access road (where the Type 3 water crossings would be installed) is being used to minimize new disturbances</p>	

	<p>required for the project’s construction, and the temporary work areas would be minimized in size to the extent practicable. Type 1 crossings are being prioritized where feasible to limit/minimize the amount of fill in drainages and the total impact. After the construction phase, the temporary fill associated with Type 3 crossings would be removed, and those areas would be converted to Type 1 crossings that would be considered permanent cut and fill.</p>
<p>Describe the Best Management Practices (BMPs) to be implemented to avoid and/or minimize impacts to regulated waters:</p> <p>Examples include sediment and erosion control measures, habitat preservation, flow diversions, dewatering, hazardous materials management, water quality monitoring, equipment or plans to treat, control, or manage discharges, etc.</p>	<ul style="list-style-type: none"> <li>• The construction of the access road water feature crossings would occur entirely “in the dry” to prevent erosion/sedimentation and impacts to surface water quality.</li> <li>• The access road water feature crossings are designed to maintain the local hydrology of the washes and would not impound, re-route, or divert existing drainage and infiltration patterns within the water feature beds.</li> <li>• Type 3 crossings would be temporary in nature and converted to Type 1 crossings after project construction to reduce the total amount of fill placed within surface water features.</li> <li>• Work within the washes would be minimized to the extent practicable.</li> <li>• All stockpiled materials would be placed at least 20 feet away from any surface water features, and all vehicle fueling and maintenance areas would be set back at least 100 feet from any surface water features.</li> <li>• Any imported materials required to construct the Access Road Water Feature Crossings would be clean and weed free.</li> <li>• Impacts to surface waters would generally be managed under the project’s SWPPP (see Attachment E).</li> <li>• Revegetation of roadside slopes (identified as temporary disturbance areas for the purposes of the revegetation plan and considered as permanent wetland impacts in this analysis) and other disturbance areas such as staging areas are detailed in the Restoration Plan (Attachment F).</li> </ul>
<p>Describe how the activity has been designed to avoid and/or minimize adverse effects, both temporary and permanent, to regulated waters:</p>	<p>The project is sited to occur within and adjacent to a previously disturbed ROW, and individual project components were sited to avoid surface water features to the extent practicable. BMPs would be implemented to reduce adverse effects to regulated waters.</p>
<p>Describe any compensatory mitigation planned for this project (if applicable):</p>	<p>Compensatory mitigation is not planned for this project. The access road water feature crossings are designed to ensure that the surface water features retain sufficient hydrologic function of the ephemeral surface water features, and most of the disturbances within the project area would be restored after construction. The project’s draft restoration plan is being developed in accordance with BLM guidelines and is included in Attachment F.</p>

D. Signature		
Name and Title (Print): GridLiance West LLC	Phone Number:	Date: 12/2/2024
 X _____ Signature of Responsible Official Natalie F. Smith, Vice President		

**Mandatory Attachments:**

- **Federal Permit or License Identification:**
  - Project proponents seeking a federal general permit or license must include a copy of the draft federal license or permit and any readily available water quality-related materials that informed the development of the draft federal license or permit, or;
  - Project proponents seeking a federal individual permit or license must include a copy of the federal permit or license application and any readily available water quality-related materials that informed the development of the federal license or permit application.
- **Site Map** - A map or diagram of the proposed project site including project boundaries in relation to regulated waters, local streets, roads, and highways.
- **Engineered Drawings** - Engineered drawings are preferred to be submitted at the 70% design level. If only conceptual designs are available at the time of application, plans for construction should be submitted prior to the start of the project. Specific locations of the proposed activities and details of specific work elements planned for the project should be identified (e.g., staging areas, concrete washouts, perimeter controls, water diversions, or other BMPs).

Submit the completed application materials to NDEP ([ndep401@ndep.nv.gov](mailto:ndep401@ndep.nv.gov)) with the appropriate U.S. Army Corps of Engineers Regulatory Office copied on the communication (<http://www.spk.usace.army.mil/Missions/Regulatory/Contacts/Contact-Your-Local-Office/>).



## **ATTACHMENT A**

### **Core Upgrades Project Description**



# GRIDLIANCE WEST CORE UPGRADES TRANSMISSION LINE PROJECT: PROJECT DESCRIPTION

## Project Overview

GridLiance is proposing to amend portions of existing Bureau of Land Management (BLM) right-of-way (ROW) grants to construct, operate, and decommission an upgraded alternating current overhead transmission line in Clark and Nye Counties, Nevada. The Project is an upgrade of an existing overhead transmission system (BLM ROW N-101123 and BLM ROW N-95159) that is currently comprised of a single-circuit 230-kilovolt (kV) transmission line system and seven substations (Sloan Canyon Switchyard [on private lands], Trout Canyon Switchyard [BLM ROW N-98565], Gamebird Substation [on private lands], Pahrump Substation [on private lands], Innovation Substation [BLM ROW N-95420], Desert View Substation [BLM ROW N-95158], and Northwest Substation [owned and operated by NV Energy, no work proposed as part of this Project]). In total, the upgraded transmission line would be approximately 155 miles long.

The upgraded transmission line would be a double-circuit 500-kV transmission line between the Sloan Canyon Switchyard and the Trout Canyon Switchyard and either a double-circuit 230-kV or double-circuit 500-kV transmission line between the Trout Canyon Switchyard to approximately 16 miles north of the community of Pahrump (see Figures B-1 and B-2). The final voltage configuration of the transmission line in this area would be determined based on ongoing studies being completed by the California Independent System Operator (CAISO) and would be finalized before the completion of the BLM's National Environmental Policy Act (NEPA) process for the proposed upgrades. From approximately 16 miles north of the community of Pahrump to the Northwest Substation, the upgraded transmission line would be a double-circuit 230-kV transmission line. The double-circuit 500-kV components of the Project would require a 275-foot-wide ROW, while the double-circuit 230-kV components of the Project would require a 150-foot-wide ROW.

At the time this permit application to the Nevada Department of Environmental Protection was prepared, CAISO has approved construction of the 230-kV option from the Trout Canyon Switchyard to approximately 16 miles north of the community of Pahrump and was still evaluating the 500-kV option. Therefore, this permit and project description are based on the 230-kV design for this segment. If CAISO were to approve the 500-kV option at a later date, GridLiance would submit a separate application to the Nevada Department of Environmental Protection for any permits required.

The Project would also require upgrades to the Sloan Canyon, Trout Canyon, Gamebird, Pahrump, and Innovation Substations/Switchyards. From Sloan Canyon to a point approximately 16 miles north of the community of Pahrump, the upgraded transmission line would generally be constructed adjacent to the existing transmission line in a ROW that mostly does not overlap with the existing transmission line ROW. From approximately 16 miles north of the community of Pahrump to the Innovation Substation, the upgraded transmission line would be constructed in an expanded ROW that wholly overlaps with the existing transmission line ROW. From the Innovation Substation to the Northwest Substation, the upgrades would be limited to adding a second circuit to the existing transmission line poles, reconductoring the existing circuit, and replacing poles that do not meet structural requirements of the upgraded conductors.

The Project would also involve the decommissioning of the existing single-circuit 230-kV transmission line from Sloan Canyon to Gamebird and Pahrump to Innovation. The existing transmission line would be removed, and disturbance areas associated with the line (including existing access roads to tower locations not required for access to the upgraded transmission line and temporary decommissioning routes) would be removed from the upgraded ROW and restored in accordance with the Project's Site Restoration and Revegetation Plan. From approximately the Pahrump Substation to approximately 16 miles north of the community of Pahrump, the existing transmission line that would be decommissioned is currently hung on poles shared with an existing 138-kV transmission line owned and operated by Valley Electric Association. In this area, the GridLiance 230-kV transmission conductor would be removed but the poles and existing Valley Electric Association transmission line would remain.

Completion of the transmission line upgrades would require upgrades to existing access roads and the development of new access routes to safely access the work areas. Access roads would be improved or constructed to contain a 16-foot-wide travel surface and appropriate ditches and berms. The total disturbance width of the access roads is anticipated to be up to 24 feet, with the exception of water feature crossing locations described below. In addition to the access routes, the Project would require temporary work areas around each transmission structure, laydown areas, and pulling and tensioning sites, as described in the relevant Plans of Development (PODs) submitted to the BLM by GridLiance. Descriptions of the Project footprint are provided herein.

GridLiance has submitted to the BLM available information about the location, design, and construction of the upgraded transmission line in four separate PODs: Sloan Canyon to Trout Canyon Transmission Line Upgrade Project Plan of Development, Trout Canyon to Pahrump Transmission Line Upgrade Project Plan of Development, Pahrump to Innovation Transmission Line Upgrade Project Plan of Development, and Innovation to Northwest Transmission Line Upgrade Project Plan of Development. Additional information developed during preliminary engineering design and through the BLM's review of the PODs through the National Environmental Policy Act (NEPA) process would be included in the final PODs. The required in-service date for the Project is December 31, 2027.

