transformer, and 4 to 10 mG on the secondary side. Near ground-based transformers used in residential areas, fields were 80 to 1000 mG at the surface and 10 to 100 mG at a distance of 1 ft. (0.3 m).

The magnetic fields from the proposed line would be comparable to or less than those from existing 500-kV lines in Oregon, Washington, and elsewhere. On and near the right-of-way of the proposed line, magnetic fields would be well above average residential levels. However, the fields from the line would decrease rapidly and approach common ambient levels at distances greater than a few hundred feet from the edge of the right-of-way. Furthermore, the fields at the edge of the right-of-way would not be above those encountered during normal activities near common sources such as hand-held appliances.

5.0 Electric and Magnetic Field (EMF) Effects

Possible effects associated with the interaction of EMF from transmission lines with people on and near a right-of-way fall into two categories: short-term effects that can be perceived and may represent a nuisance, and possible long-term health effects. Only short-term effects are discussed here. The issue of whether there are long-term health effects associated with transmission-line fields is controversial. In recent years, considerable research on possible biological effects of EMF has been conducted. A review of these studies and their implications for health-related effects is provided in a separate technical report for the environmental assessment for the proposed Grand Coulee – Bell 500-kV transmission line.

5.1 Electric Fields: Short-term Effects

Short-term effects from transmission-line electric fields are associated with perception of induced currents and voltages or perception of the field. Induced current or spark discharge shocks can be experienced under certain conditions when a person contacts objects in an electric field. Such effects occur in the fields associated with transmission lines that have voltages of 230-kV or higher. These effects could occur infrequently under the proposed Grand Coulee – Bell 500-kV line.

Steady-state currents are those that flow continuously after a person contacts an object and provides a path to ground for the induced current. The amplitude of the steady-state current depends on the induced current to the object in question and on the grounding path. The magnitude of the induced current to vehicles and objects under the proposed line will depend on the electric-field strength and the size and shape of the object. When an object is electrically grounded, the voltage on the object is reduced to zero, and it is not a source of current or voltage shocks. If the object is poorly grounded or not grounded at all, then it acquires some voltage relative to earth and is a possible source of current or voltage shocks.

The responses of persons to steady-state current shocks have been extensively studied, and levels of response documented (Keesey and Letcher, 1969; IEEE, 1978). Primary shocks are those that can result in direct physiological harm. Such shocks will not be possible from induced currents under the existing or proposed lines, because clearances above ground required by the NESC preclude such shocks from large vehicles and grounding practices eliminate large stationary objects as sources of such shocks.

Secondary shocks are defined as those that could cause an involuntary and potentially harmful movement, but no direct physiological harm. Secondary shocks could occur under the proposed 500-kV line when making contact with ungrounded conducting objects such as vehicles or equipment. However, such occurrences are anticipated to be very infrequent. Shocks, when they occur under the 500-kV line, are most likely to be below the nuisance level. Induced currents are extremely unlikely to be perceived off the right-of-way where the proposed line abuts the edge of the right-of-way (Configurations 1 and 2).

Induced currents would not be perceived off the right-of-way in Configurations 3 to 10 where lower-voltage lines are at the edge of the right-of-way.

Induced currents are always present in electric fields under transmission lines and will be present near the proposed line. However, during initial construction, BPA routinely grounds metal objects that are located on or near the right-of-way. The grounding eliminates these objects as sources of induced current and voltage shocks. Multiple grounding points are used to provide redundant paths for induced current flow. After construction, BPA would respond to any complaints and install or repair grounding to mitigate nuisance shocks.

Unlike fences or buildings, mobile objects such as vehicles and farm machinery cannot be grounded permanently. Limiting the possibility of induced currents from such objects to persons is accomplished in several ways. First, required clearances for above-ground conductors tend to limit field strengths to levels that do not represent a hazard or nuisance. The NESC (IEEE, 2002) requires that, for lines with voltage exceeding 98 kV line-to-ground (170 kV line-to-line), sufficient conductor clearance be maintained to limit the induced short-circuit current in the largest anticipated vehicle under the line to 5 milliamperes (mA) or less. This can be accomplished by limiting access or by increasing conductor clearances in areas where large vehicles could be present. BPA and other utilities design and operate lines to be in compliance with the NESC.

