



Categorical Exclusion Determination

Western Area Power Administration

U.S. Department of Energy



<u>Proposed Action Title:</u>	Captain Jack-Olinda Spacer Replacement Landing Zones
<u>WAPA Region:</u>	Sierra Nevada Region
<u>Location (County/State):</u>	Modoc County, California
<u>CX Determination Number:</u>	2026-SNR-004
<u>CX Determination Expiration Date*:</u>	12/31/2027

**CX is valid until the date above (no longer than five years from when document was signed) or completion of work started prior to the expiration of the CX Determination, unless there are substantial changes to the scope of work, location, or applicable regulations. If such changes occur prior to the expiration of the CX, the Region Environmental Program will review the analysis to ensure the CX is still applicable.*

Proposed Action Description:

WAPA proposes to acquire temporary access rights from willing private landowners for two areas and temporary access permissions from the U.S. Forest Service for three areas outside of its existing Captain Jack-Olinda transmission line right-of-way to be used temporarily as helicopter landing zones for a transmission line maintenance project. These landing zones would benefit WAPA due to their ease of access and greater safety (by reducing aircraft operations in close proximity to transmission lines). Limits or restrictions on use would be determined in negotiation with the landowners or land managers and would be in addition to and in accordance with any environmental restrictions. A one-project term for the contracts/permits is proposed, with work anticipated in April and/or July-August 2026. This determination considers anticipated effects through 2027 in case the project schedule slips.

Sites chosen are grasslands or previously disturbed terrestrial areas. No grading, modification, or improvement of the sites or routes used to access them would occur. WAPA would use these landing zones to support spacer replacements, a routine transmission line maintenance project. Typical use at the sites consists of staging equipment, parking vehicles, loading of cargo (including internal or external sling loads), and refueling of helicopters. Landing zone sites (including room for equipment staging and vehicle turnaround) vary in size, with one acre being a reasonable upper end estimate for affected area. Fuel service trailers are of a design and size that do not require HAZMAT endorsement, and on-site passive spill containment exceeds the capacity of the fuel service trailers.

This CX evaluates activities outside existing transmission line rights-of-way and the use of temporary license agreements to secure temporary property rights. Maintenance work associated with landing zones and spacer replacements falls under the Environmental Assessment for the North Area Right-of-Way Maintenance Program.

Environmental Requirements during Project Implementation:



- A biological survey is required if landing zones are used during nesting season (January 1-September 15, consistent with conservation measures in the Environmental Assessment for the North Area Right-of-Way Maintenance Program).
- WAPA would employ spill containment standard operating procedures (SOPs) consistent with the Environmental Assessment for the North Area Right-of-Way Maintenance Program.
- WAPA would employ air quality SOPs consistent with the Environmental Assessment for the North Area Right-of-Way Maintenance Program.
- A cultural monitor will be present during implementation at sites 76, 98, and 134.

Categorical Exclusion(s) Applied (Number and Title):

B1.24 Property transfers

Findings:

For the DOE procedures regarding categorical exclusions, including the full text of each categorical exclusion, see 10 CFR 1021.102 and Appendix B to [10 CFR Part 1021](#), and also Section 5.4 (Applying one or more categorical exclusions to a proposal) and Appendices B and C of [DOE's National Environmental Policy Act Implementing Procedures](#) (Jun. 30, 2025).

Requirements and guidance in 10 CFR 1021.102 and DOE's NEPA Implementing Procedures: (See full text in regulation and in Implementing Procedures)

- The proposal fits within a class of actions that is listed in Appendix B to 10 CFR Part 1021 or Appendix B or C of DOE's NEPA Implementing Procedures (June 30, 2025).

To fit within the classes of actions listed in Appendix B to 10 CFR Part 1021, or Appendix B of DOE's NEPA Implementing Procedures, a proposal must satisfy the conditions that are integral elements of the classes of actions in Appendix B of both 10 CFR Part 1021 and DOE's NEPA Implementing Procedures. Additionally, for CXs adopted pursuant to NEPA Section 109 (see DNIP, Appendix C), the originating Federal agency's integral elements or extraordinary circumstances must be in accordance with the applicable requirements.

- There are no extraordinary circumstances related to the proposal that may affect the significance of the environmental effects of the proposal. DOE or an applicant may modify the proposal to avoid reasonably foreseeable adverse significant effects such that the categorical exclusion would apply.

- The proposal has not been segmented to meet the definition of a categorical exclusion.



[Note: For proposals that fit within the categorical exclusions listed in Appendix C of DOE's NEPA Implementing Procedures, see DOE's notice of adoption for the subject Appendix C categorical exclusion for additional considerations. DOE notices of adoption for other agency categorical exclusions may be found on [DOE's Section 109 webpage.](#)]

Determination:

Based on my review of the proposed action, I have determined that the proposed action fits within the specified class(es) of action, the other requirements and guidance set forth above are met, and the proposed action is hereby categorically excluded from further NEPA review.

WAPA Authorized Official Signature:

Title: Sierra Nevada Regional Manager