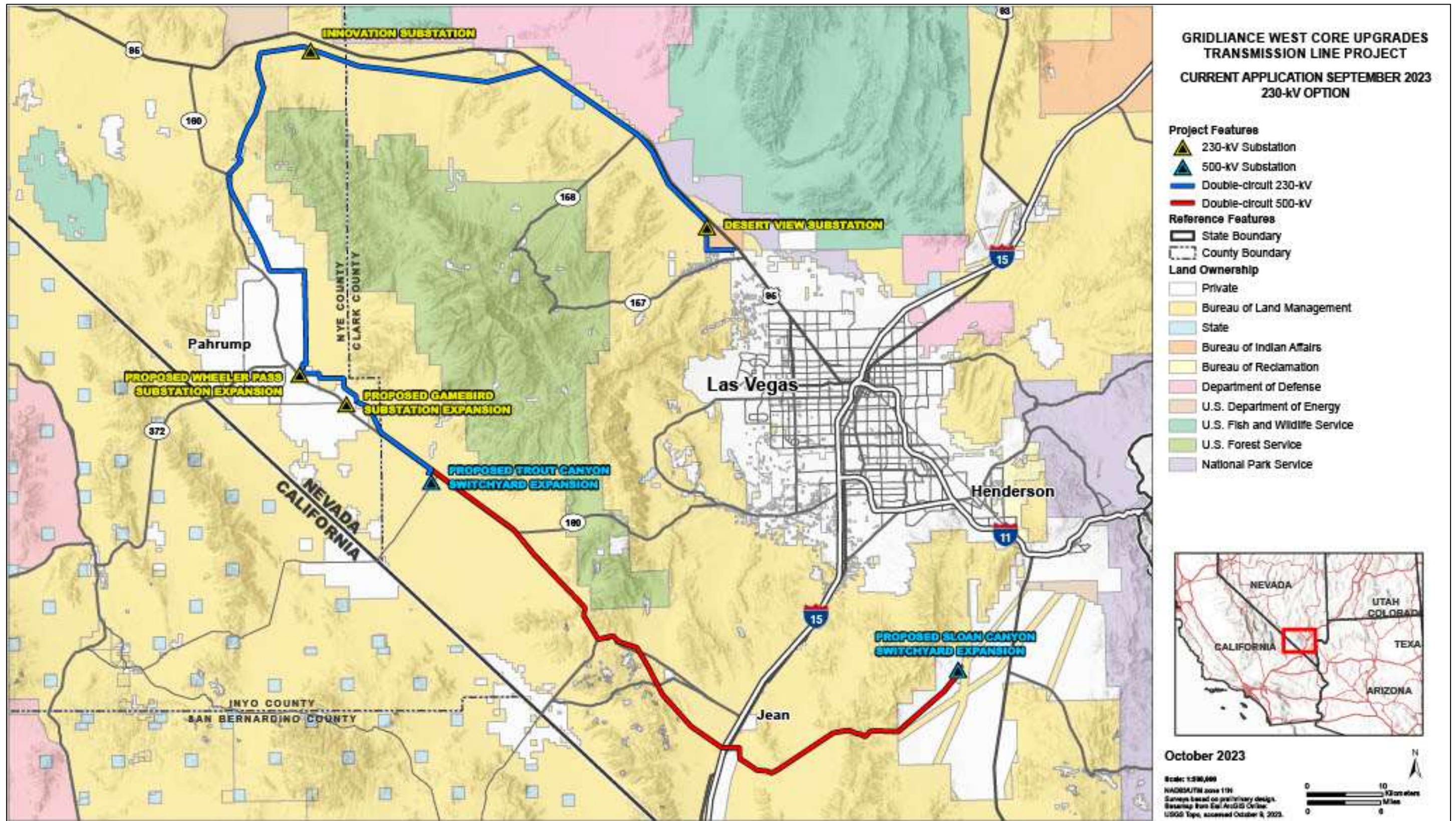


Figure B-1. Project overview, 230-kV option.

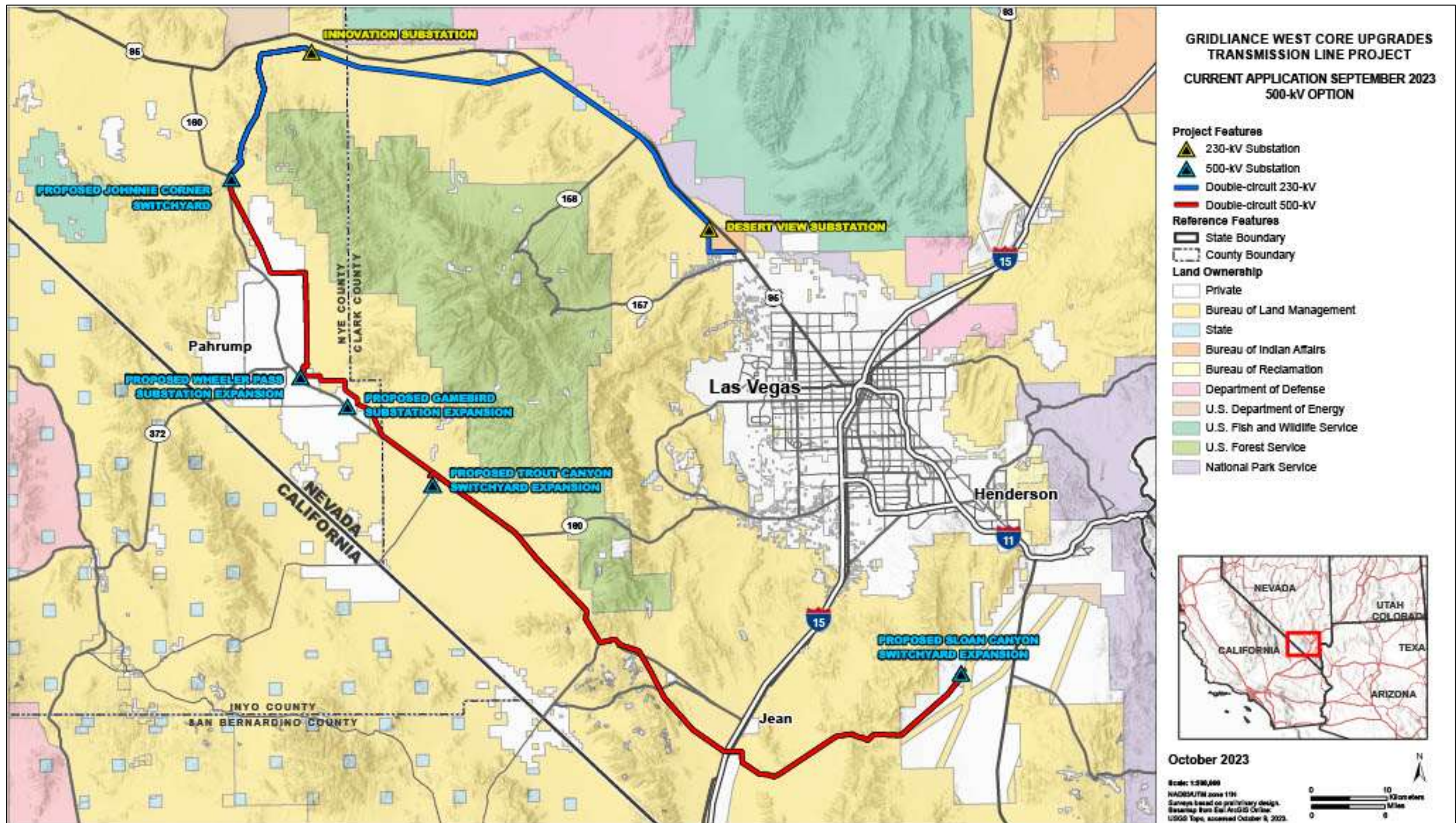


Figure B-2. Project overview, 500-kV option.

## ***Project Components – Access Roads***

The Project would require permanent road access to all new transmission line structures to support safe construction and operation of the upgraded transmission line. Removal of the existing 230-kV transmission line would also require road access; however, these roads would be temporary where not required for long-term access to the upgraded transmission line. The following types of access roads would be used during construction:

- Existing paved roads.
- Existing unpaved roads that do not require improvements.
- Existing unpaved roads that may require improvements (e.g., widening, blading, or importation of materials to accommodate construction equipment).
- New access roads.

Although multiple types of roads would be used, the construction of the upgraded transmission line and decommissioning and removal of the existing 230-kV transmission line would primarily use the existing access roads associated with GridLiance's existing BLM ROW grant N-101123 for the existing 230-kV transmission line system. The construction of new roads would be required to access structure sites and work areas that lack direct access from the existing road or where topographic conditions (e.g., steep terrain, rock outcrops, and drainages) prohibit safe access to the site. In relatively level terrain, access roads would be constructed or improved to include an approximately 16-foot-wide travel area and have a total disturbance area (i.e., footprint) of up to 24 feet wide. In steeper terrain or locations where access roads are required to cross localized terrain features, the access roads would be constructed or improved to include a travel surface that would be up to 25 feet wide and have a total disturbance area (i.e., footprint) that would be up to 40 feet wide to encompass cut/fill, grading, and access areas. These roads may also require a berm, ditch, or cut/fill slope on either side.

In areas of steep terrain, construction or improvement of access roads would follow suitable topography from structure to structure and would be constructed in areas that generally cause the least amount of overall disturbance. However, in steep terrain, additional width may be needed for earthwork, such as cut and fill, in accordance with design standards.

Specific actions would be implemented to reduce the impacts of the construction and improvement of access roads. Measures to mitigate impacts, such as the installation of water bars and ditches to control erosion, would be included.

**Existing Paved Roads:** The Project would use paved federal, state, and local government highways and roads. Use of these roads does not require permits or authorizations from the BLM.

**Existing Unpaved Roads That Do Not Require Improvements:** The Project would use unpaved roads that may be under the jurisdiction of either local governments, private property owners, or the BLM. Use of unpaved BLM roads requires authorization from the BLM in the form of a ROW.

**Existing Unpaved Roads That May Require Improvement:** Some existing roads would need to be improved to provide appropriate access for construction of the upgraded transmission line, the decommissioning and removal of the existing transmission line, and to provide long-term access for operation and maintenance to the upgraded transmission line. The improvement of existing unpaved roads on BLM-administered land requires authorization from the BLM in the form of a ROW.

Improvements to existing roads could include grading to improve the road surface, widening to allow vehicle passage, or grade improvements to support construction vehicles. Grading to improve the existing road surface would be completed with a grader or similar piece of equipment and would use native materials only. Roads may be widened in select locations to improve turn radii to allow access by longer construction vehicles and to establish pullouts to allow passing of vehicles. This type of widening would typically be completed by a bulldozer or grader and could involve cut and fill operations, side casting, or other surface improvements using native materials. Other areas along existing access roads may be cut and filled to provide the proper grade for equipment access (e.g., improving drainage crossings). Where possible, drainages would be crossed at grade (Type 1 crossing, described below), which would minimize and avoid direct impacts to ephemeral drainages. In areas where this type of crossing is not feasible, appropriate drainage facilities would be designed and constructed (crossing Types 2 and 3, described below).