For the proposed line, conductor clearances (50°C conductor temperature) would be increased to at least 54 ft. (16.6 m) over major road crossings along the route, resulting in a maximum field of 4.4 kV/m or less at the 3.28 ft. (1 m) height. The largest truck allowed on roads in Washington without a special permit is 14 ft. high by 8.5 ft. wide by 75 ft. long (4.3 x 2.6 x 22.9 m). The induced currents to such a vehicle oriented perpendicular to the line in a maximum field of 4.4 kV/m (at 3.28-ft. height) would be less than 4.0 mA (Reilly, 1979). For smaller trucks, the maximum induced currents for perpendicular orientation to the proposed line would be less than this value. (Larger special-permitted trucks, such as triple trailers, can be up to 105 feet in length. However, because they average the field over such a long distance, the maximum induced current to a 105-ft. vehicle oriented perpendicular to the 500-kV line at a road crossing would be less than 3.8 mA.) Thus, the NESC 5-mA criterion would be met for perpendicular road crossings of the proposed line. These large vehicles are not anticipated to be off highways or oriented parallel to the proposed line. As discussed below, these are worst-case estimates of induced currents at road crossings; conditions for their occurrence are rare. The conductor clearance at each road crossing would be checked during the design stage of the line to ensure that the NESC 5-mA criterion is met. Furthermore, it is BPA policy to limit the maximum induced current from vehicles to 2 mA in commercial parking lots. Line clearances would also be increased in accordance with the NESC, such as over railroads and water areas suitable for sailboating.

Several factors tend to reduce the levels of induced current shocks from vehicles:

(1) Activities are distributed over the whole right-of-way, and only a small percentage of time is spent in areas where the field is at or close to the maximum value.

(2) At road crossings, vehicles are aligned perpendicular to the conductors, resulting in a substantial reduction in induced current.

(3) The conductor clearance at road crossings may not be at minimum values because of lower conductor temperatures and/or location of the road crossing away from midspan.

(4) The largest vehicles are permitted only on certain highways.

(5) Off-road vehicles are in contact with soil or vegetation, which reduces shock currents substantially.

Induced voltages occur on objects, such as vehicles, in an electric field where there is an inadequate electrical ground. If the voltage is sufficiently high, then a spark discharge shock can occur as contact is made with the object. Such shocks are similar to "carpet" shocks that occur, for example, when a person touches a doorknob after walking across a carpet on a dry day. The number and severity of spark discharge shocks depend on electric-field strength. Based on the low frequency of complaints reported by Glasgow and Carstensen (1981) for 500-kV alternating current transmission lines (one complaint per year for each 1,500 mi. or 2400 km of 500-kV line), nuisance shocks, which are primarily spark discharges, do not appear to be a serious impediment to normal activities under 500-kV lines.

In electric fields higher than those that would occur under the proposed line, it is theoretically possible for a spark discharge from the induced voltage on a large vehicle to ignite gasoline vapor during refueling. The probability for exactly the right conditions for ignition to occur is extremely remote. The additional clearance of conductors provided at road crossings reduces the electric field in areas where vehicles are prevalent and reduces the chances for such events. Even so, BPA recommends that vehicles should not be refueled under the proposed line unless specific precautions are taken to ground the vehicle and the fueling source (USDOE, 1995).

Under certain conditions, the electric field can be perceived through hair movement on an upraised hand or arm of a person standing on the ground under high-voltage transmission lines. The median field for perception in this manner was 7 kV/m for 136 persons; only about 12% could perceive fields of 2 kV/m or less (Deno and Zaffanella, 1982). In areas under the conductors at midspan, the fields at ground level would exceed the levels where field perception normally occurs. In these instances, field perception could occur on the right-of-way of the proposed line. It is unlikely that the field would be perceived beyond the edge of the right-of-way in Configurations 1 and 2; perception of the field off the right-of-way would not occur in Configurations 3 to 10. Where vegetation provides shielding, the field would not be perceived.