These improvements would typically be completed by bulldozer or grader using native materials.

**New Access Roads:** Where existing access roads do not provide access to structure locations or work areas, new roads would be constructed. The construction of new roads on BLM-administered land requires authorization from the BLM in the form of a ROW.

New access roads would be located within the transmission line ROW to the degree practicable but may stray outside these areas based on potential design, topography, or sensitive resource restraints. The number of new access roads would be kept to a minimum and consistent with their intended use (e.g., structure construction or conductor and optical ground wire pulling and tensioning). Roads to structure and switchyard locations would be a part of the permanent ROW on BLM-administered land for maintenance activities.

Spur roads off the main access roads would be constructed to structure pad sites, as necessary. These spur roads would be a permanent part of the access road network, as they would provide access to the work areas at the base of each pole for operation and maintenance activities.

New access roads would be cleared primarily by a mower or hydro-axe and then bladed with a bulldozer, grader, or similar piece of equipment to provide an appropriate travel surface for construction and maintenance. In rough terrain, side slopes would be cut and filled using grading equipment and rocks or other obstructions would be bladed to allow for passage of rubber-tired vehicles. If rocks cannot be removed with heavy equipment, they may need to be blasted with explosives. If the use of explosives is required for the Project, GridLiance would work with the BLM to develop an appropriate blasting plan that would address the use and storage of explosives.



## **ACCESS ROAD WATER FEATURE CROSSINGS**

Where new or improved access roads required for the construction, operation, and maintenance of the Project cross water features, appropriate crossings would be constructed to allow the safe passage of necessary vehicles. All crossings would be constructed to the minimum standards required to meet access requirements for equipment per the Applicant and engineering team. All of the water features crossed by the Project are ephemeral washes.

The Project would utilize three types of water features crossings as described below. The specific crossing type identified for each crossing is dependent on the drainage and site conditions of each feature and was selected by GridLiance's construction and engineering teams following a field review. Each individual crossing would generally take 1-2 days or less to install. Attachment C of this permit application identifies the specific crossing type identified for each access road water feature crossing and includes a quantification of all temporary and permanent impacts for both the 230- and 500-kV project options. Type 1 crossings would occur at the five washes found to be likely Waters of the U.S. (WOTUS). The Type 1 design is intended to minimize direct impacts to WOTUS to the extent feasible by minimizing the total amount of fill and disturbance required within the ordinary high water mark (OHWM) and focusing earth cut/fill activities at and above the OHWM. Crossing Types 1, 2, and 3 would occur within surface water features that may be considered Waters of the State (WOS).

Regardless of the crossing type used for an individual water feature, the following construction practices would apply:

- Installation and maintenance of water feature crossings would be conducted when drainages are not flowing.
- Installation and maintenance of water feature crossings would maintain the site hydrology and would not impound, reroute, or divert existing drainage and infiltration patterns within the water feature beds. Roadside ditches/swales along road edges would be installed as shown in Figure B-3 to capture road runoff and would not be installed within the drainage crossings below the OHWM.
- The Project would minimize work within drainages wherever possible by limiting the size of work areas to the minimum needed to construct the crossing.
- Any stockpiled construction materials would be placed at least 20 feet away from the drainages in an upland area and all vehicle fueling and maintenance areas would be set back at least 100 feet from any drainages. Buffers shall be clearly delineated on Project environmental constraints maps or marked in the field with signs and/or highly visible flagging until construction-related ground-disturbing activities are complete.

### **Type 1: Graded Crossings**

Type 1 graded crossings are the primary access road water feature crossing type utilized for the Project. Generally, Type 1 crossings are appropriate for smaller crossings where relatively minor

grading is required to accommodate vehicle passage. Figure B-3 presents a diagram of a typical Type 1 graded crossing.

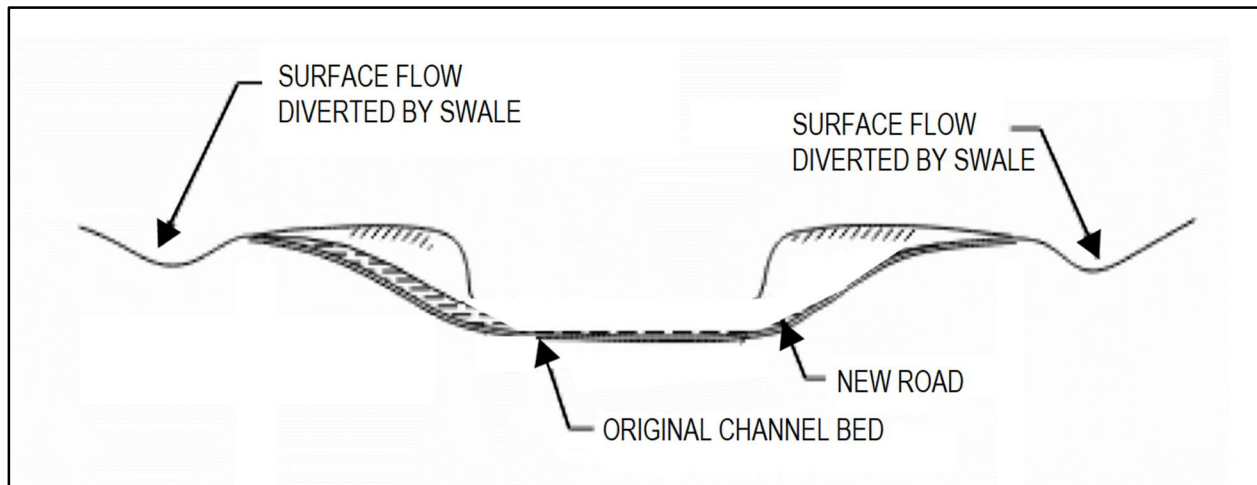


Figure B-3. Type 1 graded crossing typical diagram.

- **Construction Methods:** Graded crossings will be accomplished by excavating a ramp on either side of the drainage, at and above the OHWM and generally perpendicular to the feature, to allow vehicles to cross. Vehicle access ramps will be graded with equipment such as excavators, bulldozers, and graders. During construction, soil and any excavated materials would be pushed away from the drainage and water course rather than toward it or avoid placing fill in the water feature. Excavated material would be incorporated into the Project roadway and associated road ditch, and a small swale would be constructed at the top of the vehicle access ramp to manage roadway stormwater and prevent construction sedimentation from entering the water feature. The construction of the swales are intended to prevent sedimentation and additional erosion control measures (e.g., sediment barriers) will be implemented in conjunction with the swales if identified in the final Stormwater Pollution Prevention Plan or as needed during construction. Excavation and construction of the ramps and swales will occur only at and above the OHWM. The water feature bed may be graded with a bulldozer or grader to smooth the roadway surface within the OHWM. During grading activities, 3 to 6 inches or less of material would be disturbed within the water feature bed. The grading would be intended to smooth the surface, and no materials would be added or removed from the water feature bed.
- **Limits of Disturbance:** Type 1 graded crossings would generally have a disturbance width of up to 40 feet, including an approximately 16-foot-wide roadway and generally 4-foot-wide side slopes or graded ditches on each side, with an additional 16-foot-wide allowance for some areas to accommodate additional road edge fill and/or disturbance, particularly in steeper terrain. The length of the waterbody crossing itself would be dependent on the waterbody size, with roads designed to cross as close to perpendicular to water features as possible. Grading associated with constructing vehicle access ramps would occur outside the water features itself, in uplands and above OHWMs, and would generally be 25 to 75

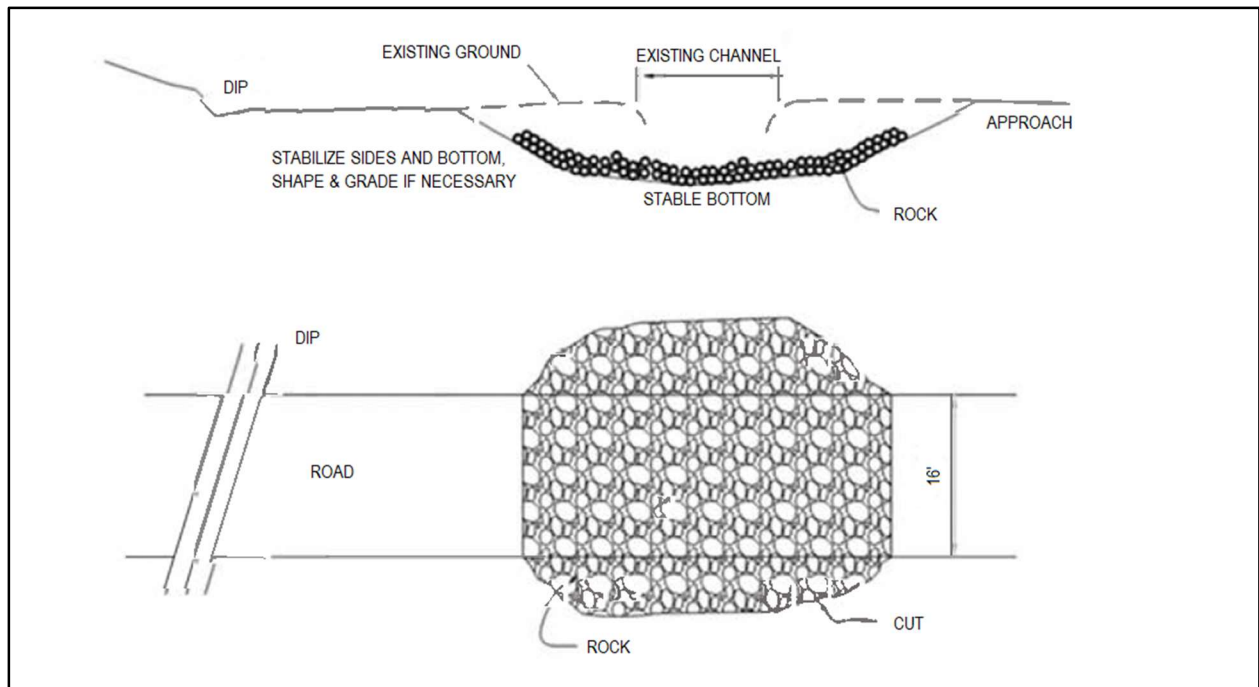
feet in length extending into the upland on either side of the water feature, dependent on feature depth and local site conditions.

- **Final Stabilization:** Type 1 crossings that are associated with the permanent access road network would be left in place and maintained as needed for the life of the Project. Any disturbances outside the permanent roadway footprint would be stabilized and revegetated in accordance with the Project's Site Restoration and Revegetation Plan (included in this permit application package as Attachment F).

To quantify the surface water disturbance impacts of the Type 1 crossings, the width and depth of each wash (as recorded during the aquatic resources delineation), along with the overlap area of the access road footprint, was used with a conservative estimate of 6 inches deep of earth moving (cut and fill) to measure the length, area, and volume of disturbance at each crossing. During construction, the cut and fill would balance out at each crossing, and no discharges of fill would occur.

### **Type 2: Rock Armor Crossing**

Type 2 Rock Armor Crossings are expected to be used only in limited circumstances on the Project. This type of water feature crossing would be used at water features where the feature itself is conducive to grading of vehicle access ramps but may be subject to seasonal high flow events from intense, sudden rainfall or other seasonal conditions that may result in roadway damage to Type 1 crossings. Type 2 crossings are similar to Type 1 crossings, except that rock armor would be used in the water feature to prevent erosion and allow for the continued safe passage of vehicles after precipitation events, limiting the need to maintain or reconstruct the crossing after flow occurs. Type 2 crossings would be constructed such that the high-flow conveyance is maintained and allows for vehicle crossing without affecting water quality. Figure B-4 presents a diagram of a typical Type 2 Rock Armor Crossing.



**Figure B-4. Type 2 rock armor crossing typical diagram.**

- Construction Methods:** Grading of the crossing would be similar to Type 1 crossing construction. A ramp would be excavated at or above the OHWM on either side of the drainage to allow vehicles to cross. Vehicle access ramps will be graded with equipment such as excavators, bulldozers, and graders. During construction, soil and any excavated materials would be pushed away from the drainage and water course rather than toward it or avoid placing fill in the water feature. The water feature bed may be graded with a bulldozer or grader to smooth the roadway surface, provide contours to support drainage needs (e.g., developing a low point in the center of the crossing), and allow for the expected rock to be added while maintaining flow. In general, water feature bed over-excavation would typically be 3 to 6 inches or less, and any excavated material would be incorporated above the OHWM into the Project roadway and associated road ditch, and a small swale would be constructed at the top of the vehicle access ramp to manage roadway stormwater and prevent erosion into the water feature.

To install the rock armor, clean rock will be installed as a layer 4 to 8 inches deep on top of the newly excavated water feature bed as necessary to construct a stable travel route. Rock imported would be free of any weeds and would be selected such that it would not be expected to migrate based on the expected flow conditions or site conditions of the water feature, and generally would be 3 to 6 inches in diameter. Rock armor crossings will be installed with a discernable low point in the center of the crossing so that water flows over and through the center of the crossing and not the edges. Rock armor crossings would also be installed so that the upstream end of the crossing is at grade with the streambed and impoundment reroute, or so that diverting the existing drainage and infiltration patterns within the water feature beds would not occur. The upstream area where work would be conducted would be within the 40-foot-wide estimated footprint of the work area for permitting purposes.

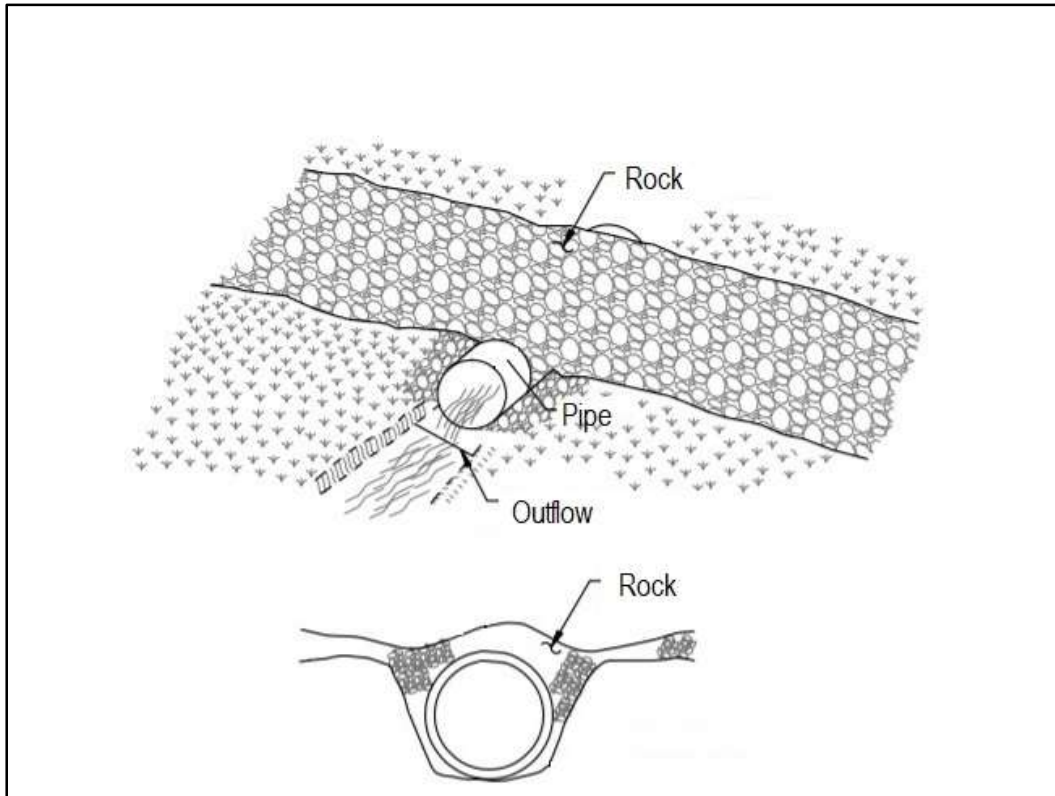
- **Limits of Disturbance:** Type 2 crossings would generally have a disturbance width of up to 40 feet, comprising an approximately 16-foot-wide roadway and 4-foot-wide side slopes or graded ditches on each side, with an additional 16-foot-wide allowance for some areas to accommodate additional road edge fill and/or disturbance, particularly in steeper terrain. The length of the waterbody crossing itself would be dependent on the waterbody size, with roads designed to cross as close to perpendicular to water features as possible. Grading associated with constructing vehicle access ramps would occur outside of the water features itself (in uplands and above OHWM) and would generally be 25 to 75 linear feet long on either side of the water feature, dependent on feature depth and local site conditions.
- **Final Stabilization:** Type 2 crossings are associated with the permanent access road network would be left in place and maintained as needed for the life of the Project. Any temporary disturbances outside the permanent roadway footprint would be stabilized and revegetated in accordance with the Project's Site Restoration and Revegetation Plan (included in this permit application package as Attachment F).

To quantify the surface water disturbance impacts of the Type 2 crossings, the width and depth of each wash (as recorded during the aquatic resources delineation), along with the overlap area of the access road footprint, was used with a conservative estimate of 6 inches deep of earth moving (cut and fill) to measure the length, area, and volume of disturbance for site preparation at each crossing. The volume of discharge (gravel fill), which was provided by the Project engineers who designed each road crossing based on site data, was included in the total quantification of volume impacts.

### **Type 3: Temporary Pipe Crossing**

Type 3 Temporary Pipe Crossings are expected to be used only in limited circumstances on the Project. This type of water feature crossing would be used at water features where the feature itself is not conducive to grading of vehicle access ramps because of water feature depth or bank steepness, or other site-specific constraints.

In general, construction of the transmission line requires access by much larger vehicles (e.g., semi-trucks and trailers to deliver equipment, heavy cranes to erect towers, drills to install foundations) than are required during operations and maintenance (e.g., pickup trucks, line trucks). Therefore, once construction is complete and heavy vehicle access is no longer anticipated, temporary pipe crossings would be removed and converted into Type 1 crossings for the remainder of the Project lifecycle (e.g., operations and maintenance). Figure B-5 presents a diagram of a typical Type 3 Temporary Pipe Crossing.



**Figure B-5. Type 3 temporary pipe crossing.**

- Construction Methods:** Any existing large debris, rocks, or other materials that could interfere with the placement of the pipe would be removed from the water feature channel using an excavator or similar equipment and stockpiled outside the work areas but within the ROW. A small amount of bedding material would be placed in the channel along the pipe path. Bedding material would either be native materials from on-site or clean imported material.

One or more corrugated metal pipes or similar would be placed in the channel, and the design and number of pipes would be planned to accommodate predicted maximum flow during the construction season. The pipe(s) would be installed to ensure proper orientation and to allow the natural flow of water and would be sized to appropriately accommodate anticipated flow events.

Once the corrugated metal pipe(s) are in place, backfill, sourced either from on-site borrow material or clean imported material, would be placed on top of the pipe in the channel to bring the filled area to grade with the banks and allow for smooth passage of construction vehicles. Fill placed would be compacted using tracked equipment and side slopes would be tamped with an excavator bucket or similar equipment to stabilize slopes. The roadway surface would be finished to promote downstream drainage during storm events. If necessary, rock armor 3 to 6 inches in diameter would be placed on the side slopes to support temporary stabilization. All rock and imported fill material would be clean and free of weeds.