Conductive shielding reduces both the electric field and induced effects such as shocks. Persons inside a vehicle cab or canopy are shielded from the electric field. Similarly, a row of trees or a lower-voltage distribution line reduces the field on the ground in the vicinity. Metal pipes, wiring, and other conductors in a residence or building shield the interior from the transmission-line electric field.

The electric fields from the proposed 500-kV line would be comparable to those from existing 500-kV lines in the project area and elsewhere. Potential impacts of electric fields can be mitigated through grounding policies, adherence to the NESC, and increased clearances above the minimums specified by the NESC. Worst-case levels are used for safety analyses but, in practice, induced currents and voltages are reduced considerably by unintentional grounding. Shielding by conducting objects, such as vehicles and vegetation, also reduces the potential for electric-field effects.

5.2 Magnetic Field: Short-term Effects

Magnetic fields associated with transmission and distribution systems can induce voltage and current in long conducting objects that are parallel to the transmission line. As with electric-field induction, these induced voltages and currents are a potential source of shocks. A fence, irrigation pipe, pipeline, electrical distribution line, or telephone line forms a conducting loop when it is grounded at both ends. The earth forms the other portion of the loop. The magnetic field from a transmission line can induce a current to flow in such a loop if it is oriented parallel to the line. If only one end of the fence is

grounded, then an induced voltage appears across the open end of the loop. The possibility for a shock exists if a person closes the loop at the open end by contacting both the ground and the conductor. The magnitude of this potential shock depends on the following factors: the magnitude of the field; the length of the object (the longer the object, the larger the induced voltage); the orientation of the object with respect to the transmission line (parallel as opposed to perpendicular, where no induction would occur); and the amount of electrical resistance in the loop (high resistance limits the current flow).

Magnetically induced currents from power lines have been investigated for many years; calculation methods and mitigating measures are available. A comprehensive study of gas pipelines near transmission lines developed prediction methods and mitigation techniques specifically for induced voltages on pipelines (Dabkowski and Taflove, 1979; Taflove and Dabkowski, 1979). Similar techniques and procedures are available for irrigation pipes and fences. Grounding policies employed by utilities for long fences reduce the potential magnitude of induced voltage.

The magnitude of the coupling with both pipes and fences is very dependent on the electrical unbalance (unequal currents) among the three phases of the line. Thus, a distribution line where a phase outage may go unnoticed for long periods of time can represent a larger source of induced currents than a transmission line where the loads are well-balanced (Jaffa and Stewart, 1981).

Knowledge of the phenomenon, grounding practices, and the availability of mitigation measures mean that magnetic-induction effects from the proposed 500-kV transmission line would be minimal.

Magnetic fields from transmission and distribution facilities can interfere with certain electronic equipment. Magnetic fields can cause distortion of the image on VDTs and computer monitors. The threshold field for interference depends on the type and size of monitor and the frequency of the field. Interference has been observed for certain monitors at fields at or below 10 mG (Baishiki et al., 1990; Banfai et al., 2000). Generally, the problem arises when computer monitors are in use near electrical distribution facilities in large office buildings. Fields from the proposed line alone (Configuration 2) would fall below this level at approximately 225 ft. (69 m) from the centerline. In Configurations 3 to 10, fields beyond the right-of-way would be the same or reduced by the introduction of the proposed line and the potential for interference with monitors would remain the same or even be reduced.

Interference from magnetic fields can be eliminated by shielding the affected monitor or moving it to an area with lower fields. Similar mitigation methods could be applied to other sensitive electronics, if necessary. Interference from 60-Hz fields with computers and control circuits in vehicles and other equipment is not anticipated at the field levels found under and near the proposed 500-kV transmission line.

The magnetic fields from the proposed line would be comparable to those from existing 500-kV lines in the area of the proposed line.

6.0 Regulations

Regulations that apply to transmission-line electric and magnetic fields fall into two categories. Safety standards or codes are intended to limit or eliminate electric shocks that could seriously injure or kill persons. Field limits or guidelines are intended to limit electric- and magnetic-field exposures that can cause nuisance shocks or that <u>might</u> cause health effects. In no case has a limit or standard been established because of a known or demonstrated health effect.