- **Limits of Disturbance:** Similar to Type 1 and 2 crossings, Type 3 crossings would be developed to allow for a 16-foot wide travel surface on the road. To support successful temporary stabilization of side slopes and placed fill materials, the total width of disturbance of each crossing may be up to 50 feet wide. The length of the waterbody crossing itself would be dependent on the waterbody size, with roads designed to cross as close to perpendicular to water features as possible.
- **Final Stabilization:** Type 3 crossings would be converted to Type 1 crossings upon completion of construction activities. All imported fill materials would be removed and hauled off-site for disposal. The corrugated metal pipe(s) would be removed and disposed of in an appropriate facility. Upon removal of all imported materials, the Type 1 crossing would be constructed with appropriate vehicle access ramps for light-duty vehicles, and any disturbances outside the permanent roadway footprint would be stabilized and revegetated in accordance with the Project's Site Restoration and Revegetation Plan (included in this permit application package as Attachment F).

To quantify the surface water disturbance impacts of the Type 3 crossings, the width and depth of each wash as recorded during the aquatic resources delineation (along with the overlap area of the access road footprint) was used to measure the length and area of disturbance for each crossing. The volume of temporary discharge (culverts and backfill), which was provided by the Project engineers who designed each road crossing based on site data, was included in the total quantification of volume impacts. Impacts for Type 3 conversion to Type 1 post-construction were included as permanent impacts and were performed as described in the Type 1 crossing subsection.

### ***Project Components – Temporary Work Areas***

Temporary work areas would be established within the Project's ROW and outside U.S. Army Corps of Engineers-jurisdictional WOTUS features. Generally, the temporary work areas would be graded to a flat surface, to the extent necessary, to perform Project construction. During grading, potential WOS surface water features may be filled in using native materials from within the temporary work area (i.e., no materials will be added or removed, only moved to provide level work areas and other construction-related areas. After construction is complete, the temporary work areas will be restored to natural contours and revegetated (see Attachment F, Site Restoration and Revegetation Plan). Surface water impacts for temporary work areas were quantified as the length, area, and volume of the feature (as recorded during the aquatic resources delineation survey), along with the overlap area of the temporary work sites. This quantification is likely an overestimation of impacts because no imported fill would be discharged, and the surface water features would only be graded to create suitable work areas. Surface water features in temporary work areas would only be graded as needed. The following Project components would have temporary work areas:

- Each individual structure site would be cleared and/or graded to install the transmission line support structures and prepare for future maintenance.
  - At each 230-kV tie line or shoofly structure location, a typical temporary work area of approximately 100 × 100 feet (approximately 0.23 acre) would be required. For structures that would remain after construction, the permanent disturbance at each structure location would be approximately 25 × 25 feet each

(approximately 0.01 acre per structure) and the temporary impact area would be restored during reclamation and revegetation.

- At each 500-kV structure location, a typical work area of approximately 200 × 200 feet (approximately 0.92 acre) would be required. After construction, the permanent disturbance at each structure location would be approximately 25 × 25 feet for each tubular steel structure (approximately 0.01 acre per structure) and 55 × 55 feet for each lattice steel structure (approximately 0.07 acre per structure). The remaining temporary impact area would be restored during reclamation and per the revegetation plan.
- Pulling and tensioning sites for the transmission line would be approximately 100 × 600 feet. Distances between the pulling and tensioning sites would vary depending on the ROW alignment, terrain, and sensitive resource locations. Each temporary work area would be reclaimed as part of reclamation activities. Pulling and tensioning sites would need to be relatively level and free of vegetation that might prohibit the movement of vehicles. The sites would be located in relatively flat locations to the extent practicable to minimize the need for grading.
- Wire splicing sites, additional shoofly areas, guard structure work areas, laydown yards, and helicopter fly yards would also require temporary work areas that would be subject to grading.
- The decommissioning areas would use the existing disturbance footprint to the extent practicable. A work area and pulling site would be established, similar to those used for structure construction.

### ***Project Components – Permanent Project Facilities***

The Project includes the construction of permanent structures that would cause a permanent loss of potential WOS surface water features in areas where a structure location overlaps a potential WOS feature. The Project's Stormwater Pollution Prevention Plan (Attachment E) and Site Restoration and Revegetation Plan (Attachment F) will be implemented to minimize impacts from changes to the Project area's existing hydrology and minimize impacts from changes in runoff. Surface water impacts at permanent facilities were quantified as the length, area, and volume of the feature (as recorded during the aquatic resources delineation survey), along with the overlap area of the permanent feature footprint, and are considered a permanent loss. The following Project components would be permanent facilities:

- The permanent disturbance for the transmission structures would be approximately 0.01 acre each for tubular steel structures and approximately 0.07 acre each for lattice type structures.
- New and expanded switchyards/substations.
- New and improved access roads.
- Tie line guy easements and anchor areas.



U.S. Army Corps of Engineers (USACE)  
**NATIONWIDE PERMIT PRE-CONSTRUCTION NOTIFICATION (PCN)**

For use of this form, see 33 CFR 330; the proponent agency is CECW-CO-R.

**Form Approved -**  
**OMB No. 0710-0003**  
**Expires: 2027-03-31**

**DATA REQUIRED BY THE PRIVACY ACT OF 1974**

**Authority** Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Regulatory Program of the Corps of Engineers (Corps); Final Rule 33 CFR 320-332.

**Principal Purpose** Information provided on this form will be used in evaluating the nationwide permit pre-construction notification.

**Routine Uses** This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of the agency coordination process.

**Disclosure** Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.

The public reporting burden for this collection of information, 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at [whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil](mailto:whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

**PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE EMAIL.**

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see *sample drawings and/or instructions*) and be submitted to the district engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

**(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)**

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
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**(ITEMS BELOW TO BE FILLED BY APPLICANT)**

<b>5. APPLICANT'S NAME</b> First - Natalie Middle - Last - Smith Company - GridLiance West LLC Company Title - Vice President E-mail Address - natalie.smith@nexteraenergy.com	<b>8. AUTHORIZED AGENT'S NAME AND TITLE (<i>agent is not required</i>)</b> First - Lia Middle - Last - Webb Company - SWCA Environmental Consultants E-mail Address - lia.webb@swca.com
<b>6. APPLICANT'S ADDRESS</b> Address- 1 California Street, Suite 1600 City - San Francisco State - CA Zip - 94111 Country - USA	<b>9. AGENT'S ADDRESS</b> Address- 8235 S Eastern Ave, Suite 100 City - Las Vegas State - NV Zip - 89123 Country - USA
<b>7. APPLICANT'S PHONE NOs. with AREA CODE</b> a. Residence b. Business c. Fax d. Mobile (541) 694-6400	<b>10. AGENT'S PHONE NOs. with AREA CODE</b> a. Residence b. Business c. Fax d. Mobile (707) 498-9327

**STATEMENT OF AUTHORIZATION**

11. I hereby authorize, \_\_\_\_\_ to act in my behalf as my agent in the processing of this nationwide permit pre-construction notification and to furnish, upon request, supplemental information in support of this nationwide permit pre-construction notification.

GridLiance West LLC

Natalie F. Smith, Vice President SIGNATURE OF APPLICANT

November 6, 2024

DATE

**NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY**

12. PROJECT NAME or TITLE (*see instructions*)  
GridLiance West Core Upgrades Transmission Line Project

**NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY**

13. NAME OF WATERBODY, IF KNOWN ( <i>if applicable</i> ) Unnamed interstate tributaries	14. PROPOSED ACTIVITY STREET ADDRESS ( <i>if applicable</i> ) See Attachment A - Supplemental Information
15. LOCATION OF PROPOSED ACTIVITY ( <i>see instructions</i> ) Latitude            °N                              Longitude            °W See Attachment A	City: _____ State: _____ Zip: _____

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (*see instructions*)

State Tax Parcel ID	Municipality	
<b>See Attachment A</b>		
Section	Township	Range

17. DIRECTIONS TO THE SITE  
 To access the project's southern origin at the Sloan Canyon Switchyard, start in Las Vegas and travel south on Interstate 11 toward Boulder City. Turn south on U.S. Route 95 and turn right on Eldorado Valley Drive in approximately 11 miles. Drive past the Copper Mountain Solar Project and turn north onto the gravel road at the end of the pavement. Travel north for approximately 4 miles on the utility roads to reach the switchyard. The entire 155-mile length of the linear project can be accessed by an existing utility road located parallel to the alignment until its terminus northwest of Las Vegas.

18. IDENTIFY THE SPECIFIC NATIONWIDE PERMIT(S) YOU PROPOSE TO USE  
 NWP 57 - Electrical Utility Line

19. DESCRIPTION OF PROPOSED NATIONWIDE PERMIT ACTIVITY (*see instructions*)  
 The project would require the operation of heavy equipment to construct Type 1 Access Road Water Feature Crossings through eight washes (likely WOTUS) within an existing access road. Within the washes' OHWM, 3 to 6 inches of soil within the channel bed would be graded to smooth the road surface, and no imported fill would be discharged. Additional grading would be performed above the OHWM for the purposes of the road crossing. Adverse impacts would include surface area disturbance and the risk of erosion, sedimentation, and spills. See Attachment B for a complete project description. Note that only the Type 1 crossings will affect the likely jurisdictional WOTUS features; the remainder of the project description (Type 2 and 3 crossings) pertains to the accompanying 401 permit application intended for NDEP.

20. DESCRIPTION OF PROPOSED MITIGATION MEASURES (*see instructions*)  
 Construction in the stream bed would be performed only "in the dry." The road crossings have been designed to maintain the channel's hydrology. Work within washes would be minimized to the extent practicable. All stockpiled material would be placed at least 20 feet from channels, and maintenance and fueling areas would be set back 100 feet. The project will implement a Stormwater Pollution Prevention Plan (Attachment C). Most surface disturbance areas would be reclaimed through revegetation and recontouring (Attachment D).

21. PURPOSE OF NATIONWIDE PERMIT ACTIVITY (*Describe the reason or purpose of the project, see instructions*)  
 The purpose of the project is to upgrade an existing 155-mile-long single-circuit 230-kilovolt (kV) transmission line and associated appurtenances to either a double-circuit 230-kV system or a double-circuit 500-kV system. The need of the project is for the Proponent to meet their obligations as a participating owner in the California Independent System Operator (CAISO) organization, meet electrical demand of end users, respond to transmission interconnection requests, improve overall system reliability, and provide regional redundancy.

22. QUANTITY OF WETLANDS, STREAMS, OR OTHER TYPES OF WATERS DIRECTLY AFFECTED BY PROPOSED NATIONWIDE PERMIT ACTIVITY (*see instructions*)

Acres	Linear Feet	Cubic Yards Dredged or Discharged
0.20	399.03	182.55

**Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site.**

23. List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. (*see instructions*)  
 None.

24. If the proposed activity will result in the loss of greater than 1/10-acre of wetlands and requires pre-construction notification, explain how the compensatory mitigation requirement in paragraph (c) of general condition 23 will be satisfied, or explain why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required for the proposed activity.  
Under NWP 57, each of the project's five road crossings are a single and complete project, and each crossing creates no more than 0.025-acre loss of wetlands. Due to this small scale of disturbance, adverse environmental effects will be minimal and mitigation would not be required.

25. Is any portion of the nationwide permit activity already complete?  Yes  No If Yes, describe the completed work:

26. List the name(s) of any species listed as endangered or threatened under the Endangered Species Act that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. (see instructions)  
The BLM is preparing a biological assessment (BA) for impacts to Mojave desert tortoise to support the EIS process. The BA and Section 7 consultation are in process with the final BA expected in summer 2024 and final biological opinion expected in early 2025. The final BA will be provided to the USACE upon its completion.


27. List any historic properties that have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic property or properties. (see instructions)  
The BLM is currently leading Section 106 consultation with the State Historic Preservation Office to support the EIS process. The BLM is using the NEPA environmental review process to meet its Section 106 compliance requirements, consistent with 36 CFR 800.8(c). The BLM began the Section 106 consultation process in January 2023 and expects completion of the process in early 2025. The results of the consultation will be provided to the USACE upon its completion. Attachment E presents a cultural resources technical memorandum describing that no historic properties were observed within the area of the five likely jurisdictional washes.

28. For a proposed NWP activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, identify the Wild and Scenic River or the "study river":  
N/A

29. If the proposed NWP activity also requires permission from the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, have you submitted a written request for section 408 permission from the Corps district having jurisdiction over that project?  Yes  No  
If "yes", please provide the date your request was submitted to the Corps district:

30. If the terms of the NWP(s) you want to use require additional information to be included in the PCN, please include that information in this space or provide it on an additional sheet of paper marked Block 30. (see instructions)  
Please see attached aquatic resources delineation report (Attachment F).

31. Pre-construction notification is hereby made for one or more nationwide permit(s) to authorize the work described in this notification. I certify that the information in this pre-construction notification is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.  
GridLiance West LLC

 \_\_\_\_\_  
Natalie F. Smith, Vice President SIGNATURE OF APPLICANT  
Novmeber 6, 2024 \_\_\_\_\_  
DATE DATE

The pre-construction notification must be signed by the person who desires to undertake the proposed activity (applicant) and, if the statement in Block 11 has been filled out and signed, the authorized agent.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

**Instructions for Preparing a  
Department of the Army  
Nationwide Permit (NWP) Pre-Construction Notification (PCN)**

**Blocks 1 through 4.** To be completed by the Corps of Engineers.

**Block 5. Applicant's Name.** Enter the name and the e-mail address of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the name of the organization and responsible officer and title. If more than one party is associated with the preconstruction notification, please attach a sheet of paper with the necessary information marked Block 5.

**Block 6. Address of Applicant.** Please provide the full address of the party or parties responsible for the PCN. If more space is needed, attach an extra sheet of paper marked Block 6.

**Block 7. Applicant's Telephone Number(s).** Please provide the telephone number where you can usually be reached during normal business hours.

**Blocks 8 through 11.** To be completed, if you choose to have an agent.

**Block 8. Authorized Agent's Name and Title.** Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer, consultant, or any other person or organization. Note: An agent is not required.

**Blocks 9 and 10. Agent's Address and Telephone Number.** Please provide the complete mailing address of the agent, along with the telephone number where he / she can be reached during normal business hours.

**Block 11. Statement of Authorization.** To be completed by the applicant, if an agent is to be employed.

**Block 12. Proposed Nationwide Permit Activity Name or Title.** Please provide a name identifying the proposed NWP activity, e.g., Windward Marina, Rolling Hills Subdivision, or Smith Commercial Center.

**Block 13. Name of Waterbody.** Please provide the name (if it has a name) of any stream, lake, marsh, or other waterway to be directly impacted by the NWP activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

**Block 14. Proposed Activity Street Address.** If the proposed NWP activity is located at a site having a street address (not a box number), please enter it in Block 14.

**Block 15. Location of Proposed Activity.** Enter the latitude and longitude of where the proposed NWP activity is located. Indicate whether the project location provided is the center of the project or whether the project location is provided as the latitude and longitude for each of the "corners" of the project area requiring evaluation. If there are multiple sites, please list the latitude and longitude of each site (center or corners) on a separate sheet of paper and mark as Block 15.

**Block 16. Other Location Descriptions.** If available, provide the Tax Parcel Identification number of the site, Section, Township, and Range of the site (if known), and / or local Municipality where the site is located.

**Block 17. Directions to the Site.** Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site. You may also provide a description of the location of the proposed NWP activity, such as lot numbers, tract numbers, or you may choose to locate the proposed NWP activity site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed NWP activity site if known. If there are multiple locations, please indicate directions to each location on a separate sheet of paper and mark as Block 17.

**Block 18. Identify the Specific Nationwide Permit(s) You Propose to Use.** List the number(s) of the Nationwide Permit(s) you want to use to authorize the proposed activity (e.g., NWP 29).

**Block 19. Description of the Proposed Nationwide Permit Activity.** Describe the proposed NWP activity, including the direct and indirect adverse environmental effects the activity would cause. The description of the proposed activity should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal. Identify the materials to be used in construction, as well as the methods by which the work is to be done.

Provide sketches when necessary to show that the proposed NWP activity complies with the terms of the applicable NWP(s). Sketches usually clarify the activity and result in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed NWP activity (e.g., a conceptual plan), but do not need to be detailed engineering plans.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked Block 19.

**Block 20. Description of Proposed Mitigation Measures.** Describe any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed NWP activity. The description of any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or additional mitigation measures.

**Block 21. Purpose of Nationwide Permit Activity.** Describe the purpose and need for the proposed NWP activity. What will it be used for and why? Also include a brief description of any related activities associated with the proposed project. Provide the approximate dates you plan to begin and complete all work.

**Block 22. Quantity of Wetlands, Streams, or Other Types of Waters Directly Affected by the Proposed Nationwide Permit Activity.** For discharges of dredged or fill material into waters of the United States, provide the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained by the proposed NWP activity. For structures or work in navigable waters of the United States subject to Section 10 of the Rivers and Harbors Act of 1899, provide the amount of navigable waters filled, dredged, or occupied by one or more structures (e.g., aids to navigation, mooring buoys) by the proposed NWP activity.

For multiple NWPs, or for separate and distant crossings of waters of the United States authorized by NWPs 12 or 14, attach an extra sheet of paper marked Block 21 to provide the quantities of wetlands, streams, or other types of waters filled, flooded, excavated, or drained (or dredged or occupied by structures, if in waters subject to Section 10 of the Rivers and Harbors Act of 1899) for each NWP. For NWPs 12 and 14, include the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained for each separate and distant crossing of waters or wetlands. If more space is needed, attach an extra sheet of paper marked Block 22.

**Block 23. Identify Any Other Nationwide Permit(s), Regional General Permit(s), or Individual Permit(s) Used to Authorize Any Part of Proposed Activity or Any Related Activity.** List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. For linear projects, list other separate and distant crossings of waters and wetlands authorized by NWPs 12 or 14 that do not require PCNs. If more space is needed, attach an extra sheet of paper marked Block 23.

**Block 24. Compensatory Mitigation Statement for Losses of Greater Than 1/10-Acre of Wetlands When Pre-Construction Notification is Required.** Paragraph (c) of NWP general condition 23 requires compensatory mitigation at a minimum one-for-one replacement ratio will be required for all wetland losses that exceed 1/10-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation is more environmentally appropriate or the adverse environmental effects of the proposed NWP activity are no more than minimal without compensatory mitigation, and provides an activity-specific waiver of this requirement. Describe the proposed compensatory mitigation for wetland losses greater than 1/10 acre, or provide an explanation of why the district engineer should not require wetland compensatory mitigation for the proposed NWP activity. If more space is needed, attach an extra sheet of paper marked Block 24.

**Block 25. Is Any Portion of the Nationwide Permit Activity Already Complete?** Describe any work that has already been completed for the NWP activity.

**Block 26. List the Name(s) of Any Species Listed As Endangered or Threatened under the Endangered Species Act that Might be Affected by the Nationwide Permit Activity.** If you are not a federal agency, and if any listed species or designated critical habitat might be affected or is in the vicinity of the proposed NWP activity, or if the proposed NWP activity is located in designated critical habitat, list the name(s) of those endangered or threatened species that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 7 of the Endangered Species Act.

**Block 27. List Any Historic Properties that Have the Potential to be Affected by the Nationwide Permit Activity.** If you are not a Federal agency, and if any historic properties have the potential to be affected by the proposed NWP activity, list the name(s) of those historic properties that have the potential to be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 106 of the National Historic Preservation Act.

**Block 28. List the Wild and Scenic River or Congressionally Designated Study River if the Nationwide Permit Activity Would Occur in such a River.** If the proposed NWP activity will occur in a river in the National Wild and Scenic River System or in a river officially designated by Congress as a "study river" under the Wild and Scenic Rivers Act, provide the name of the river. For a list of Wild and Scenic Rivers and study rivers, please visit <http://www.rivers.gov/>.

**Block 29. Nationwide Permit Activities that also Require Permission from the Corps Under 33 U.S.C. 408.** If the proposed NWP activity also requires permission from the Corps under 33 U.S.C. 408 because it will temporarily or permanently alter, occupy, or use a Corps federal authorized civil works project, indicate whether you have submitted a written request for section 408 permission from the Corps district having jurisdiction over that project.

**Block 30. Other Information Required For Nationwide Permit Pre-Construction Notifications.** The terms of some of the Nationwide Permits include additional information requirements for preconstruction notifications:

- \* NWP 3, Maintenance –information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals.
- \* NWP 31, Maintenance of Existing Flood Control Facilities –a description of the maintenance baseline and the dredged material disposal site.
- \* NWP 33, Temporary Construction, Access, and Dewatering –a restoration plan showing how all temporary fills and structures will be removed and the area restored to pre-project conditions.
- \* NWP 44, Mining Activities –if reclamation is required by other statutes, then a copy of the final reclamation plan must be submitted with the pre-construction notification.
- \* NWP 45, Repair of Uplands Damaged by Discrete Events –documentation, such as a recent topographic survey or photographs, to justify the extent of the proposed restoration.
- \* NWP 48, Commercial Shellfish Aquaculture Activities –(1) a map showing the boundaries of the project area, with latitude and longitude coordinates for each corner of the project area; (2) the name(s) of the species that will be cultivated during the period this NWP is in effect; (3) whether canopy predator nets will be used; (4) whether suspended cultivation techniques will be used; and (5) general water depths in the project area (a detailed survey is not required).
- \* NWP 49, Coal Remining Activities –a document describing how the overall mining plan will result in a net increase in aquatic resource functions must be submitted to the district engineer and receive written authorization prior to commencing the activity.
- \* NWP 50, Underground Coal Mining Activities –if reclamation is required by other statutes, then a copy of the reclamation plan must be submitted with the pre-construction notification.

If more space is needed, attach an extra sheet of paper marked Block 30.

**Block 31. Signature of Applicant or Agent.** The PCN must be signed by the person proposing to undertake the NWP activity, and if applicable, the authorized party (agent) that prepared the PCN. The signature of the person proposing to undertake the NWP activity shall be an affirmation that the party submitting the PCN possesses the requisite property rights to undertake the NWP activity (including compliance with special conditions, mitigation, etc.).

#### **DELINEATION OF WETLANDS, OTHER SPECIAL AQUATIC SITES, AND OTHER WATERS**

Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site. Wetland delineations must be prepared in accordance with the current wetland delineation manual and regional supplement published by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. The 45 day PCN review period will not start until the delineation is submitted or has been completed by the Corps.

#### **DRAWINGS AND ILLUSTRATIONS**

##### **General Information.**

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a Vicinity Map, a Plan View or a Typical Cross-Section Map. Identify each illustration with a figure or attachment number. For linear projects (e.g. roads, subsurface utility lines, etc.) gradient drawings should also be included. Please submit one original, or good quality copy, of all drawings on 8½x11 inch plain white paper (electronic media may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations. Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view, or cross-section). While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate, and contain all necessary information.

#### **ADDITIONAL INFORMATION AND REQUIREMENTS**

For proposed NWP activities that involve discharges into waters of the United States, water quality certification from the State, Tribe, or EPA must be obtained or waived (see NWP general condition 25). Some States, Tribes, or EPA have issued water quality certification for one or more NWPs. Please check the appropriate Corps district web site to see if water quality certification has already been issued for the NWP(s) you wish to use. For proposed NWP activities in coastal states, state Coastal Zone Management Act consistency concurrence must be obtained, or a presumption of concurrence must occur (see NWP general condition 26). Some States have issued Coastal Zone Management Act consistency concurrences for one or more NWPs. Please check the appropriate Corps district web site to see if Coastal Zone Management Act consistency concurrence has already been issued for the NWP(s) you wish to use.

**ATTACHMENT A**

**ENG Form 6082 Supplemental Information**

November 2024

# GRIDLIANCE WEST CORE UPGRADES TRANSMISSION LINE PROJECT – SUPPLEMENTAL INFORMATION

**Table A-1. Project Supplemental Information**

<b>Box</b>	<b>Supplemental Information</b>																																								
Block 14. Proposed Activity Street Address	The relatively large project area (155-mile transmission line alignment) is located on lands administered by the Bureau of Land Management, Bureau of Indian Affairs, Department of Defense, State of Nevada, and Clark County, as well as private lands in Clark and Nye Counties, Nevada. See Attachment B for a project description and project area maps.																																								
Block 15. Location of Proposed Activity	Start Point (Sloan Canyon Switchyard): 36.3387°, -115.3418° End Point (Northwest Substation): 35.8383°, -115.0159  See Attachment B for project area overview maps.																																								
Block 16. Other Location Descriptions	A complete PLSS description, and other information, is available upon request.																																								
Block 22. Quantity of Wetlands, Streams, or Other Types of Waterbodies Directly Affected by the Proposed Nationwide Permit Activity	<del>Five</del> <b>Eight</b> separate washes, which were found to be likely jurisdictional due to interstate connections, will be affected by the proposed project activities by the construction of Type 1 Access Road Water Feature Crossings through "existing unpaved roads that may require improvement." Most of the construction activities associated with Type 1 crossings will be above or at the ordinary high water mark (OHWM), and work within the channel will be minimized to the extent practicable. Material will be moved/graded within the channel and below the OHWM, but no imported fill will be used. See Attachment B for a description of those project features. See the attached ORM Upload Sheet which quantifies the impacts to the five WOTUS surface water features expected to be impacted by the project.  Block 22 on the PCN form presents a total of all impacts; however, for the purposes of Nationwide Permit 57, each jurisdictional wash is considered a single and complete project. The individual impacts per wash, which are the same for both the 230- and 500-kV project options, are as follows:																																								
	<table border="1"> <thead> <tr> <th><b>Feature</b></th> <th><b>Linear Feet of Impacts</b></th> <th><b>Acres of Impacts</b></th> <th><b>Cubic Yards of Impacts</b></th> </tr> </thead> <tbody> <tr> <td>S2T-212</td> <td>46.33</td> <td>0.02</td> <td>19.05</td> </tr> <tr> <td>S2T-228</td> <td>53.11</td> <td>0.01</td> <td>12.69</td> </tr> <tr> <td>T2P-264</td> <td>45.99</td> <td>0.01</td> <td>12.33</td> </tr> <tr> <td>T2P-266</td> <td>40.21</td> <td>0.02</td> <td>20.71</td> </tr> <tr> <td>T2P-270</td> <td>52.03</td> <td>0.01</td> <td>12.62</td> </tr> <tr> <td>S2T-204B</td> <td><u>40.51</u></td> <td><u>0.04</u></td> <td><u>29.67</u></td> </tr> <tr> <td>S2T-205</td> <td><u>80.82</u></td> <td><u>0.01</u></td> <td><u>7.65</u></td> </tr> <tr> <td>S2T-206</td> <td><u>40.04</u></td> <td><u>0.08</u></td> <td><u>67.84</u></td> </tr> <tr> <td><b>TOTAL</b></td> <td><b><u>399.03</u></b></td> <td><b><u>0.20</u></b></td> <td><b><u>182.55</u></b></td> </tr> </tbody> </table>	<b>Feature</b>	<b>Linear Feet of Impacts</b>	<b>Acres of Impacts</b>	<b>Cubic Yards of Impacts</b>	S2T-212	46.33	0.02	19.05	S2T-228	53.11	0.01	12.69	T2P-264	45.99	0.01	12.33	T2P-266	40.21	0.02	20.71	T2P-270	52.03	0.01	12.62	S2T-204B	<u>40.51</u>	<u>0.04</u>	<u>29.67</u>	S2T-205	<u>80.82</u>	<u>0.01</u>	<u>7.65</u>	S2T-206	<u>40.04</u>	<u>0.08</u>	<u>67.84</u>	<b>TOTAL</b>	<b><u>399.03</u></b>	<b><u>0.20</u></b>	<b><u>182.55</u></b>
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# NATIONWIDE PERMIT GENERAL CONDITIONS CHECKLIST

**Table A-2. Project Compliance with 2021 General Conditions**

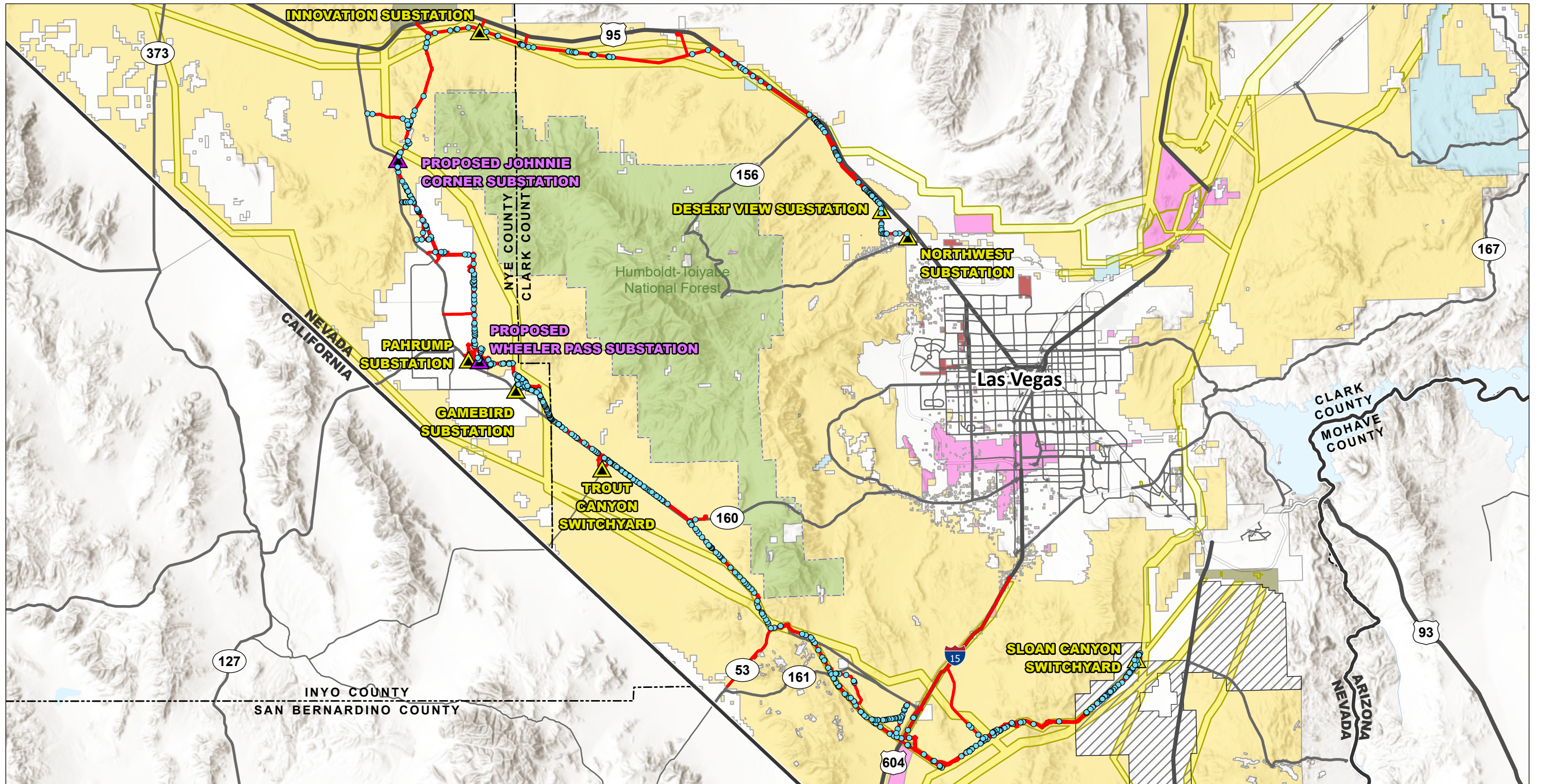
Yes	No	Number	Condition	Rationale for Compliance
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Navigation	The project does not occur within navigable waters.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	Aquatic Life Movements	All surface water features within the project area are non-relatively permanent and aquatic life is not present.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	Spawning Areas	Spawning areas do not occur within the project area.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4	Migratory Bird Breeding Areas	The five WOTUS features (ephemeral washes) likely do not create migratory bird breeding areas. Impacts to migratory birds will be mitigated for the project through standard Best Management Practices (BMPs) such as avoiding construction during migratory bird nesting season and utilizing nest avoidance buffers if work during nesting season must occur.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	5	Shellfish Beds	Shellfish populations do not occur within the project area.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6	Suitable Material	The project will not use unsuitable material (e.g., trash, debris, car bodies, asphalt) or toxic material. Materials used for construction or discharged will be free from toxic pollutants in toxic amounts. Any imported material will be clean and weed-free.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7	Water Supply Intakes	The project does not occur in the proximity of a water supply intake.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8	Adverse Effects from Impoundments	Surface water features will not be impounded.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	9	Management of Water Flows	Flow within likely WOTUS features will be maintained to the extent practicable. Impacts to flow for other surface water features will be managed through the project's SWPPP.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	10	Fills Within 100-Year Floodplains	Of the five likely WOTUS features, T2P-266, occurs within a FEMA Zone A floodplain. However, the project action would be to perform grading within the streambed of the feature within a previously disturbed access road area. No discharges of fill would occur, and impacts to the floodplain are not likely to occur.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11	Equipment	Equipment will not work within wetlands or mudflats. Equipment will be required to smooth the channel bed of the five likely WOTUS features (ephemeral); however, overall disturbance will be minimized to the extent practicable.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12	Soil Erosion and Sedimentation Controls	Construction will occur "in the dry" to reduce the risk of sedimentation. The project will implement a Site Restoration and Revegetation Plan per BLM standards which establishes soil stabilization protocols to reduce the risk of erosion.

Yes	No	Number	Condition	Rationale for Compliance
<input checked="" type="checkbox"/>	<input type="checkbox"/>	13	Removal of Temporary Structures and Fills	All temporary fills will be removed as soon as practicable and the site restored to pre-existing or otherwise stable slopes.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14	Proper Maintenance	All permanent fills will be properly maintained.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	15	Single and Complete Project	The activity is a single and complete project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	16	Wild and Scenic Rivers	The project does not occur within a designated Wild and Scenic River.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	17	Tribal Rights	As part of the project's NEPA process, the BLM has initiated formal government-to-government consultation with the appropriate Tribes. This consultation is ongoing and will be provided to the Corps upon completion.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	18	Endangered Species	The BLM is preparing a biological assessment (BA) for impacts to Mojave Desert tortoise to support the EIS process. The BA and Section 7 consultation are in process with the Final BA, expected in summer 2024, and final Biological Opinion, expected in early 2025. The final BA will be provided to USACE upon its completion.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	19	Migratory Birds and Bald and Golden Eagles	The project will comply with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Impacts to migratory bird and raptor species will be mitigated through the use of BMPs.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	20	Historic Properties	The BLM is currently leading Section 106 consultation with the State Historic Preservation Office to support the EIS process. The BLM is using the NEPA environmental review process to meet its Section 106 compliance requirements, consistent with 36 CFR 800.8(c). The BLM began the Section 106 consultation process in January 2023 and expects completion of the process in early 2025. No historic properties occur around the 5 WOTUS features (see Attachment E of this PCN package), and the results of the official consultation package will be provided to USACE upon its completion.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	21	Discovery of Previously Unknown Remains and Artifacts	The permittee will notify the district engineer if previously unknown remains and artifacts are encountered.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	22	Designated Critical Resource Waters	Critical resource waters do not occur within the project area.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	23	Mitigation	Compensatory mitigation is not required as the permanent impacts to the WOTUS streambeds are less than 0.1 acre. Additionally, flows will not be impacted, and revegetation will occur in disturbance areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	24	Safety of Impoundment Structures	Impoundment structures are not a part of the project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	25	Water Quality Certification	A 401 Water Quality Certification will be requested from NDEP and that process is being performed concurrently with the 404 process.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	26	Coastal Zone Management	The project is not located in the Coastal Zone Management area.

Yes	No	Number	Condition	Rationale for Compliance
<input checked="" type="checkbox"/>	<input type="checkbox"/>	27	Regional and Case-By-Case Conditions	The permittee will comply with the NWP regional conditions and specific conditions added by USACE, if applicable.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	28	Use of Multiple Nationwide Permits	This project is being completed under a single NWP.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	29	Transfer of Nationwide Permit Verifications	This does not apply to the project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	30	Compliance Certification	The permittee will sign and submit the compliance certification to USACE upon completion of the activities authorized.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	31	Activities Affecting Structures or Works Built by the United States	This does not apply to the project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	32	Pre-Construction Notification	The completed PCN form and other supporting documents included with it comply with this general condition.

**Table A-3. 2021 Regional Conditions for the States of Nevada and Utah**

Yes	No	Number	Condition	Rationale for Compliance
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	The permittee shall submit a PCN, in accordance with General Condition 32, in the following circumstances:	These conditions do not apply to the project.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	a	Activities involving new bank stabilization that do not incorporate bioengineering techniques. Bioengineering techniques include using live plants alone or in combination with dead or inorganic materials, including rock, sand, or gravel;	This does not apply.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	b	Activities resulting in a discharge of dredged or fill material in waters of the U.S. on Tribal Lands;	This does not apply.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	c	Activities involving the permanent channelization, realignment, or relocation of streams; and,	This does not apply.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	The use of NWPs 4, 5, 7, 12 - 15, 17, 18, 21 - 23, 25, 29 – 31, 33, 34, 39 - 51, 57, or 58, authorizing the discharge of dredged and/or fill material is prohibited:	These conditions do not apply to the project.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	a	in peatlands containing histosols, including bogs and fens; and,	This does not apply.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	b	below the ordinary high-water mark of the Great Salt Lake containing bioherms (microbialites).	This does not apply.

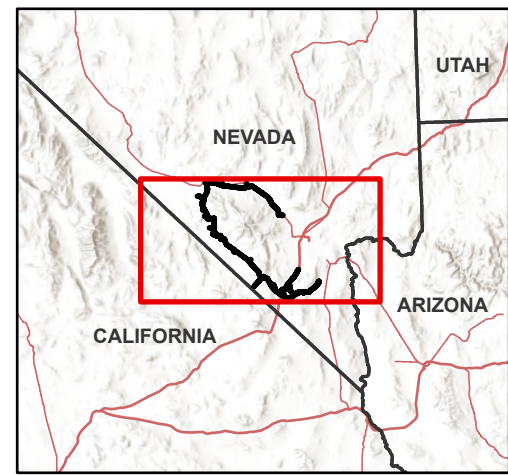


- Project Features**
- Proposed Substation
  - Existing Substation
  - Ordinary High Water Mark Area
  - Waters of the United States Study Area

- Reference Features**
- Local Road
  - State Highway
  - US Highway
  - Utility Corridors
  - Administrative Boundary
  - State Boundary
  - County Boundary
  - Boulder City Conservation Easement

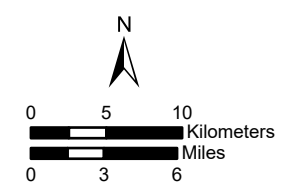
- Land Ownership**
- Private
  - Clark County, NV
  - City of Las Vegas
  - Bureau of Land Management
  - State Lands
  - U.S. Forest Service
  - Department of Energy

Scale: 1:500,000  
 NAD83/UTM zone 11N  
 Surveys based on preliminary design.  
 Basemap from Esri ArcGIS Online:  
 USGS Topo, accessed December 18, 2024.



**GRIDLIANCE WEST CORE UPGRADES  
 TRANSMISSION LINE PROJECT**

Project Location



December 2024